



REGULAR CITY COUNCIL MEETING AGENDA

City Hall - Council Chambers
4381 Broadway St., Suite 201, American Canyon
August 16, 2022
6:30 PM

Mayor: Leon Garcia
Vice Mayor: Mariam Aboudamous
Councilmembers: Mark Joseph, David Oro, Pierre Washington

AMENDED AGENDA

This agenda was amended to add Item 16 Anticipated Future Agenda Items of Note.

Consistent with Government Code Section 54953 and the American Canyon City Council Resolution Declaring the Existence of a Local Emergency due to the COVID-19 Pandemic, City Council and other public meetings will be conducted both in person at City Hall, 4381 Broadway, Suite 201, and also via Zoom Teleconferencing to promote local, state, and federal guidelines and social distancing recommendations for the containment of the coronavirus. City officials and members of the public are invited to attend the meeting either in person or via teleconference. This meeting will be broadcast live to residents on Napa Valley TV, on our website [here](#) and on YouTube [here](#).

PUBLIC PARTICIPATION

Oral comments, during the meeting: Oral comments can be made in person during the meeting. A Zoom Webinar has been established for public comments made via zoom. To give your public comment via zoom, use the Register to Speak feature of eComments, connect via the below Zoom link and use the “raise your hand” tool, or call into the zoom meeting at 408-638-0968 and press *9 to “raise your hand” when the item is called. To avoid confusion, all hands raised outside of Public Comment periods will be lowered.

Written comments, via eComments: Please submit written comments through the eComments link, located on the Meetings & Agendas page of our website [here](#). Comments will be available to council members in real time. eComments will remain open throughout the meeting. All comments received will be posted online and become part of the meeting record.

Zoom Meeting Link: [Click here](#)

Webinar ID: 836 1946 5437 **Passcode:** 873516

The above-identified measures exceed all legal requirements for participation in public comment, including those imposed by the Ralph M. Brown Act. For more information, please call the Office of the City Clerk at (707) 647-4369 or email cityclerk@cityofamericancanyon.org.

AGENDA MATERIALS: City Council agenda materials are published 72 hours prior to the meeting and are available to the public via the City’s website at www.cityofamericancanyon.org.

AMERICANS WITH DISABILITIES ACT: The City Council will provide materials in appropriate alternative formats to comply with the Americans with Disabilities Act. Please send a written request to City Clerk at 4381 Broadway, Suite 201, American Canyon, CA 94503 or by email to

cityclerk@cityofamericancanyon.org. Include your name, address, phone number and brief description of the requested materials, as well as your preferred alternative format or auxiliary aid, at least three calendar days before the meeting.

PUBLIC ADDRESS – CLOSED SESSION 4:30 P.M.

The Mayor will call the meeting to order and conduct roll call. Council will immediately convene into Closed Session after hearing any public comment on Closed Session items. At 6:30 p.m. the Council will reconvene into Open Session and then resume Closed Session at the end of the meeting to address outstanding items, if necessary.

4:30 P.M. CLOSED SESSION

- 1. Conference with Legal Counsel – Anticipated Litigation Pursuant to Government Code Section 54956.9 (d)(2). Three Matters.**
- 2. Conference with Legal Counsel - Existing Litigation (4 matters). Authorized pursuant to Government Code Section 54956.9(d)(1):**
 - a. *City of American Canyon v. City of Vallejo, et al.* (Napa Superior Court Case No. 22CV000772).**
 - b. *Napa County Flood Control and Water Conservation District, Solano County Water Agency, and City of Yuba City v. California Department of Water Resources* (Sacramento County Superior Court Case No. 34-2022-0032338).**
 - c. *Russell Charpentier and William Baker v. City of Vallejo, et. al* (Solano Superior Court Case No. not yet available).**
 - d. *In the Matter of Inspection and Order to Abate at 106 Wilson Way (APN: 058-370-002)* (Napa Superior Court Case No. 22CV000850)**
- 3. Conference with Labor Negotiators: Authorized Pursuant to Government Code Section 54957.6**
Agency Designated Representatives: City Manager Jason Holley and Labor Counsel Sloan, Sekai, Yeung & Wong
Employee Organization: Teamsters
- 4. Conference with Real Property Negotiator: Authorized pursuant to Government Code section 54956.8.**
Property: APN 058-320-015 (Right of Way at Napa Junction Road)
Agency Negotiator: Jason Holley, City Manager
Negotiating Parties: City of American Canyon and Napa Valley Unified School District
Under Negotiation: Terms of Acquisition of Property

6:30 P.M. OPEN SESSION - REGULAR MEETING

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

REPORT ON CLOSED SESSION/CONFIRMATION OF REPORTABLE ACTION

PROCLAMATIONS AND PRESENTATIONS

5. Presentation - Eagle Scouts Troop 7062 Wetlands Edge Project

PUBLIC COMMENTS - ITEMS NOT ON THE AGENDA

*This time is reserved for members of the public to address the City Council on items of interest that are not on the Agenda and are within the subject matter jurisdiction of the City Council. Comments are limited to 3 minutes. Comments for items on the Agenda will be taken when the item is called. The City Council is prohibited by law from taking any action on matters discussed that are not on the Agenda, and no adverse conclusions should be drawn if the City Council does not respond to public comment at this time. Speakers are asked to please speak clearly, and provide their name. Any handouts for distribution to the City Council must be emailed by 3:00 p.m. on meeting day. To comment via zoom during the meeting: click the "raise your hand" button if joining by computer, or press *9 if joining by phone, when the item is called. To avoid confusion, hands raised outside of Public Comment periods will be lowered.*

AGENDA CHANGES

The Mayor and Council may change the order of the Agenda or request discussion of a Consent Item. A member of the Public may request discussion of a Consent Item by making that request during Public Comment.

CONSENT CALENDAR

6. Minutes of August 2, 2022

Recommendation: Approve the minutes of the City Council meeting of August 2, 2022.

7. AB361 In Person and Remote Teleconferenced Meetings - August 16, 2022 - September 15, 2022

Recommendation: Adopt a Resolution reaffirming that, due to the continuing COVID-19 Pandemic, a local emergency exists, re-ratifying the Proclamation of a State of Emergency by Governor Newsom on March 4, 2020, and authorizing in-person and remote teleconferenced meetings of legislative and advisory bodies of the City of American Canyon for the period of August 16, 2022 - September 15, 2022 pursuant to the Ralph M. Brown Act.

8. City Conflict of Interest Code

Recommendation: Adopt a Resolution taking the following actions in conjunction with the City's Conflict of Interest Code:

1. Approving the 2022 Conflict of Interest Code;
2. Authorizing future updates by Resolution;
3. Authorizing the City Clerk to Complete and file the 2022 Local Biennial Notice.

9. Coastland Development Engineering Services

Recommendation: Adopt a Resolution authorizing the City Manager to execute an agreement with Coastland Civil Engineering, Inc. for Development engineering Services in an amount not to exceed \$330,000.

10. **Napa Countywide Road Maintenance Act (Measure T) - 2022 Master Funding Agreement**
Recommendation: Adopt a Resolution authorizing the City Manager to execute the 2022 Master Funding Agreement with Napa Valley Transportation Authority-Tax Agency relating to Measure T.
11. **Napa Logistics Park Phase 2 Public Improvements**
Recommendation: Adopt a Resolution of the City Council of the City of American Canyon accepting the public streets and appurtenant utilities improvements associated with the Napa Logistics Park Phase 2 Project.

PUBLIC HEARINGS

12. **Proposed Residential Solid Waste Rate Increase for Enhanced Services (SB 1383)**
Recommendation: Take the following actions in conjunction with Proposition 218:
1. Conduct a Public Hearing on Proposition 218 and determine the official number of written protests received on the proposed residential solid waste rate increase; and
 2. If the number of valid protest votes are below 50% of the number of property owners or customers authorized to vote, adopt the Resolution approving a residential solid waste rate increase.

BUSINESS

13. **City of American Canyon Local Roadway Safety Plan**
Recommendation: Adopt a Resolution adopting the City of American Canyon Local Roadway Safety Plan.
14. **Adoption of Labor Agreements, Salary Schedules and related documents.**
Recommendation: Take the following action in conjunction with the Labor Agreements, Salary Schedules and related documents:
1. Authorize the City Manager to execute labor agreements with the members of Teamsters Local 315 - General Unit and of Teamsters Local 315 - Mid-Management Unit; and
 2. Authorize the City Manager to make corresponding changes to the Unrepresented Compensation Program; and
 3. Adopt an updated Salary Schedule for Fiscal Year 2022/2023; and
 4. Revise the Recruitment and Retention Strategic Plan and the Performance Management Guidelines, Policies and Procedures for At-Will Managers; and
 5. Amend the Classification Plan to revise the Deputy Public Works Director Classification Specification.

MANAGEMENT AND STAFF ORAL REPORTS

MAYOR/COUNCIL COMMENTS, COMMITTEE REPORTS, AND FUTURE AGENDA ITEMS

The Mayor and Council may comment on matters of public concern and announce matters of public interest; no collective council action will be taken.

15. **Council Committee Report - Councilmember Mark Joseph**

16. **Anticipated Future Agenda Items of Note:**

<i>August 30, 2022</i>	<i>September 6, 2022</i>	<i>September 20, 2022</i>
Special Joint CC/PCS Meeting Annual PCS Workplan	Proclamation - Latino Heritage Month Proclamation - Cert Week UWMP First Reading Climate Action Committee Skatepark Relocation	UWMP Second Reading AB1600 Report

ADJOURNMENT

CERTIFICATION

I, Taresa Geilfuss, CMC, City Clerk for the City of American Canyon, do hereby declare that the foregoing agenda of the City Council was posted in compliance with the Brown Act prior to the meeting date.

Taresa Geilfuss, CMC, City Clerk

**CITY OF AMERICAN CANYON
REGULAR CITY COUNCIL MEETING**

ACTION MINUTES

August 2, 2022

PUBLIC ADDRESS – THERE WILL BE NO CLOSED SESSION MEETING.

4:30 P.M. OPEN SESSION - REGULAR MEETING

CALL TO ORDER

The meeting was called to order at 4:31 p.m.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

ROLL CALL

Present: Mayor Leon Garcia, Vice Mayor Mariam Aboudamous, Councilmember Mark Joseph, Councilmember David Oro, Councilmember Pierre Washington

Absent: None

Excused: None

REPORT ON CLOSED SESSION/CONFIRMATION OF REPORTABLE ACTION

There was no closed session.

AGENDA CHANGES

There were no agenda changes.

PUBLIC COMMENTS - ITEMS NOT ON THE AGENDA

Mayor Garcia called for public comments. There were no public comments. The public comments period was closed.

CONSENT CALENDAR

Action: Motion to adopt the consent calendar. made by Councilmember David Oro, seconded by Councilmember Pierre Washington, and CARRIED by roll call vote.

Ayes: Mayor Leon Garcia, Vice Mayor Mariam Aboudamous, Councilmember Mark Joseph, Councilmember David Oro, Councilmember Pierre Washington

Nays: None

Abstain: None

Absent: None
Excused: None

1. Minutes of July 19, 2022

Action: Approved the Minutes of the City Council meeting of July 19, 2022.

2. Purchase of Camera System for Sewer Collections

Action: Adopted Resolution 2022-65 approving the purchase of Camera System for Sewer Collections in the amount not to exceed \$63,000.

BUSINESS

3. Property Exchange with Napa Valley Unified School District

Council received a staff report from City Manager Jason Holley. Mayor Garcia called for public comments. None. The public comments period was closed.

Action: Motion to adopt Resolution 2022-66 approving a Property Exchange and Acquisition Agreement to transfer approximately 5.6 acres of land where the community center/gymnasium is located to the Napa Valley Unified School District in exchange for receiving the 6.57-acre property where the former Napa Junction Elementary School is located (on Napa Junction Rd.) from the Napa Valley Unified School District made by Councilmember Pierre Washington, seconded by Vice Mayor Mariam Aboudamous, and CARRIED by roll call vote.

Ayes: Mayor Leon Garcia, Vice Mayor Mariam Aboudamous, Councilmember Mark Joseph, Councilmember David Oro, Councilmember Pierre Washington

Nays: None

Abstain: None

Absent: None

Excused: None

4. Termination of Amended and Restated Improvement Agreement and First Amendment to Subdivision Improvement and Reimbursement Agreement for the Napa Logistics Phase 2 Project

Council received a staff report from Public Works Director Erica Ahman Smithies as introduced by City Manager Jason Holley. Mayor Garcia called for public comments. Justin Hamilton Hole was called to speak. The public comments period was closed.

Action: Motion to adopt Resolution 2022-67 taking the following actions in conjunction with the Napa Logistics Phase 2 Project: adopting the Initial Study/Addendum prepared by First Carbon Solutions, dated June 2022 for the NLP 2 Project; and, authorizing the City Manager to execute the Termination of Amended and Restated Improvement Agreement and First Amendment to Subdivision Improvement and Reimbursement Agreement 2022-

A107 for the Napa Logistics Phase 2 Project made by Councilmember Mark Joseph, seconded by Councilmember David Oro, and CARRIED by roll call vote.

Ayes: Mayor Leon Garcia, Vice Mayor Mariam Aboudamous, Councilmember Mark Joseph, Councilmember David Oro, Councilmember Pierre Washington

Nays: None

Abstain: None

Absent: None

Excused: None

MANAGEMENT AND STAFF ORAL REPORTS

There were no oral reports.

MAYOR/COUNCIL COMMENTS, COMMITTEE REPORTS, AND FUTURE AGENDA ITEMS

5. Matters Related to Arguments for Measure J

Council received information regarding Measure J arguments from City Clerk Taresa Geilfuss. No council action was taken.

6. American Canyon 2022 Climate Action Plan

Council received an update from City Manager Jason Holley.

7. Future Agenda Items

Future agenda items were reviewed.

ADJOURNMENT

The meeting was adjourned at 5:48

CERTIFICATION

Respectfully Submitted,

Taresa Geilfuss, CMC, City Clerk



TITLE

AB361 In Person and Remote Teleconferenced Meetings - August 16, 2022 - September 15, 2022

RECOMMENDATION

Adopt a Resolution reaffirming that, due to the continuing COVID-19 Pandemic, a local emergency exists, re-ratifying the Proclamation of a State of Emergency by Governor Newsom on March 4, 2020, and authorizing in-person and remote teleconferenced meetings of legislative and advisory bodies of the City of American Canyon for the period of August 16, 2022 - September 15, 2022 pursuant to the Ralph M. Brown Act.

CONTACT

Taresa Geilfuss, CMC, City Clerk

BACKGROUND & ANALYSIS

Because of the COVID-19 Pandemic, the City Council, as well as the City Planning Commission and Board of Directors of the American Canyon Fire Protection District, have been conducting meetings via Zoom teleconference, as allowed by Executive Order N-29-20. However, the Executive Order expired on September 30, 2021.

Assembly Bill 361, which was approved at by the Governor on September 16, 2021, allows local agencies such as the City to continue to meet by Zoom or other teleconferencing methods, provided that certain conditions are met.

The effect of Executive Order N-29-20 was to suspend certain provisions of the Ralph M. Brown Open Meeting Act (Government Code Section 54950 et seq.), which only allowed remote teleconference participation by City Council Members through a posting process at each teleconferenced member's location, with agenda provisions indicating that each teleconferenced location be accessible to the public.

The attached Resolution complies with the provisions of AB 361 to allow continued Zoom meetings of the City Council, while also allowing the meetings to be conducted with in-person attendance. This "hybrid" style of meeting continues to promote social distancing by allowing members of the Council, City Staff, and members of the public to participate in the manner in which they feel most safe, thereby promoting public participation while simultaneously protecting vulnerable members of

the public, such as those with compromised immune systems.

The ability to continue to meet by Zoom, even in conjunction with Open Meetings, can be accomplished by the City Council provided that monthly resolutions as amended are enacted with provisions referencing appropriate confirmation of declared emergencies are described.

Stated plainly, the City Council will have to enact a "361 Resolution" at least every 30 days to allow the Zoom teleconferencing procedure to continue.

Changes to the first page of the City Council Agendas were made beginning October 2021, as the means for the public to participate via continued Zoom teleconference will have to be described consistent with the AB 361 procedures rather than the now-expired Executive Order N-29-20. These changes indicate that, pursuant to this authority, members of the public and members of the City Council may continue to participate by Zoom video/teleconferencing, or alternatively participate in-person at the designated physical meeting location.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Not applicable.

FISCAL IMPACT

None.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

ATTACHMENTS:

- [1. Resolution - AB361 In-Person and Remote Teleconferenced Meetings](#)

RESOLUTION NO. 2022-_____

A RESOLUTION OF THE CITY OF AMERICAN CANYON CITY COUNCIL REAFFIRMING THAT A LOCAL EMERGENCY EXISTS, RE-RATIFYING THE PROCLAMATION OF A STATE OF EMERGENCY BY GOVERNOR NEWSOM ON MARCH 4, 2020, AND AUTHORIZING IN-PERSON AND REMOTE TELECONFERENCED MEETINGS OF LEGISLATIVE AND ADVISORY BODIES OF THE CITY OF AMERICAN CANYON FOR THE PERIOD OF AUGUST 16, 2022 – SEPTEMBER 15, 2022, PURSUANT TO THE RALPH M. BROWN ACT

WHEREAS, the City of American Canyon (“City”) is committed to preserving and nurturing public access and participation in meetings of the American Canyon City Council (“City Council”), Council committees, Planning Commission, and all other advisory, elected and appointed committees and commissions (“City Decision Making Bodies”); and,

WHEREAS, all meetings of the City’s legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the City’s legislative bodies conduct their business; and,

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and,

WHEREAS, a required condition for such teleconference meetings is that a state of emergency be declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and,

WHEREAS, that proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the City’s boundaries, caused by natural, technological, or human-caused disasters; and,

WHEREAS, that proclamation also requires that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and,

WHEREAS, emergency conditions exist in the City, specifically, a State of Emergency has been proclaimed by Governor Newsom on March 4, 2020, proclaiming a State of Emergency to exist in California because of the threat of COVID-19; and,

WHEREAS, during the COVID-19 pandemic, the City Council has conducted remote, teleconferenced meetings consistent with the Governor’s Executive Orders promoting social distancing; and

WHEREAS, consistent with AB 361, as a condition of extending the use of the provisions found in section 54953(e), the City Council must reconsider the circumstances of the state of emergency that exists in the City, and the City Council has done so; and,

WHEREAS, in response to COVID-19, the Governor of the State of California issued a Proclamation of a State of Emergency in response to COVID-19 on March 4, 2020, and issued Executive Order N-25-20 on March 12, 2020, proclaiming temporary amendments to State law and regulations related thereto; and

WHEREAS, on March 16, 2020, the City’s Director of Emergency Services issued a Proclamation of a Local Emergency by the City of American Canyon Director of Emergency Services and Acknowledgement of a State Proclamation Declaring of a State of Emergency and Acknowledgement of a Federal Proclamation Declaring of a National Emergency (P2020-001) (the “Proclamation”); and

WHEREAS, due to the emergence of new variants of COVID-19, such as Delta Variant, followed by the surging Omicron Variant of COVID-19, not all members of the public may feel safe to participate personally at in-person meetings; and,

WHEREAS, the City Council has determined that conducting “hybrid” style meetings with the option for members of the public and members of the City Council to attend either virtually or in person would allow participation in a way individuals feel most safe, thereby promoting public participation while simultaneously promoting social distancing and protecting vulnerable members of the public, such as those with compromised immune systems; and,

WHEREAS, as a consequence of the local emergency, the City Council does hereby find that City Decision Making Bodies shall conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such legislative bodies shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and,

WHEREAS, the City is providing teleconference access via a conference phone-line number to the meetings to ensure public access.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Exists. The City Council hereby proclaims that a local emergency continues to exist throughout the city, and the surging of Delta and Omicron Variants of COVID-19 would present an imminent risk to meeting in person.

Section 3. Re-Ratification of the Governor’s Proclamation of a State of Emergency. The City Council hereby re-ratifies the Governor’s Proclamation of State of Emergency issued on March 4, 2020.

Section 4. Remote Teleconference Meetings. City Decision Making Bodies and City Staff are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution, including conducting open and public teleconferenced meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 5. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until such time as the City Council adopts a subsequent Resolution in accordance with Government Code section 54953(e)(3) to extend the time during which City Decision Making Bodies may continue to conduct teleconferenced meetings without compliance with paragraph (3) of subdivision (b) of section 54953.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the American Canyon City Council held on the 16th day of August 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Leon Garcia, Mayor

ATTEST:

APPROVED AS TO FORM:

Taresa Geilfuss, CMC, City Clerk

William D. Ross, City Attorney



TITLE

City Conflict of Interest Code

RECOMMENDATION

Adopt a Resolution taking the following actions in conjunction with the City's Conflict of Interest Code:

1. Approving the 2022 Conflict of Interest Code;
2. Authorizing future updates by Resolution;
3. Authorizing the City Clerk to Complete and file the 2022 Local Biennial Notice.

CONTACT

Taresa Geilfuss, CMC, City Clerk

BACKGROUND & ANALYSIS

The Political Reform Act of 1974 (the "Act") created, among other things, the Fair Political Practices Commission (FPPC). The purpose of the Act and the FPPC is to ensure that public officials act in a fair and unbiased manner in the governmental decision-making process.

To that end, the City has adopted a Conflict of Interest Code (ACMC 2.40, *et. seq.*). The Act requires the City to periodically review the Conflict of Interest Code and take actions to ensure the City's decision-making process is free from prohibited conflicts of interest. The City last updated its Code in September 2020. Since that time, no new positions or title changes have been added to "Appendix A," which sets forth the City's structure that makes disclosures of financial interest in accordance with the disclosure categories as set forth in "Appendix B" of the City's Conflict of Interest Code.

Appendix A provides a list of designated positions performing services and lists their disclosure categories. Staff recommends approving the Conflict of Interest Code as contained in Appendix A and providing authority to make subsequent requests by resolution if changes are needed in the future. Appendix B describes reportable investments, interest in real property, and income that must be disclosed in each disclosure category. No changes are recommended to Appendix B.

FISCAL IMPACT

The recommended action will have no impact on the City's General Fund.

ENVIRONMENTAL REVIEW

The recommended action is not a "project" subject to environmental review under CEQA (PRC §21065). d

ATTACHMENTS:

1. [Resolution - Conflict of Interest Code](#)
2. [Exhibit A - Appendix A Designated Positions](#)
3. [Exhibit B - Appendix B Disclosure Categories](#)

RESOLUTION NO. 2022-

ADOPT A RESOLUTION AS FOLLOWS: 1) APPROVING THE 2022 CONFLICT OF INTEREST CODE, 2) AUTHORIZING FUTURE UPDATES BY RESOLUTION; AND 3) AUTHORIZING THE CITY CLERK TO COMPLETE AND FILE THE 2022 LOCAL AGENCY BIENNIAL NOTICE.

WHEREAS, the Political Reform Act of 1974 (“Act”), Government Code Section 81000 *et seq.*, requires state and local government agencies including the City of American Canyon (“City”) to adopt and promulgate a Conflict of Interest Code pursuant to Government Code Section 87300 *et seq.*; and

WHEREAS, the “Act”, in Government Code Section 87306.5 requires those same agencies to conduct a biennial review of their codes for any necessary changes; and

WHEREAS, the Fair Political Practices Commission (“FPPC”) is authorized to implement the conflict of interest requirements of the Act through regulations which are set forth in Title 2, Division 6, of the California Code of Regulations, Sections 18700 *et seq.*, (“FPPC Regulations”); and

WHEREAS, the City Council, in compliance with the requirements set forth in the Act and the FPPC Regulations, adopted a Conflict of Interest Code set forth in Sections 2.40.010 *et seq.* of Chapter 2 of the City Municipal Code which has been most recently further implemented by the adoption of Resolution 2020-82; and

WHEREAS, Government Code Section 87302 sets forth specific content required to be contained in Conflict of Interest provisions; and

WHEREAS, the City incorporates Government Code Section 87302 and FPPC regulation 18730 into its Conflict of Interest Code by reference, setting forth provisions of the Code to include designated positions and disclosure categories; and

WHEREAS, since the adoption of Resolution No. 2020-82 no new positions have been added to “Appendix A,” the City’s structure that makes disclosures of financial interest in accordance with the disclosure categories as set forth in “Appendix B” of the City’s Conflict of Interest Code; and

WHEREAS, the terms of Title 2 of the California Code of Regulations Section 18730, and any amendments to it duly adopted by the FPPC, are hereby incorporated by reference, and this Resolution and Appendices (attached hereto as Exhibit A) shall constitute the City Conflict of Interest Code.

NOW, BE IT RESOLVED that Resolution No. 2020-83 and all other prior Conflict of Interest resolutions are hereby current.

NOW, THEREFORE BE IT FURTHER RESOLVED that the City Council of the City of American Canyon does hereby adopt this Resolution – including Appendices attached hereto as Exhibits A and B - which shall, along with the terms of Title 2 of the California Code of Regulations Section 18730 and any amendments to it duly adopted by the FPPC, constitute the City Conflict of Interest Code.

NOW, THEREFORE BE IT FURTHER RESOLVED that future updates to the Conflict of Interest Code are authorized to be implemented by resolution.

NOW, THEREFORE BE IT FURTHER RESOLVED that City Clerk is authorized to complete and file the 2022 Local Agency Biennial Notice.

PASSED, APPROVED, and ADOPTED at a regular meeting of the City Council on the 16th day of August 2022, by the following vote.

AYES:

NOES:

ABSTAIN:

ABSENT:

Leon Garcia, Mayor

ATTEST:

APPROVED AS TO FORM:

Taresa Geilfuss, CMC, City Clerk

William D. Ross, City Attorney

Exhibit A – Appendix A – Designated Positions

Exhibit B – Appendix B - Disclosure Categories

APPENDIX A

DESIGNATED POSITIONS AND PERSONS PERFORMING DESIGNATED SERVICES

<u>POSITION</u>	<u>DISCLOSURE CATEGORIES</u>
Assistant City Manager	All
Assistant Planner/Associate Planner	1, 2, 3, 4
City Attorney	All
City Clerk	1, 2, 5, 6
City Manager	All
Chief Building Official	1, 2, 3, 4
Code Enforcement Officer	1, 2, 3, 4
Consultants ¹	All
Community Development Director	1, 2, 3, 4
Development Services Engineer	All
Finance Director	All
Finance Manager	All
Human Resources Officer	All
Management Analyst	All
Maintenance and Utilities Director	All
Parks and Recreation Director	1, 2, 6
Police Chief	1, 2
Public Works Director	All
Public Works Superintendent	All
Recreation Manager	5,6
Senior Civil Engineer	All
Temporary or Provisional Positions ²	
Volunteer and Retired Annuitant ³	
Plant Operations Manager	1, 2, 5, 6
Wastewater Systems Manager	1, 2, 5, 6
Water Systems Manager	1, 2, 5, 6

¹ Consultants – All key personnel listed in consultant firm contracts are required to file a Form 700 – Statement of Economic Interests (as well as consultants/temporary staff acting in staff capacity).

² Temporary or provisional positions may be included in the list of designated employees when the City Manager determines that the temporary position is the functional equivalent of a designated position. If such a determination is made, then disclosure shall be pursuant to the disclosure category required by this Code for the comparable designated staff position.

³ Volunteers and retired annuitants may be included in the list of designated employees when the City Manager determines that the temporary position is the functional equivalent of a designated position. If such a determination is made, then disclosure shall be pursuant to the disclosure category required by this Code for the comparable designated staff position.

APPENDIX B

DISCLOSURE CATEGORIES REPORTABLE INVESTMENTS, INTEREST IN REAL PROPERTY AND INCOME

1. All investments and sources of income.
2. All interest in real property.
3. All investments, interests in real property, and sources of income subject to the regulatory, permit, or licensing authority of the department.
4. Investments in business entities and business positions and sources of income which engage in land development, construction or the acquisition or sale of real property.
5. Investments in business entities and business positions and sources of income of the type which, within the past two years, have contracted with the City of American Canyon to provide services, supplies, materials, machinery, or equipment.
6. Investments in business entities and business positions and sources of income of the type which, within the past two years, have contracted with the designated employees' department to provide services, supplies, materials, machinery, or equipment.



TITLE

Coastland Development Engineering Services

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute an agreement with Coastland Civil Engineering, Inc. for Development engineering Services in an amount not to exceed \$330,000.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director

BACKGROUND & ANALYSIS

Demand for private development review services fluctuates cyclically over time. While it is expected to remain high for the foreseeable future, it could diminish at any time. The City maintains permanent staffing levels at the mid-range of demands - it does not "staff up" to accommodate peak demands. Instead, the City maintains a cadre of experienced, outside consultants to assist staff as needed throughout the year.

On November 5, 2013, the City Council approved the selection of Coastland Civil Engineering, Inc. (Coastland) to assist City staff with the review of development projects. Their on-going work includes reviewing development applications, building permit applications, civil improvement plans, and assisting with water supply determinations.

Coastland consistently provides high quality work and continues to meet the City's needs in their current role. Anticipated development in FY22/23 include the Watson Ranch, Oat Hill Development, Canyon Estates projects and review of County building permit referrals (for water supply).

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Infrastructure: "Develop and maintain infrastructure resources to support sustainable growth."

FISCAL IMPACT

The FY22/23 budget is sufficient for the recommended action. Line item 105-60-660-42160, \$300,000 will be offset by a corresponding increase in revenue from developers who will reimburse the City for these costs and 105-60-660-42165, \$30,000 for General non-reimbursable charges.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

ATTACHMENTS:

1. [Resolution - Coastland Development Engineering Services](#)

RESOLUTION NO. 2022-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH COASTLAND CIVIL ENGINEERING, INC. FOR DEVELOPMENT ENGINEERING SERVICES IN AN AMOUNT NOT TO EXCEED \$330,000

WHEREAS, the City of American Canyon has specific and highly technical requirements regarding the development of infrastructure associated with private development; and

WHEREAS, Coastland has been providing Civil Engineering assistance to the City for private development since November 2013; and

WHEREAS, Coastland continues to meet the needs of the City and provides excellent service to City staff and Developers; and

WHEREAS, the existing budget in 105-60-660-42160 and 105-60-660-42165 is sufficient to pay for anticipated Engineering Services.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby authorizes the City Manager to execute an Agreement with Coastland Civil Engineering, Inc. in an amount not to exceed \$330,000.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of August, 2022 by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Leon Garcia, Mayor

ATTEST:

APPROVE AS TO FORM:

Taresa Geilfuss, CMC, City Clerk

William D. Ross, City Attorney



TITLE

Napa Countywide Road Maintenance Act (Measure T) - 2022 Master Funding Agreement

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute the 2022 Master Funding Agreement with Napa Valley Transportation Authority-Tax Agency relating to Measure T.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director

BACKGROUND & ANALYSIS

At the General Election held on November 6, 2012, the voters of Napa County approved a ½-cent sales tax increase known as Measure T, the Napa Countywide Road Maintenance Act of 2012. The Measure T County-wide sales tax began July 1, 2018, implemented by the Napa Valley Transportation Authority - Taxing Authority ("NVTA-TA"), with the tax proceeds to be allocated among all local agencies within the County. Measure T funding is to be used for maintenance, reconstruction, and/or rehabilitation of streets, roads, and transportation infrastructure within the public right-of-way including but not limited to sidewalks, curb and gutters, curb ramps, lighting, traffic signage, striping, local roadway drainage and intelligent transportation systems.

On February 6, 2018, the City entered into a Master Funding Agreement (Agreement No. 2018-01) with NVTA-TA that outlined funding conditions and procedures necessary for Local Agencies to receive sales tax disbursement.

On March 16, 2022, NVTA-TA adopted an amended Master Funding Agreement; while most revisions are minor in nature (for instance, substituting the term "City" in lieu of "Recipient") there are several revisions which are as follows:

Section 3. Class I Bike Facility Funding paragraph has been revised to include the following clause: "By January 31st of each calendar year, the City must provide a copy of the Equivalent Fund Class I Facilities Expenditure Resolution approved by the City's governing body, along with backup documentation, showing the qualifying funding spent on Class I facilities for the prior fiscal year." This revision will result in an additional yearly resolution for the term of the Measure T program. The resolution will certify applicable expenditures for the prior fiscal year and be used by NVTA-TA in

the tracking the program participants' collective contribution towards the required Class I Facility spending over the term of the Measure T program.

Section 4. Maintenance of Effort paragraph has been updated to indicate that the City has completed the process to determine and certify the average maintenance of effort for Fiscal Years 2007-08, 2008-09 and 2009-10 ("baseline years") and that it was consistent with the criteria set forth in Section 9 of Ordinance No. 2012-01. Maintenance of Effort certifications deadline has been revised to January 31 of the next fiscal year instead of January 1 and a copy of the State Controller's Street Report is no longer required with the submission of the certificate.

Section 30. Exhibits paragraph has been updated to include the new Exhibit G: Equivalent Fund Spending Resolution Template.

A copy of the Master Funding Agreement is included as Attachment 2 to this staff report. That agreement includes the following exhibits:

Exhibit A - Measure T Ordinance and Expenditure Plan

Exhibit B - Five-Year Project List Template

Exhibit C - Accounting, Reporting and Auditing Guidelines

Exhibit D - Project List Adoption Resolution Template

Exhibit E - Progress Report Template

Exhibit F - Maintenance of Effort Certificate Resolution Template

Exhibit G - Equivalent Fund Spending Resolution Template

City staff will prepare to address the additional annual reporting requirements of the amended Master Funding Agreement. The revisions may require minor adjustments in the schedule of the yearly resolution certifying the Maintenance of Effort. In addition, City staff has included Attachment 3, the latest 5-year Measure T street maintenance expenditure plan that is updated biennially.

FISCAL IMPACT

There are no financial impacts associated with this action as projects that will be funded by Measure T are eligible for 100% reimbursement of incurred project costs. However, to receive annual allocations, all jurisdictions in the County must collectively demonstrate as a whole that at least 6.67% of the value of the Measure T allocations received each year are committed to Class I bike lane project(s) identified in the adopted Countywide Bicycle Plan through funding not derived from this Ordinance.

ENVIRONMENTAL REVIEW

The appropriate level of environmental review for any Measure T project will be undertaken prior to construction.

ATTACHMENTS:

1. Resolution - 2022 Master Funding Agreement
2. NVTA-TA Agreement No. 2022-01 Master Funding Agreement with Exhibits A-G
3. 5-year Measure T Street Maintenance Expenditure Plan

RESOLUTION NO. 2022- _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON AUTHORIZING THE CITY MANAGER TO EXECUTE THE 2022 MASTER FUNDING AGREEMENT WITH NAPA VALLEY TRANSPORTATION AUTHORITY-TAX AGENCY RELATING TO MEASURE T

WHEREAS, on November 6, 2012 the voters of Napa County passed the Napa Countywide Road Maintenance Act, also known as Measure T, which imposes a half cent transaction and use (sales) tax to provide supplemental funding for road maintenance as detailed in the Measure T Expenditure Plan; and

WHEREAS, the Napa Valley Transportation Authority – Tax Agency (NVTA-TA) is the designated agency that administers and oversees the Measure T revenues; and

WHEREAS, the City of American Canyon is an eligible recipient of Measure T funds; and

WHEREAS, on February 6, 2018, the City entered into a Master Funding Agreement with NVTA-TA that outlines funding procedures necessary for Measure T sales tax disbursement; and

WHEREAS, on March 16, 2022, the governing Board of NVTA-TA adopted an amended Master Funding Agreement; and

WHEREAS, revisions to the Master Funding Agreement include a requirement for the City to submit a copy of the Equivalent Fund Class I Facilities Expenditure Resolution by January 31st of each calendar year, including backup documentation; and

WHEREAS, the annual deadline for Maintenance of Effort Certification has been revised to January 31st of the next calendar year instead of January 1st and a copy of the State Controller’s Street Report is no longer required with the submission of the certificate.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby authorizes the City Manager to execute the 2022 Master Funding Agreement with Napa Valley Transportation Authority-Tax Agency relating to Measure T.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of August, 2022 by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Leon Garcia, Mayor

ATTEST:

Taresa Geilfuss, CMC, City Clerk

APPROVE AS TO FORM:

William D. Ross, City Attorney

**MASTER FUNDING AGREEMENT
THE NAPA VALLEY TRANSPORTATION AUTHORITY – TAX AGENCY
AND
City of American Canyon**

NVTA-TA AGREEMENT NO. 2022-01

CITY OF AMERICAN CANYON AGREEMENT NO. 2022-_____

This Master Funding Agreement (“Agreement”) is made this _____ day of _____, 2022, by and between the Napa Valley Transportation Authority – Tax Agency, a local transportation authority authorized by the provisions of Division 19 of the California Public Utilities Code, hereinafter referred to as “NVTA-TA”, and the City of American Canyon, hereinafter referred to as “City.”

SECTION 1. RECITALS

1. The voters of Napa County approved the Napa Countywide Road Maintenance Act (also known as, and hereinafter referred to as, “Measure T,” “the Measure,” or “Ordinance No. 2012-01”) at the General Election held on November 6, 2012, thereby authorizing NVTA-TA to administer the proceeds from a one-half cent transaction and use tax.
2. The tax proceeds will be used to pay for the projects eligible under Measure T (Ordinance No. 2012-01) submitted by and allocated to the County of Napa and the cities and town within Napa County (“Local Agencies”) as set forth in Measure T as approved by Local Agencies’ Board or Councils and by the NVTA-TA.
3. Under Measure T and the Expenditure Plan, Measure T funds are provided to the Local Agencies to be used for streets and roads maintenance projects as defined in the Measure.
4. The parties previously approved a Master Funding Agreement identified as NVTA-TA Agreement No. 2018-01 and this amended Master Funding Agreement completely repeals and replaces Agreement No. 2018-01. This Agreement sets forth all future Measure T sales tax funding requirements, terms, and conditions between NVTA-TA and City.

SECTION 2. PURPOSE OF FUNDING AGREEMENT

This Agreement is entered into by and between NVTA-TA and the City to document the funding conditions necessary for the City to receive sales tax disbursements. This Agreement includes additional documents, listed in Section 30 of this Agreement, which are listed herein for reference.

TERMS

SECTION 3. CLASS 1 BIKE FACILITY FUNDING. In order to receive funding under this Agreement, the Local Agencies must demonstrate to NVTA-TA that they have collectively committed eligible revenues totaling at least 6.67% of the value of the total annual allocations of

Measure T funds to Class 1 Bike Facility projects identified in the adopted Countywide Bicycle Plan, as that Plan may be amended from time to time and as provided in the Measure. By January 31st of each calendar year, the City must provide to NVTA-TA a copy of the Equivalent Fund Class I Facilities Expenditure Resolution approved by the City's governing body, along with backup documentation, showing the qualifying funding spent on Class I facilities for the prior fiscal year.

SECTION 4. MAINTENANCE OF EFFORT. Prior to January 1, 2018, the City determined and certified to NVTA-TA that the average maintenance of effort for Fiscal Years 2007-08, 2008-09 and 2009-10 ("baseline years") was consistent with the criteria set forth in Section 9 of Ordinance No. 2012-01, certifying a memorandum detailing the supporting financial documentation and the methodology utilized to calculate the average fiscal year street and roads costs. That amount is deemed the City's "Maintenance of Effort," which must be maintained annually throughout the term of the Measure from the City's General Fund. At the beginning of each fiscal year, the City must certify to NVTA-TA that it will meet its Maintenance of Effort expenditures that fiscal year. By January 31st each calendar year, the City must provide to NVTA-TA a copy of a Resolution approved by the City's governing body, along with backup documentation, showing that the Maintenance of Effort was met the prior fiscal year. In the event the City does not meet its requirement for local Maintenance of Effort over a three-year average period, NVTA-TA shall reduce the City's allocation for the following fiscal year in an amount equal to the deficiency in the Maintenance of Effort. Any such reduction based on a deficiency in the Maintenance of Effort will be withheld by NVTA-TA until a plan to meet the Maintenance of Effort amount moving forward has been approved by NVTA-TA. Any funds not allocated due to failure to meet the maintenance of effort requirement shall be reserved for the Agency until any and all maintenance of effort expenditures are fulfilled.

SECTION 5. FIVE-YEAR LIST OF PROJECTS. The City has and shall continue to provide to NVTA-TA at least biennially on January 1st, its Measure T five-year list of projects (hereinafter "Project List").

SECTION 6. ALLOCATION & DISBURSEMENT

No later than the 20th day following the end of each quarter, the City shall be allocated the funding allotted to the City as defined by Measure T, provided the City has complied with the terms of this Agreement. The allocated funds will be disbursed to the City upon NVTA-TA's determination that the projects are consistent with the City's approved Project List and in conformance with the Accounting, Reporting and Auditing Guidelines.

SECTION 7. COST ELIGIBILITY

Cost eligibility shall be determined by NVTA-TA based upon the City's approved Project List. Funds may be expended only for streets and roads project(s) included on the City's approved Project List.

SECTION 8. BUDGET AND SCOPE

The City shall maintain a project(s) or program budget. The City shall carry out the project(s) and shall incur obligations against and make disbursements of Measure T revenues in conformity with the requirements of this Agreement and the budget.

SECTION 9. PROJECT MANAGEMENT

The City shall be responsible for the project(s) and provide for the management of consultant and contractor activities for which the City contracts, including responsibility for schedule, scope and budget.

SECTION 10. PROJECT OVERSIGHT

The City shall cooperate with NVTA-TA staff or its Measure T consultants for project information and financial information necessary to fulfill the requirements outlined in NVTA-TA Ordinance No. 2012-01.

SECTION 11. ATTRIBUTION AND SIGNAGE

If any portion of Measure T revenues is used for production of reports, acknowledgment of the NVTA-TA's role shall be included in the documents. If any project(s) funding receives \$250,000 or more, the City shall, upon initiation of field work or at the earliest feasible time thereafter, install and maintain a sign or signs at the construction site, utilizing the adopted Measure T logo, text, project, and identifying the City and NVTA-TA. The City shall demonstrate compliance with attribution and signage requirements as an indispensable condition for authorization of future Measure T allocations. The City may provide signage for projects with a value of less than \$250,000 if they so desire.

SECTION 12. PRESS RELEASES

The City shall notify NVTA-TA in advance of any press releases about project(s) and program activities, particularly groundbreaking and ribbon cuttings, in connection to Measure T revenues expended from this Agreement.

SECTION 13. COMPLIANCE WITH LAW

In the performance of its obligations pursuant to this Agreement, the City shall keep itself fully informed of the federal, state and local laws, ordinances and regulations in any manner affecting the performance of this Agreement, and must at all times comply with such laws, ordinances, and regulations as they may be amended from time to time.

SECTION 14. ENVIRONMENTAL COMPLIANCE

The City shall comply with the requirements under the California Environmental Quality Act (California Public Resources Code Sections 21000 *et seq.*; as implemented through California Code of Regulations Title 14, Chapter 3, Sections 15000 *et seq.*).

SECTION 15. FINANCES

All costs charged to the project(s) shall be supported by properly prepared and documented time records, invoices, vouchers, or other documentation evidencing in detail the nature and propriety of the charges.

SECTION 16. RECORDS

All checks, payrolls, invoices, contracts, vouchers, journal entries, work orders, or other accounting documents pertaining in whole or in part to the project(s) shall be maintained by the City for a period of five (5) years after the later of project(s) closeout or termination of Agreement. Such project(s) documents shall be clearly identified, readily accessible, and, to the extent feasible, kept separate and apart from all other similar documents not pertaining to the project(s).

SECTION 17. ELIGIBLE EXPENSES

The City shall expend funds only on eligible direct expenses as follows: operating costs, direct staff time (salary and benefits), material costs related to construction of improvements, consultants; right of way engineering and acquisition costs (including permitting), and competitively bid construction contracts. Indirect costs (as defined by OMB Circular A-87) will not be considered an eligible expense. Funds shall also be expended according to the applicable provisions of Measure T and of the Public Utilities Code Section 180000 et seq.

If in the course of an audit or a semi-annual expenditure review it is determined that an ineligible expense(s) was made, the County will be required to transfer the amount of ineligible expense into the Special Revenue Fund from any source other than Measure T Funds.

NVTA-TA shall provide notice to the City of any audit determination if any expenditure made by the City is found not to comply with this Agreement, the Expenditure Plan or Measure T promptly after NVTA-TA becomes aware of any such finding.

SECTION 18. AUDITS

The City shall cooperate with and allow NVTA-TA's Auditor, or any of its duly authorized representatives, to inspect all work, materials, payrolls, and other data and records with regard to the Measure T projects, and to audit the books, records, and accounts of the City and its contractors. The City shall see Accounting, Reporting and Auditing Guidelines (Exhibit C).

SECTION 19. THIRD PARTY CONTRACT AUDITS

NVTA-TA reserves the right to request an audit of other third party contracts for any reason related to Measure T. If the City is subject to third party financial audit requirements imposed by another funding source, for a project(s) related to Measure T, copies of audits performed in fulfillment of such requirements shall be provided to the NVTA-TA.

SECTION 20. PROJECT REPORTING AND CLOSEOUT PROCEDURES

The City shall provide to NVTA-TA a Semi-Annual Update on Expenditures as show in Accounting, Reporting and Auditing Guidelines (Exhibit C).

SECTION 21. INDEMNIFICATION

To the fullest extent permitted by law, NVTA-TA and the City shall each defend, indemnify and hold harmless each other as well as their respective officers, agents, employees, volunteers or representatives from and against any and all liability, claims, actions, proceedings, losses, injuries, damages or expenses of every name, kind and description, including litigation costs

and reasonable attorney's fees incurred in connection therewith, arising out of or connected with any acts or omissions of that party or its officers, agents, employees, volunteers, or contractors or their subcontractors, when performing any activities or obligations required of that party under this Agreement. Each party shall notify the other party immediately in writing of any claim or damage related to activities performed under this Agreement. The parties shall cooperate with each other in the investigation and disposition of any claim arising out of the activities under this Agreement, providing that nothing shall require either party to disclose any documents, records or communications that are protected under peer review privilege, attorney-client privilege, or attorney work product privilege.

SECTION 22. INTEGRATION

This Agreement represents the entire agreement of the parties with respect to the subject matter thereof. No representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.

SECTION 23. AMENDMENT

Except as otherwise provided herein, this Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.

SECTION 24. INDEPENDENT AGENCY

The City performs the terms and conditions of this Agreement as an entity independent of NVTA-TA. None of the City's agents or employees shall be agents or employees of NVTA-TA. No third parties have any rights or remedies under this Agreement.

SECTION 25. ASSIGNMENT

The Agreement may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

SECTION 26. BINDING ON SUCCESSORS, ASSIGNEES OR TRANSFEREES

This Agreement shall be binding upon the successor(s), assignee(s) or transferee(s) of NVTA-TA or the City, as may be the case. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this Agreement other than as provided above.

SECTION 27. LEGAL EXPENSES

Each party shall be solely responsible for and shall bear all of its own respective legal expenses in connection with any dispute arising out of this Agreement and the transactions hereby contemplated. The City may not use Measure T funds, or other NVTA-TA or NVTA programmed funds, for the aforementioned purpose.

SECTION 28. SEVERABILITY

Should any part of this Agreement be declared unconstitutional, invalid, or beyond the authority of either party to enter into or carry out, such decisions shall not affect the validity of the

remainder of this Agreement, which shall continue in full force and effect; provided that the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

SECTION 29 ACCEPTANCE OF ALLOCATION

The City does hereby declare that all written statements, representations, covenants, and materials submitted as a condition of this Agreement are true and correct and does hereby accept NVTA-TA's allocations and agrees to all of the terms and conditions of this Agreement. The parties have executed this Agreement as of the date first written above, and it shall remain in effect until such time as no Measure T revenues remain available for expenditure, or until this Agreement is rescinded in accordance with Section 23 of this Agreement.

SECTION 30. EXHIBITS

The following Exhibits are hereby referenced to provide guidance to the jurisdictions and Measure T process and procedures:

EXHIBIT A: Measure T Ordinance and Expenditure Plan

EXHIBIT B: Five-Year Project List Template

EXHIBIT C: Accounting, Reporting and Auditing Guidelines

EXHIBIT D: Project List Adoption Resolution Template

EXHIBIT E: Progress Report Template

EXHIBIT F: MOE Certification Resolution Template

EXHIBIT G: Equivalent Fund Spending Resolution Template

Napa Valley Transportation Authority – Tax Agency

By: _____
Kate Miller
NVTA-TA Executive Director

Date: _____

"RECIPIENT"

By: _____
Jason B. Holley, City Manager

Date: _____

Attest:

By: _____
Taresa Geilfuss, City Clerk

Countersigned:

By: _____
Jemelyn Cruz, Interim Finance Director

Approved as to form:

By: _____
DeeAnne Gillick, General Counsel

By: _____
William D. Ross, City Attorney

**NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)
ORDINANCE NO. 2012-01**

**NAPA COUNTYWIDE ROAD MAINTENANCE ACT
IMPOSING A TRANSACTION AND USE TAX
TO BE ADMINISTERED BY THE STATE BOARD OF EQUALIZATION**

The Napa Valley Transportation Authority (the "Authority") ordains as follows:

SECTION 1. TITLE: This Ordinance shall be known and may be cited as the Napa Countywide Road Maintenance Act, hereinafter referred to as the Ordinance. This Ordinance establishes a retail transactions and use tax for a twenty-five year period commencing July 1, 2018, or upon early termination of the Measure A Flood Protection tax provided however that should the Flood Protection tax be extended by a vote of the electorate then this measure will not take effect until the expiration of such extension.

SECTION 2. EXPENDITURE PLAN PURPOSES: This Ordinance provides for the implementation of the Napa Valley Transportation Authority Transportation Improvement Expenditure Plan (the "Expenditure Plan") which will provide funding resulting in countywide local street and road improvements. This funding program will ensure improved maintenance of currently under-funded local community streets and supporting infrastructure (e.g., sidewalks, gutters, curbs) within the public right-of-way. These improvements shall be funded by a one-half of one percent transactions and use tax established for a twenty-five year period commencing July 1, 2018, or upon expiration of the Measure A Flood Protection tax as expressed in Section 1 above. The revenues shall be deposited in a special fund, used solely for the identified improvements as provided herein, and made available to the agencies responsible for the improvements for all purposes necessary for the approval and implementation of the tasks. Notwithstanding any other provision of this Ordinance, identified improvements (the "projects" or "programs") that are eligible to receive revenues from the tax are described in the Expenditure Plan, which Expenditure Plan is hereby incorporated by reference as if fully set forth herein.

SECTION 3. EXPENDITURE PLAN SUMMARY: The revenues received by the Authority from this Ordinance, after deduction of required Board of Equalization costs for performing the functions specified in Section 180204(b) of the Public Utilities Code, reimbursing the County of Napa for its cost in conducting the election if the measure is approved per Section 180203(a) of the Public Utilities Code, administration (Section 12 A), and the costs of the annual financial and biennial performance audits (Section 11), shall be used to fund the improvements set forth herein. In the event the measure does not pass, the costs for conducting the election shall be borne by the Authority. A summary of the projects and programs that are eligible to receive this funding is provided in the following sections. All funding and revenues are expressed in 2011 dollars. The annual revenues shall be allocated as follows:

A. Local Streets and Roads Maintenance Program: Subject to Paragraph B, of the annual revenues available, ninety-nine percent (99%) shall be allocated on a

fair and equitable basis (pursuant to the distribution formula set forth below) to each city, town, and the county (hereinafter referred to individually as Agency and collectively as Agencies) to provide revenue for such projects and to supplement, but not supplant, other revenues available for the Local Streets and Road Maintenance Program. The revenues allocated to each Agency under this Section 3(A) must be used for maintenance, reconstruction or rehabilitation of local streets, roads, and infrastructure within the public right-of-way. Total estimated funding = \$282.15 million (2011 dollars).

- 1) The revenue allocated to the Local Streets and Roads Maintenance Program shall be allocated to, and expended by, each Agency pursuant to the following distribution formula:
 - a. To the City of American Canyon 7.7% of the annual revenues available.
 - b. To the City of Calistoga 2.7% of the annual revenues available.
 - c. To the City of Napa 40.35% of the annual revenues available.
 - d. To the County of Napa 39.65% of the annual revenues available.
 - e. To the City of St. Helena 5.9% of the annual revenues available.
 - f. To the Town of Yountville 2.7% of the annual revenues available.

Net revenues, plus interest earned, shall be apportioned to the Agencies' transportation improvement account on a quarterly basis.

- B. Once this measure becomes operative, in order to receive annual allocations under this measure, the Agencies (collectively) must demonstrate that at least six and sixty-seven one-hundredths percent (6.67%) of the value of the allocations each year under Section 3(A) has been committed to Class I Bike lane project(s) identified in the adopted Countywide Bicycle Plan, as that Plan may be amended from time to time, through funding not derived from this Ordinance. This obligation may be fulfilled by the NCTPA and NVTA in programming Congestion Mitigation and Air Quality Improvement (CMAQ) funding (or its successor), plus other local or formula specific funds, in an amount that equals 6.67% over the term of this ordinance. Funding for Class I Bike lane projects that are funded by philanthropy, state discretionary funding or federal discretionary funding shall not count toward the six and sixty-seven one-hundredths percent (6.67%). As used in this Section, discretionary funding means any funding that is not tied to a specific state or federal program or formula.
- C. **Administration:** Actual costs, not to exceed one percent (1%) of the annual revenue, may be used for administration of this Ordinance by the Authority. Total estimated funding = \$2.82 million (2011 dollars).

SECTION 4. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX: In addition to any other taxes authorized by law, there is hereby imposed in the incorporated and unincorporated territory of the County of Napa, in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, and Sections 7261 and 7262 of the Revenue and Taxation Code except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code, and Division 19 of the Public Utilities Code commencing with Section 180000, which provisions are adopted by reference, a retail transactions and use tax at the rate of one-half of one percent (1/2%) for a twenty-five year period commencing July 1, 2018, or upon expiration of the Measure A Flood Protection tax, which tax shall be in addition to any existing or future authorized state or local transactions and use tax.

SECTION 5. CONTRACT WITH STATE: The Authority shall notify the State Board of Equalization at least 110 days prior to the operative date and shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax Ordinance, provided that if the Authority shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

SECTION 6. EXPENDITURE PLAN PROCEDURES:

- A. Each Agency shall biennially develop and submit to the Authority a five-year list of projects to be funded with revenues made available for the Local Streets and Roads Maintenance Program (Section 3(A)). Each Agency shall conduct a local public hearing and adopt a Resolution in support of the proposed list of projects prior to submitting the project list to the Authority pursuant to Section 7.
- B. In the allocation of all revenues made available under Section 3, the Authority shall make every effort to maximize state, federal, and local transportation funding to the Agencies. The Authority may amend the Expenditure Plan in accordance with Section 21 as needed to maximize the transportation funding available throughout the county. It is also the intent of the Authority to encourage the purchase of goods and services for the projects described in Section 3 from suppliers based in Napa County.
- C. The Agencies and the Authority shall fully consider the needs of non-motorized travelers, including pedestrians, bicyclists and persons with disabilities, in all planning, maintenance, construction, operations and project development activities and products. Projects funded in full or in part with Authority revenues shall not remove or reduce existing facilities for bicycling or pedestrians.

SECTION 7. PROJECT PROGRAMMING APPROVAL: Prior to the operative date of the tax, and biennially thereafter, the Authority shall approve a five-year list of projects eligible to be funded with the revenues made available under Section 3 herein, provided that the submittal meets all of the requirements of this Ordinance and funding is, or is

estimated to be, available. Prior to Authority approval, the Independent Taxpayer Oversight Committee shall consider each Agency's biennial five-year list of projects and make a finding that such projects are consistent with the intent of the measure, and make a recommendation on which of the items on those project lists should be approved to the Authority.

SECTION 8. COOPERATIVE FUNDING AGREEMENTS: To maximize the effectiveness of the retail transactions and use tax revenues, the Authority and/or Agency(ies) may loan revenues actually received, allocated or granted to any public agency within the area of jurisdiction of the Authority provided that the percentage of revenues allocated as provided in Section 3 is maintained over the duration of the Ordinance. Any exchange or loan agreement must include detailed repayment provisions, including appropriate interest earnings based upon the current treasury rate of interest. All loans and/or exchanges must be approved by the Authority's Auditor and by the Authority by a majority vote, and shall be consistent with any and all rules approved by the Authority relating thereto.

SECTION 9. MAINTENANCE OF EFFORT: It is the intent of the State Legislature and the Authority that revenues provided from this Ordinance be used to supplement, not supplant, existing local general fund revenues being used for the transportation improvements described in the Expenditure Plan (see Attachment 1). Each Agency receiving revenues pursuant to Section 3 shall annually maintain, as a minimum, the "maintenance of effort" as defined in this Section 9. The maintenance of effort shall be maintained at the same level that local general fund revenues were expended on average for fiscal years 2007/08, 2008/09 and 2009/10 for Local Streets and Roads Maintenance and supporting infrastructure within the public right-of-way for pavement sealing, overlays, reconstruction, associated infrastructure, as required, excluding any local revenues expended for the purpose of storm damage repair as verified by an independent auditor. One-time allocations that have been expended for Local Streets and Roads Maintenance, but which may not be available on an ongoing basis shall not be considered when calculating an Agency's annual maintenance of effort. Prior to the operative date, Agencies shall determine and certify to the Authority the Agency's average maintenance of effort for the 2007/08, 2008/09 and 2009/10 fiscal years. Prior to the beginning of each fiscal year thereafter, Agencies shall certify to the Authority that the maintenance of effort requirement required by this Section will be met that fiscal year, copies of which shall be provided to the Authority Auditor. Any Agency that does not meet its local maintenance of effort requirement for a three year average period shall have its funding under Section 3 the following year reduced by the amount the Agency did not meet its required average maintenance of effort level for the three prior years. Any funds not allocated due to failure to meet the maintenance of effort requirement shall be reserved for the Agency until any and all maintenance of effort expenditures are fulfilled.

SECTION 10. PRIVATE SECTOR FUNDING: Revenues provided from this measure shall not be used to replace private developer funding that has been or will be committed for any project to help alleviate the direct traffic impacts of any new or redeveloped residential, commercial or industrial development in Napa County or its cities.

SECTION 11. INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE:

A. ITOC Goal and Functions: Voter adoption of this transportation retail transactions and use tax Ordinance shall result in creation of the Independent Taxpayer Oversight Committee ("ITOC") upon the operative date of this tax. The ITOC shall remain in existence for so long as the tax herein exists. The ITOC shall review the fiscal and program performance of the retail transactions and use tax transportation program through a biennial performance audit to ensure that all transportation retail transactions and use tax revenues are spent by the Authority in accordance with all provisions of the voter-approved Expenditure Plan and Ordinance. The ITOC's secondary mission is to provide positive, constructive advice to the Authority on how to improve implementation over the twenty-five year course of the program; this role shall include consideration by the ITOC of the biennial project lists submitted by the Agencies under Section 6. Up to \$70,000 per year, with adjustments for inflation based on the Consumer Price Index, may be used for activities necessary to the ITOC as described in this Section 11, including financial and performance audits of the Authority and the Agencies receiving revenue from the Authority.

B. Audit Requirement: The ITOC shall oversee the independent financial audit of the Authority and the financial and performance audits of the Agencies, which shall be performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States and performance goals adopted by the Authority consistent with Public Utilities Code Section 180000 et seq. The audits shall include the basic financial statements of the Authority as defined by the Governmental Accounting Standard Board pronouncement No. 34 and the performance of all aspects of the program based on the specific performance goals adopted by the Authority. The ITOC audit shall not relieve the Authority from performing its auditing obligations as imposed by law.

1) Role of Fiscal and Performance Audit and the ITOC:

- a. The ITOC shall, under the procurement rules of the Authority, jointly recommend with the active involvement of the Executive Director and the Authority Auditor, an independent California Certified Public Accountant to conduct an annual financial audit of the Authority pursuant to the provisions of this Ordinance, report findings based on the audit to the Authority, and to recommend any additional considerations which the ITOC believes may improve the financial operation while meeting all voter mandates.
- b. The ITOC shall, under the procurement rules of the Authority jointly recommend with the active involvement of the Executive Director and the Authority Auditor, retention of an independent California Certified Public Accountant to conduct a biennial performance audit of the Agencies, pursuant to the provisions of this Ordinance, report findings based on the

audits to the Authority, and recommend any additional considerations which the ITOC believes may improve the integrity of program implementation while meeting all voter mandates.

- c. The ITOC shall review each Agency's annual independent financial audit, report relevant findings based on the audits to the Authority, and recommend any changes which the ITOC believes may improve the financial operations while meeting all voter mandates.
- d. The Authority shall hold a publicly noticed meeting annually, which may be a regular or special Authority Board meeting, with the direct participation of the ITOC, to consider the findings and recommendations of the audits. A report of the findings and recommendations of each audit by the ITOC shall be made readily available to the public in print and on the Authority's electronic website.
- e. The Authority shall publish a biennial report to the community to be published at the expense of tax revenues in all local Napa County newspapers of general circulation.

C. Membership and Selection Process

- 1) The Authority shall develop an open selection process, actively recruit, and appoint seven (7) Committee members who shall be residents of the County of Napa possessing the following credentials:
 - a. One member who is a professional, retired or active, in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.
 - b. One member who is a licensed civil engineer, retired or active, with at least five years of demonstrated experience in the fields of transportation in government and/or the private sector.
 - c. One member who is a Certified Public Accountant (CPA) and experienced in financial audits.
 - d. One member shall be a representative of a Napa region Chamber of Commerce.
 - e. One member from a bona fide taxpayers association.
 - f. Two members from the public at-large.
- 2) The Chair and the Executive Director of NCTPA, the Chair of the Napa County Transportation and Planning Agency Technical Advisory Committee,

and the County Auditor-Controller shall serve as non-voting ex-officio members of the ITOC.

D. Terms and Conditions for Committees

- 1) The voting Committee members shall serve a two, three, and four year term, determined by the drawing of lots. Thereafter, Committee members shall serve four-year terms.
- 2) The Authority shall develop by-laws for the operation of the ITOC. The ITOC members shall receive a stipend of \$250 per quarterly meeting and no other payment shall be made for any purpose. This stipend will increase by \$50 per quarterly meeting every five years. A position on the Committee shall become vacant as a result of a member failing to attend two consecutive meetings.
- 3) The voting Committee members cannot be current local elected officials in Napa County or a full time staff member of any city, town, or county government, a local transit operator, or state transportation agency.
- 4) Non-voting ex-officio Committee members shall serve only as long as they remain incumbents in their respective positions and shall be automatically replaced by their successors in those positions.
- 5) If and when vacancies on the ITOC occur on the part of voting Committee members, either due to expiration of term or a vacancy occurring during a term, the Authority shall appoint an appropriate replacement within 90 days of the vacancy to fill the remainder of the term pursuant to the provisions of Government Code Sections 54970, *et. seq* (the Maddy Act).

E. ITOC Operation Protocols

- 1) The ITOC shall be appointed within 180 days prior to the operative date of the retail transactions and use tax and continue as long as retail transactions and use tax revenues from the current voter authorization are available for expenditure.
- 2) The Authority Board and staff shall fully cooperate with and provide necessary financial and staff support to ensure the ITOC successfully carries out its duties and obligations.

F. Conflict of Interest

- 1) ITOC voting members shall have no legal action pending against the Authority and are prohibited from participating in any commercial activity directly or indirectly involving the Authority or Napa County Transportation and Planning Agency (NCTPA), such as being a consultant or vendor to the Authority or NCTPA during their tenure on the ITOC.

- 2) ITOC voting members shall not have direct and/or indirect commercial interest or employment with any public or private entity which receives transportation retail transactions and use tax revenues authorized by this Ordinance.

SECTION 12. ADMINISTRATIVE FUNCTIONS AND EXPENSES:

- A. Revenues may be expended by the Authority for the actual expense of salaries, wages, benefits, and those services, including contractual services, necessary to administer the Ordinance; however, in no case shall such administrative expenditures exceed one percent (1%) of the annual revenues provided by the Ordinance.
- B. Administrative functions include providing overall program direction and management necessary to implement Authority policy, formulating organizational goals and objectives, coordinating activities with other agencies and organizations, performing finance, accounting, purchasing, personnel, government and community relations, and legal matters.

SECTION 13. RECEIPT AND ALLOCATION OF TAX REVENUES: The Authority Auditor shall receive the tax revenue and shall allocate funds to the Agencies on a calendar quarter basis, together with any accrued interest, by the 20th day of the month following the end of the quarter.

SECTION 14. ESTABLISHMENT OF SEPARATE ACCOUNTING: Each Agency receiving the revenues identified in Section 3 shall have its revenues deposited in a separate interest bearing Transportation Improvement Fund. Interest earned on revenues allocated pursuant to this Ordinance shall be expended only for those purposes permitted by this Ordinance.

SECTION 15. IMPLEMENTING ORDINANCES: Upon approval of this Ordinance by the voters the Authority shall, in addition to the rules required to be provided pursuant to this Ordinance, adopt implementing ordinances, rules, and policies that are not inconsistent with the purpose and intent of this Ordinance and take such other actions as may be necessary and appropriate to carry out its responsibilities.

SECTION 16. EFFECTIVE AND OPERATIVE DATES: This Ordinance shall be effective on November 6, 2012, if two-thirds of the electors voting on the ballot proposition approving the Ordinance vote to approve the ballot proposition on November 6, 2012. The imposition of the tax authorized by this Ordinance shall be operative on July 1, 2018, or upon termination of the Flood Protection tax, and after at least 110 days notice to the State Board of Equalization.

SECTION 17. PLACE OF SALE: For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from

such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

SECTION 18. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES: In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

- A. Wherever the State of California is named or referred to as the taxing agency, the name of this county shall be substituted therefor. However, the substitution shall not be made:
- 1) The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California;
 - 2) The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.
 - 3) In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
 - a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the state under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;
 - b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.
 - 4) In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.
- B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

SECTION 19. PERMIT NOT REQUIRED: If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

SECTION 20. EXEMPTIONS AND EXCLUSIONS:

- A. There shall be excluded from the computation of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.
- B. There are exempted from the computation of the amount of the transactions tax the gross receipts from:
- 1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.
 - 2) Sales of property to be used outside the county which is shipped to a point outside the county, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the county shall be satisfied:
 - a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-county address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and
 - b. With respect to commercial vehicles, by registration to a place of business out-of-county and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.
 - 3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
 - 4) A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Ordinance.
 - 5) For the purposes of subparagraphs (3) and (4) of this Section, the sale or lease of tangible personal property shall be deemed not to be obligated

pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this Ordinance, the storage, use or other consumption in this county of tangible personal property:

- 1) The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.
- 2) Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.
- 3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
- 4) If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.
- 5) For the purposes of subparagraphs (3) and (4) of this Section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
- 6) Except as provided in subparagraph (7), a retailer engaged in business in the county shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the county or participates within the county in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the county or through any representative, agent, canvasser, solicitor, subsidiary, or person in the county under the authority of the retailer.
- 7) "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft

licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the county.

- D. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

SECTION 21. AMENDMENTS: This Ordinance and Expenditure Plan may be amended to provide for the use of additional federal, state, and local revenues or to account for unexpected revenues by approval of a two-thirds vote of the members of the Authority; the two-thirds must include the City of Napa, the County of Napa, and at least three other jurisdictions. No amendment may, in the aggregate, reduce the percentage of tax revenue allocated to the Local Streets and Roads Maintenance Program as apportioned in Section 3. No amendment shall operate so as to affect the rate or duration of tax imposed by this Ordinance.

Amendments constituting expenditures for new programs or new projects that were not a part of the voter approved Expenditure Plan or referred to in the Local Streets and Roads Maintenance Program may only be approved with the subsequent consent of the electorate.

All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

SECTION 22. TEN-YEAR PROGRAM REVIEW: After the tax has been in effect for ten years after the operative date, the Authority shall conduct a comprehensive review of all revenues, projects and programs under the Expenditure Plan to evaluate the performance of the overall program over the previous ten-year period and to make revisions to the Expenditure Plan to improve its performance and allow for changed demographic conditions, transportation needs, revenues, and technology over the subsequent ten years. Revisions to the Ordinance and Expenditure Plan required as a result of the ten-year review shall be subject to the amendment process in Section 21. However, the 99% local street and road allocation provided in Section 3 shall not be altered.

SECTION 23. DESIGNATION OF FACILITIES: Each project or program receiving in excess of \$250,000 funded in whole or in part by revenues from the Ordinance shall be clearly designated with project signage at the project site during its construction or implementation as being provided by revenues from the Ordinance.

SECTION 24. SEVERABILITY: If any section, part, clause, or phrase of this Ordinance is for any reason held invalid or unconstitutional, the remaining portions shall not be affected but shall remain in full force and effect.

SECTION 25. ANNUAL APPROPRIATIONS LIMIT: Article XIII (B) of the California Constitution requires the establishment of an annual appropriations limit for governmental entities. The maximum annual appropriations limit for the Authority is hereby established as \$40 million. The appropriations limit shall be subject to adjustment as provided by law. All expenditures of the retail transactions and use tax revenues imposed by Section 4 are subject to the appropriations limit of the Authority.

SECTION 26. ENJOINING COLLECTION FORBIDDEN: No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the state or the Authority, or against any officer of the state or the Authority, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

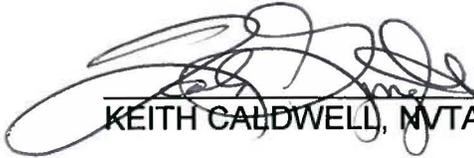
SECTION 27. DEFINITIONS:

- A. *Agency* means those cities, town, and county that lie within the geographic boundaries of the County of Napa.
- B. *Authority* means the Napa Valley Transportation Authority created by the Napa County Board of Supervisors with the concurrence of a majority of cities having a majority of the incorporated population of the county.
- C. *Expenditure Plan* means the expenditure plan required by Section 180206 of the Public Utilities Code to be adopted prior to the call of an election on this Ordinance. The expenditure plan includes the allocation of revenues for each authorized purpose. To the extent the summarized provisions of the expenditures contemplated by this Ordinance cannot be reconciled with the Expenditure Plan set forth in Attachment 1, the provisions of Attachment 1 shall prevail.
- D. *Effective Date* means the date the measure was passed by the electorate.
- E. *Highways* means all purposes necessary and convenient to the design, right-of-way acquisition, and construction of highway facilities, including all state highway routes and any other facilities so designated in the Expenditure Plan.
- F. *Infrastructure* means all components within the right-of-way necessary to support the roadway which includes road pavement, sub-grade, curb, gutter, sidewalks, curb ramps, surface and subsurface drainage, replacement traffic control devices, replacement roadway lighting, striping, pavement marking, intelligent transportation systems, and signage.

- G. *Maintenance* means repair, reconstruction or rehabilitation, and/or replacement of streets, roadways, and other infrastructure within the public right-of-way.
- H. *Operative Date* means the date the tax begins to collect revenue for this measure.
- I. *Project* is a single effort with a beginning and an end that would cause the construction or maintenance or reconstruction of some tangible portion of a transportation asset owned or operated by public agency that has independent utility. A *project* is not repeated on an annual basis, it does not appear without a detailed description as to cost and location in a local agency budget, and it must appear in a capital budget.
- J. *Reconstruction or Rehabilitation* includes any overlay, including the placement or replacement of base materials and any sub-grade work or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the state for 3R (reconstruction, resurfacing, and rehabilitation). This does not include widening for the purpose of increasing the traffic capacity of a street or highway. This does include additions, changes or reconstruction of Infrastructure directly associated with the function of a street or roadway. It also includes additions necessary to incorporate and/or maintain bicycle facilities called for in the Napa County Transportation and Planning Agency's Countywide Bicycle Plan or adopted bicycle plans of the Agencies and any improvements or alterations necessary to the roadway and or pedestrian or bicycle travel ways to improve overall circulation and to meet American's with Disabilities Act requirements.
- K. *Regional Transportation Improvement Program Submission* means any program of projects sent or otherwise caused to be delivered to the Regional Transportation Planning Agency for Napa County by the entity designated by the Regional Transportation Planning Agency with the submission of that program for the local agencies for consideration by the Regional Transportation Planning Agency for inclusion in the Regional Transportation Improvement Program or its related documents.
- L. *Local Streets and Roads* means the pavement facilities and supporting Infrastructure within the street, road, or highway right-of-way.
- M. *Storm damage repair* means repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to storms and flooding, in those jurisdictions that have been declared disaster areas by the President of the United States and/or by the Governor of California.

SECTION 28. PUBLICATION OF ORDINANCE: A summary of this Ordinance shall be published at least five days before its passage in the local newspapers of general circulation published in the County of Napa, and at least once before the expiration of 15 days after its passage together with the names of the Directors voting for and against the same.

The foregoing Ordinance was introduced and read at a regular meeting of the Napa Valley Transportation Authority, held on May 16, 2012, and passed at a regular meeting of the Napa Valley Transportation Authority held on June 20, 2012, by the following vote:



KEITH CALDWELL, NVTA Chair

Ayes: GARCIA, BENNETT, GINGLES, KRIDER,
TECHEL, DODD, LUCE, CHILTON, DUNBAR

Noes: NONE

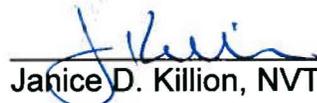
Absent: DUNBAR, BRITTON, WHITE

ATTEST:



Karalyn E. Sanderlin, NVTA Board Secretary

APPROVED:



Janice D. Killion, NVTA Legal Counsel

Attachment (1) Napa Countywide Road Maintenance Act Expenditure Plan

NAPA COUNTWIDE ROAD MAINTENANCE ACT EXPENDITURE PLAN

The net revenues received by the Authority from the proposed transactions and use tax shall be used to fund the projects described below after paying for the costs of this election, the costs of the Independent Taxpayer Oversight Committee, and administering the program. Only one percent (1%) of the net revenues may be expended on the costs of administration. The revenues received by the Authority will be less than the gross revenues actually collected because the fees the State Board of Equalization charges to collect the sales tax will be deducted before the revenues are transferred to the Authority. All funding and revenues are expressed in 2011 dollars over the twenty-five year life of the program.

The revenue allocated to each Agency under this Expenditure Plan may be used for any direct costs of design, materials testing, all project required environmental reviews, construction management, inspection, and construction of the projects.

Local Streets and Roads Maintenance Program

Description:

Of the annual revenues available, ninety-nine percent (99%) shall be allocated to the Local Streets and Roads Maintenance Program. Under the Ordinance, the funds for the Local Streets and Roads Maintenance Program must be used for maintenance, reconstruction or rehabilitation of local streets, roads, and infrastructure within the public right-of-way as defined.

The estimated funding for the Local Streets and Maintenance Program is (millions of dollars):

Project	Percentage Distribution	Transaction and Use Tax
American Canyon	7.7%	\$21.945
Calistoga	2.7%	\$7.695
City of Napa	40.35%	\$114.997
Napa County	39.65%	\$113.003
St. Helena	5.9%	\$16.815
Yountville	2.7%	\$7.695
Total	99%	282.15

Amendments

This Ordinance and Expenditure Plan may be amended to provide for the use of additional federal, state, and local revenues or to account for unexpected revenues by

approval of a two-thirds vote of the members of the Authority; the two-thirds must include the City of Napa, the County of Napa, and at least three other jurisdictions. No amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

Amendments constituting expenditures for new programs or new projects that were not a part of the voter approved Expenditure Plan or referred to in the Local Streets and Roads Maintenance Program may only be approved with the subsequent consent of the electorate.

FY	Total Estimated Measure T Revenues	Proposed Amount for Administration (1%)	Total Estimated Measure T Revenues Available for LS&R Improvements	American Canyon Measure T (7.7%)	American Canyon Class 1 Bike Lane Expenditure Obligation	Callistoga (2.7%)	Callistoga Class 1 Bike Lane Expenditure Obligation	City of Napa (40.35%)	City of Napa Class 1 Bike Lane Expenditure Obligation	County of Napa (39.65%)	County of Napa Class 1 Bike Lane Expenditure Obligation	City of St. Helena (5.9%)	City of St. Helena Class 1 Bike Lane Expenditure Obligation	Town of Yountville (2.7%)	Town of Yountville Class 1 Bike Lane Expenditure Obligation
FY 2023-24	\$21,942,500.00	219,425	21,723,075	1,689,573	112,694	592,448	39,516	8,853,799	590,548	8,700,201	580,303	1,294,608	86,350	592,448	39,516
FY 2024-25	\$22,363,100.00	223,631	22,139,469	1,721,959	114,855	603,804	40,274	9,023,511	601,868	8,866,969	591,427	1,319,423	88,006	603,804	40,274
FY 2025-26	\$22,810,400.00	228,104	22,582,296	1,756,401	117,152	615,881	41,079	9,203,996	613,907	9,044,324	603,256	1,345,814	89,766	615,881	41,079
FY 2026-27	\$23,266,700.00	232,667	23,034,033	1,791,536	119,495	628,201	41,901	9,388,113	626,187	9,225,247	615,324	1,372,735	91,561	628,201	41,901
FY 2027-28	\$23,732,000.00	237,320	23,494,680	1,827,364	121,885	640,764	42,739	9,575,862	638,710	9,409,738	627,630	1,400,188	93,393	640,764	42,739
FY 2028-29	\$24,206,600.00	242,066	23,964,534	1,863,908	124,323	653,578	43,594	9,767,363	651,483	9,597,917	640,181	1,428,189	95,260	653,578	43,594
FY 2029-30	\$24,690,900.00	246,909	24,443,991	1,901,199	126,810	666,654	44,466	9,962,778	664,517	9,789,942	652,989	1,456,763	97,166	666,654	44,466

1. Fund structure for Measure T Funds held by NVTA-TA (held in County Treasury)

Fund 8310 – Napa Valley Transportation Authority
 Dept 830 – Napa Valley Transportation Authority
 Division 83100 – Napa Valley Transportation Authority
 Sub-Division 83100-00 – NVTA Administration
 83100-01 – NVTA Unincorporated County
 83100-04 – NVTA City of American Canyon
 83100-02 – NVTA City of Napa
 83100-05 – NVTA Town of Yountville
 83100-06 – NVTA City of St. Helena
 83100-07 – NVTA City of Calistoga

Each sub-division will maintain its own cash accounts and fund balance.

2. Receipt of Tax Allocations and Interest to the Authority

Each Sub-division will receive the direct allocation of sales tax proceeds at the time funds are received monthly by NVTA-TA. Sales tax revenues received will be recorded in account #41400 – *Sales and Use Tax*.

Allocation to agencies specified in Ordinance No 2012-01 is as follows:

City of American Canyon	7.70%
City of Calistoga	2.70%
City of Napa	40.35%
County of Napa	39.65%
City of St. Helena	5.90%
Town of Yountville	2.70%
Authority Administration	1.00%
Total	100.00%

The Board of Equalization administration fee (estimated 1 to 1.5%) is deducted from the gross receipts prior to calculating the Measure T allocations to the agencies.

Each sub-division will earn interest at the Treasurer’s pooled interest rate and will be earned quarterly, based on average daily balance. Interest received will be recorded in account #45100 – *Interest*.

Revenues are to be recorded on an accrual basis.

3. Disbursements

a. Allocations of Taxes to the Agencies from the Authority

As stated in Section 13 of Ordinance No 2012-01 “The Authority Auditor shall allocate funds to the agencies on a calendar quarter basis, together with any accrued interest, by the 20th day of the month following the end of the quarter.” In order to comply with this section, once the agencies are deemed eligible for receiving funds by NVTA-TA, on a quarterly basis as prescribed above, the Auditor-Controller shall run a detailed report on the activity in each sub-division’s cash account showing the monthly sales tax allocations and interest earnings. This will be attached to a payment claim form to transfer the funds to each agency. The expenditure line for the allocation will be recorded in account #52525 – *Maintenance-Infrastructure/Land*.

Expenditures are to be recorded on an accrual basis. Sales tax is generally three months in arrears, therefore at each year end, there will be an accrual set up as of 6/30 for the amount due to each agency once all sales taxes are received and interest is posted.

b. Administration Expenditures: Sub-Division 83100-00

All direct administrative expenses will be accounted for directly out of the Administration budget unit, capped to the 1% of revenues generated from the Tax in accordance with Section 12 of Ordinance No. 2012-01. Expenditures are limited to “administrative functions providing overall program direction and management necessary to implement Authority policy, formulating organizational goals and objectives, coordinating activities with other agencies and organizations, performing finance, accounting, purchasing, personnel, government and community relations, and legal matters.”

c. ITOC Stipends – Section 11.D.2

ITOC members are to receive a stipend of \$250 per quarterly meeting, with an increase of \$50 per meeting every five years, scheduled as follows:

Fiscal Year	Quarterly Stipend
2018-19 through 2022-23	\$250.00
2023-24 through 2027-28	\$300.00
2028-29 through 2032-33	\$350.00
2033-34 through 2037-38	\$400.00
2038-39 through 2042-43	\$450.00

- ITOC members must fill out a W-9 for IRS purposes to remain on file with the County Auditor-Controller, and will receive a 1099-misc form at the end of each calendar year for compensation received.
- Members must sign a stipend request form validating their attendance. No payment will be issued without a signed and dated form. **(Exhibit A – Stipend Certification)**
- Stipends are construed as Administrative Expenditures and will be paid directly from this budget unit.

d. Auditor-Controller Administrative Salaries and Expenditures

As the Authority Auditor, with the role of fiscal oversight and integrity of the Measure, the Napa County Auditor-Controller will be required to track all hours and expenses and provide a detailed accounting for all items requested to be reimbursed. As with all other Districts and JPA's the Auditor-Controller will provide an annual hourly rate schedule, which varies by staff position, to ensure fair and equitable charges for work performed related to Measure T.

Quarterly charges will be assessed for general accounting work including processing checks, reimbursement requests, journal entries, reports, audits and other work completed on behalf of the Napa Valley Transportation Authority and ITOC. These costs are construed as Administrative Expenditures and will be paid directly from the Administration budget unit.

e. NVTA-TA Contracted Administrative Salaries and Expenditures

As the administrators of the Napa Countywide Road Maintenance Act, NVTA shall be reimbursed for salaries and expenditures related to official business of the Act, including work completed on behalf of the Napa Valley Transportation Authority and ITOC. NVTA will be required to track all hours and expenses and provide a detailed accounting for all items requested to be reimbursed. NVTA will provide an annual hourly rate schedule, which varies by staff position, to ensure fair and equitable charges for work performed related to Measure T.

A claim, including a journal entry to transfer the funds from the Administration Sub-division to NVTA, with all back up documentation, shall be approved by the Executive Director or designee and submitted to the Auditor-Controller for posting. These costs are construed as Administrative Expenditures and will be paid directly from the Administration budget unit.

f. Authority Counsel Expenditures

The Authority will be provided legal counsel by Napa Valley Transportation Authority Counsel . NVTA's Counsel will be required to track all hours and expenses and provide a detailed accounting for all items requested to be reimbursed. NVTA Counsel will provide an annual hourly rate schedule, which varies by staff position, to ensure fair and equitable charges for work performed related to Measure T.

These costs are construed as Administrative Expenditures and will be paid directly from the Administration budget unit.

g. Auditor-Controller's Authority on Disbursements

The Auditor-Controller may dispute a claim from the Administration budget unit if the expenditure does not appear in accordance with the Ordinance or reasonable in amount. Disputed claims may be brought forth by the claimant to the Authority for approval in a public meeting.

4. Financial Reporting Requirements for Measure T Funds held by NVTA-TA

- a. As stated in 3.a above, after quarterly interest is posted by the County Treasurer the funds will be transferred to each agency.
- b. Quarterly review of all transactions within each sub-division will be completed to ensure all postings are accurate and timely.
- c. An annual review will occur prior to official close of the books to ensure all postings are accurate and timely and that all funds have been transferred to the appropriate agency as specified in the Master Agreement

5. Agency Record Keeping

- a. Each agency must keep the funds segregated in a special revenue fund specifically for Measure T.

All revenue sources and expenditures using the revenues sources shall be fully accounted for. Measure T funds should be recorded as Other Governmental Revenue on the agency books. All project expenditures should be budgeted for and disbursed from these funds so that a full accounting is captured, within proper accounting categories.

Each agency accounts for and tracks its capital projects in a capital project fund and each project may include multiple funding sources. Each agency must provide a full accounting of all revenues and expenses attributed to each specific project. Therefore, expenditures within the Measure T special revenue fund, shall include “transfers out” to other funds for the monies being used within a capital project that was approved by the Master Agreement, as may be amended. Agencies shall keep the records using accrual accounting, setting up both receivables and payables as of June 30, of each fiscal year.

Definition: A Special Revenue Fund is a governmental fund type used to account for the proceeds of specific revenue sources that are restricted or committed to expenditure for specified purposes other than debt service or capital projects. The use of a special revenue fund ensures segregation of restricted funds, the ability to allocate proper interest earnings and ease of tracking the inflows and outflows of the revenues.

- b. To ensure compliance with the 6.67% Class 1 path requirement, each agency will track all revenues and expenditures related to these projects and include the information on the progress reports discussed in #6 below.

6. Financial Reporting Requirements for Each Agency

Every expenditure will have supporting documentation, including invoices and proper authorizations, to ensure that all costs charged to the funds are eligible and in full compliance with the Master Agreement. This documentation shall be maintained by each agency and shall be made available for inspection and audits upon request by either the Auditor-Controller or NVTA-TA.

Semi-Annual Progress Reports are due March 1st (for the period of July – December) and September 1st (for the period of January – June). Each progress report shall provide a summary listing consisting

of the Project Name, Approved Budget, Amount spent to date, Amount remaining, Percentage of Completion, and Date Completed if applicable. In addition, each agency will provide an accounting of the Class 1 path requirement, both year-to-date and cumulative since inception of the tax.

(Exhibit E – Agency Progress Report)

Attached to each summary shall be a system generated trial balance report and detailed expenditure listing for the Special Revenue funds listed in Item 5 above. If, in the course of an expenditure review or audit, it is determined that an ineligible expense was made, the jurisdiction will be directed to return the funds to the LS&R Special Revenue fund for a future eligible expense.

Once the agency's general ledger is considered closed for the fiscal year and a comprehensive audit is completed, as stated in Section 4 of the Master Funding Agreement, and after approved by the jurisdictions governing body, each Agency will provide a copy of the Annual Comprehensive Financial Report (ACFR) January 31st of the next fiscal year.

7. Annual Audits

All audits and record keeping will be performed in accordance with generally accepted accounting principles (GAAP) and Government Accounting Standards (GAS)

- The Auditor-Controller will oversee the annual accounting and fiscal process through review of quarterly and annual reports submitted by each agency.
- NVTA-TA will oversee project performance through review of semi-annual reports submitted by each agency.
- Each Agency (County/Cities/Town) will procure an independent certified public accountant to conduct an annual financial audit that includes in its scope all transactions regarding Measure T. This will NOT be an additional audit on top of their Annual Comprehensive Financial Report, as these funds are included in their overall agency operations for specified projects. Any findings will be communicated to the Authority Auditor, who will then present to the ITOC and Authority.
- NVTA-TA will have an independent annual financial audit.. The audit will contain supplementary schedules which summarize each jurisdiction financial status regarding Measure T funds. This audit will be presented by the Independent Auditor and the Authority Auditor to the ITOC and Authority.
- Each agency will undergo a performance and compliance audit every three years, which is non-financial in nature. This audit shall be focused on the projects and compliance with the Master Agreement. This audit will be presented by the Independent Auditor to NVTA-TA and the ITOC. The audits will be completed on a rotating basis with the City of Napa and Town of Yountville the first year, the County of Napa and City of St. Helena the second year, then the Cities of American Canyon and Calistoga thereafter. .
- The above audits satisfy all audit requirements in the Ordinance. Each agency is audited through their respective fiscal comprehensive annual audit process, the Authority will undergo a separate independent financial audit, and the independent performance and compliance audits on each agency will be completed triennially.
- Audits are construed as Administrative Expenditures and will be paid directly from the ITOC budget unit. There is a maximum of \$70,000 per year (adjusted for inflation on the CPI) for annual financial and performance audits. NVTA-TA and the Authority Auditor will track these expenditures annually to ensure the maximum is not exceeded.

8. Community Report

Section 11.B.e of Ordinance No. 2012-01 specifies that the Authority shall publish a biennial report to the community. For clarification, this report may be completed annually and will be compiled in collaborative manner between NVTA-TA, the Jurisdictions, ITOC and the Auditor-Controller. The Community Report is construed as Administrative Expenditures and will be paid directly from the ITOC budget unit.

9. Interagency Loans

In the event that one agency requests a loan from another for approved projects, an interagency loan agreement will be executed. Each agency shall record a due to/due from amount on their respective books with an approved pay back schedule. Total pay back must occur prior to the sunset of the tax.

[RESERVE THIS SECTION FOR THE INTERAGENCY LOAN AGREEMENT.]

RESOLUTION No. X-X

**A RESOLUTION OF THE CITY OF XXX
APPROVING PROJECTS UNDER MEASURE T PROGRAM**

WHEREAS, on November 6, 2012 the voters of Napa County passed the Napa Countywide Road Maintenance Act, also known as Measure T, which imposes a half cent transaction and use (sales) tax to provide supplemental funding for road maintenance as detailed in the Measure T Expenditure Plan; and

WHEREAS, the Napa Valley Transportation Authority-Tax Agency is the designated agency that administers and oversees the Measure T revenues; and

WHEREAS, the [City/Town/County of XX] is an eligible recipient of Measure T funds; and

WHEREAS, the tax proceeds will be used to pay for the projects outlined in the Measure T Expenditure Plan allocated to the County of Napa and the cities and town within Napa County (“Local Agencies”) as set forth in Measure T; and

WHEREAS, under the Measure T Expenditure Plan, Measure T funds are provided to the Local Agencies to be used for streets and roads projects as defined in the Measure; and

WHEREAS, the [City/Town/County of XX] has entered into a Master Agreement with NVTA-TA that outlines procedures for Measure T expenditures, and

WHEREAS, the [City/Town/County of XX] provided a draft five-year project list to NVTA-TA for the expenditure of Measure T funds as required by the Measure; and

WHEREAS, it has been determined by the NVTA-TA Board that these expenditures meet the requirements of the Measure T Master Agreement;

WHEREAS, Measure T project(s) will comply with the requirements under the California Environmental Quality Act (California Code Sections 21000 *et seq.*; as implemented through California Regulations Title 14, Chapter 3, Sections 15000 *et seq.*);

NOW, THEREFORE, BE IT RESOLVED by the [City/Town Council of XX/County Board of Supervisors] as follows:

1. The [Council/Board of Supervisors] hereby adopts the five-year project list as set forth in Exhibit “A,” and authorizes the Public Works Director to file the list with NVTA-TA.

Passed and adopted this X day of XXX, 2014.

Chair

Ayes:

Nays:

Absent:

ATTEST:

Clerk

APPROVED:

Counsel

RESOLUTION No. X-X

**A RESOLUTION OF THE CITY OF XXX
APPROVING MAINTENANCE OF EFFORT AMOUNT UNDER MEASURE T
PROGRAM**

WHEREAS, on November 6, 2012 the voters of Napa County passed the Napa Countywide Road Maintenance Act, also known as Measure T, which imposes a half cent transaction and use (sales) tax to provide supplemental funding for road maintenance as detailed in the Measure T Expenditure Plan; and

WHEREAS, the Napa Valley Transportation Authority is the designated agency that administers and oversees the Measure T revenues; and

WHEREAS, the [City/Town/County of XX] is an eligible recipient of Measure T funds; and

WHEREAS, the tax proceeds will be used to pay for the projects outlined in the Measure T Expenditure Plan allocated to the County of Napa and the cities and town within Napa County (“Local Agencies”) as set forth in Measure T; and

WHEREAS, under the Measure T Expenditure Plan, Measure T funds are provided to the Local Agencies to be used for streets and roads projects as defined in the Measure; and

WHEREAS, the [City/Town/County of XX] has entered into a Master Agreement with NVTA-TA that outlines procedures for Measure T expenditures, and

WHEREAS, the [City/Town/County of XX] shall determine and certify to NVTA-TA the average maintenance of effort amount for Fiscal Years 2007-08, 2008-09 and 2009-10, consistent with the criteria set forth in Section 9 of Ordinance No. 2012-01, including a memorandum detailing the supporting financial documentation and the methodology utilized to calculate the average fiscal year street and roads costs; and

WHEREAS, that amount set forth in Exhibit “A” will be deemed the “Maintenance of Effort” of the [City/Town/County of XX], which must be maintained annually throughout the term of the Measure from the General Fund of the [City/Town/County of XX]; and

WHEREAS, by January 1st each calendar year, the [City/Town/County of XX] must certify to and provide NVTA-TA a copy of supporting documentation as well as a Resolution approved by the governing body of the [City/Town/County of XX], including backup documentation, demonstrating that the Maintenance of Effort was met the prior fiscal year; and;

WHEREAS, Measure T project(s) will comply with the requirements under the California Environmental Quality Act (California Code Sections 21000 *et seq.*; as implemented through California Regulations Title 14, Chapter 3, Sections 15000 *et seq.*);

NOW, THEREFORE, BE IT RESOLVED by the [City/Town Council of XX/County Board of Supervisors] as follows:

1. The [Council/Board of Supervisors] hereby adopts the Maintenance of Effort amount as set forth in Exhibit "A," and authorizes the Public Works Director to file the amount with NVTA-TA.

Passed and adopted this X day of XXX, 2021.

Chair

Ayes:

Nays:

Absent:

ATTEST:

Clerk

APPROVED:

Attorney

RESOLUTION No. X-X

**A RESOLUTION OF XXX
APPROVING CERTIFICATION OF EQUIVALENT FUND EXPENDITURES UNDER
MEASURE T PROGRAM**

WHEREAS, on November 6, 2012 the voters of Napa County passed the Napa Countywide Road Maintenance Act, also known as Measure T, which imposes a half cent transaction and use (sales) tax to provide supplemental funding for road maintenance as detailed in the Measure T Expenditure Plan; and

WHEREAS, the Napa Valley Transportation Authority is the designated agency that administers and oversees the Measure T revenues; and

WHEREAS, the [City/Town/County] is an eligible recipient of Measure T funds; and

WHEREAS, the tax proceeds will be used to pay for the projects outlined in the Measure T Expenditure Plan allocated to the County of Napa and the cities and town within Napa County (“Local Agencies”) as set forth in Measure T; and

WHEREAS, under the Measure T Expenditure Plan, Measure T funds are provided to the Local Agencies to be used for streets and roads projects as defined in the Measure; and

WHEREAS, the [City/Town/County] has entered into a Master Agreement with NVTA-TA that outlines procedures for Measure T expenditures, and

WHEREAS, the [City/Town/County] shall determine and certify to NVTA-TA the annual spending towards qualifying Class I Bicycle Facilities, consistent with the criteria set forth in Section 3 B of Ordinance No. 2012-01, including a memorandum detailing the supporting financial documentation and the methodology utilized to calculate the total spending and funding source; and

WHEREAS, that amount set forth in Exhibit “A” will be deemed the “Equivalent Fund Spending for Class I Bicycle Facilities” of the [City/Town/County], which must be maintained annually throughout the term of the Measure from the General Fund of the [City/Town/County]; and

WHEREAS, by January 31st each calendar year, the [City/Town/County] must certify to and provide NVTA-TA a copy of supporting documentation as well as a Resolution approved by the governing body of the [City/Town/County of], including backup documentation, demonstrating that the Equivalent Fund Class I Bicycle Facilities spending occurred during the prior fiscal year; and;

WHEREAS, Measure T project(s) will comply with the requirements under the California Environmental Quality Act (California Code Sections 21000 *et seq.*; as implemented through California Regulations Title 14, Chapter 3, Sections 15000 *et seq.*);

NOW, THEREFORE, BE IT RESOLVED by the [City/Town Council /County Board of Supervisors] as follows:

1. The [Council/Board of Supervisors] hereby adopts the Equivalent Fund Class I Bicycle Facilities expenditures amount as set forth in Exhibit "A," and authorizes the Public Works Director or designee to file the amount with NVT-A-TA.

Passed and adopted this X day of XXX, 2022.

Chair

Ayes:

Nays:

Absent:

ATTEST:

Clerk

APPROVED:

Attorney

RESOLUTION NO. 2021-94

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON APPROVING A FIVE-YEAR EXPENDITURE PLAN FOR FY 2022-23 THROUGH FY 2026-27 UNDER MEASURE T (NAPA COUNTYWIDE ROAD MAINTENANCE ACT)

WHEREAS, on November 6, 2012 the voters of Napa County passed the Napa Countywide Road Maintenance Act, also known as Measure T, which imposes a half cent transaction and use (sales) tax to provide supplemental funding for road maintenance as detailed in the Measure T Expenditure Plan; and

WHEREAS, the Napa Valley Transportation Authority – Tax Agency (NVTA-TA) is the designated agency that administers and oversees Measure T revenues; and

WHEREAS, the City of American Canyon is an eligible recipient of Measure T funds; and

WHEREAS, the tax proceeds will be used to pay for the projects outlined in the Measure T Expenditure Plan allocated to the County of Napa and the cities and town within Napa County ("Local Agencies") as set forth in Measure T; and

WHEREAS, under the Measure T Expenditure Plan, Measure T funds are provided to the Local Agencies to be used for streets and roads projects as defined in the Measure; and

WHEREAS, the City of American Canyon has entered into a Master Agreement with NVTA-TA that outlines procedures for Measure T expenditures, and

WHEREAS, Measure T project(s) will comply with the requirements under the California Environmental Quality Act (California Code Sections 21000 et seq.; as implemented through California Regulations Title 14, Chapter 3, Sections 15000 et seq.); and

WHEREAS, on this date, December 7, 2021 proper public notice was given in accordance with the law.

NOW, THEREFORE, the City Council of the City of American Canyon does resolve as follows:

1. The City Council of the City of American Canyon hereby adopts the Five-Year Expenditure Plan (for FY 2022-23 through FY 2026-27 attached hereto as Exhibit "A," and authorizes the Public Works Director to file the list with NVTA-TA.
2. The Resolution is hereby adopted and becomes effective and in full force immediately upon adoption.

Measure T Napa Countywide Road Maintenance Active Five-Year List of Projects
Project Submittal Form

Jurisdiction Name: City of American Canyon

Primary Contract #1 Erica Smithies Email: esmithies@cityofamericancanyon.org Phone: 707-647-4366

Secondary Contract #2 Ron Ranada Email: rranada@cityofamericancanyon.org Phone: 707-647-4559

Staff Member Completing LS&R State Controller Report: Ron Ranada Email: rranada@cityofamericancanyon.org Phone: 707-647-4559

Maintenance of Effort (MOE)

Please provide the certified MOE amount of the jurisdiction: \$370,015

Please note: Eligible expenses include local streets and roads maintenance and supporting infrastructure within the public right of way-including, but not limited to pavement, sealing, overlays, reconstruction, associated infrastructure, as required, excluding any local revenues expended for the purpose of storm damage repair as verified by an independent auditor. One time allocations that have been expended for local streets and road maintenance, but which may not be available on an ongoing basis shall not be considered when calculating an Agency's annual maintenance of effort.

Planned Measure T Expenditures

Please provide 5 year planned streets and road maintenance projects beginning in FY 2022-23 (add more lines as needed). Per the Measure T Expenditure Plan, a *Project* is a single effort with a beginning and an end that would cause the construction or maintenance or reconstruction of some tangible portion of a transportation asset owned or operated by public agency that has independent utility. A *project* is not repeated on an annual basis, it does not appear without a detailed description as to cost and location in a local agency budget, and it must appear in a capital budget. Project numbers will be assigned by NVTA-TA.

Program	Project Description	Year	Total Cost	Measure T	Other	Length	Location	Start	End
Overlay	Mill+Overlay	2022/2023	\$ 136,012.80			560	BENTON WY	HUMMINGBIRD	HUNTINGTON WY
Overlay	Mill+Overlay	2022/2023	\$ 294,952.46			1214	BENTON WY	HUNTINGTON WY	ELLIOTT DR
Overlay	Mill+Overlay	2022/2023	\$ 80,514.72			468	BENTON WY	HUMMINGBIRD	WETLANDS EDGE RD
Overlay	Mill+Overlay	2022/2023	\$ 176,330.88			1056	BLANCO ST	MARLA DR	CAPRA DR
Overlay	Mill+Overlay	2022/2023	\$ 176,330.88			1056	BROPHY ST	KIMBERLY DR W.	KIMBERLY DR E.
Overlay	Mill+Overlay	2022/2023	\$ 88,165.44			528	CORSICANA DR	W CAROLYN DR	N. END
Overlay	Mill+Overlay	2022/2023	\$ 46,754.40			264	DODD CT	PAOLI LOOP RD	W. END
Overlay	Mill+Overlay	2022/2023	\$ 167,587.20			720	DONALDSON WY	EUCALYPTUS DR	1060 DONALDSON WY
Overlay	Mill+Overlay	2022/2023	\$ 104,625.62			667	ELKE DR	DONALDSON WY	GESELA DR
Overlay	Mill+Overlay	2022/2023	\$ 160,169.24			833	ELLIOTT DR	KIMBERLY DR	FOLLAND RD
Overlay	Mill+Overlay & Pedestrian Im	2022/2023	\$ 175,000.00			450	EUCALYPTUS DRIVE	450' E OF THERESA	THERESA AVE
Overlay	Mill+Overlay	2022/2023	\$ 98,629.52			629	GESELA DR	DONALDSON WY	RIO DEL MAR
Overlay	Mill+Overlay	2022/2023	\$ 96,180.48			528	KLAMATH CT	PAOLI LOOP RD	W. END
Reconstruct	Full Reconstruct (AC)	2023/2024	\$ 725,210.00			940	DONALDSON WY	RIO DEL MAR	AMARILLO
Overlay	Mill+Overlay	2023/2024	\$ 528,264.00			2900	CARTAGENA WAY	BROADWAY	EAST END
Surface Treatment	Slurry Seal	2023/2024	\$ 4,432.32			216	ARANDA CT	CARTAGENA WAY	N END
Surface Treatment	Slurry Seal	2023/2024	\$ 9,131.40			445	BARCELONA DR	CARTAGENA WAY	ENTRADA CIR
Surface Treatment	Slurry Seal	2023/2024	\$ 9,582.84			467	CATALONIA DR	CARTAGENA WAY	ENTRADA CIR
Surface Treatment	Slurry Seal	2023/2024	\$ 9,690.00			500	CONDOR CT	HIGHRIDGE DR	S END
Surface Treatment	Slurry Seal	2023/2024	\$ 4,001.40			195	EISENHOWER CT	VENTANA	S END
Surface Treatment	Slurry Seal	2023/2024	\$ 69,357.60			3380	ENTRADA CIR	CARTAGENA WAY W END	CARTAGENA WAY E END
Surface Treatment	Slurry Seal	2023/2024	\$ 40,424.40			1970	FORD DR	INDEPENDANCE	INDEPENDENCE
Surface Treatment	Slurry Seal	2023/2024	\$ 31,550.64			1628	GOLDFINCH DR	MONTEVINO	MONTEVINO
Surface Treatment	Slurry Seal	2023/2024	\$ 4,457.40			230	HIGHRIDGE CT	VENTANA	N END
Surface Treatment	Slurry Seal	2023/2024	\$ 34,806.48			1796	HIGHRIDGE DR	VENTANA	STARLING CT
Surface Treatment	Slurry Seal	2023/2024	\$ 9,496.20			490	HILLCREST CT	HIGHRIDGE DR	S END
Surface Treatment	Slurry Seal	2023/2024	\$ 4,247.64			207	INDEPENDENCE CT	VENTANA DR	SOUTH END
Surface Treatment	Slurry Seal	2023/2024	\$ 23,515.92			1146	INDEPENDENCE DR	VENTANA DR	EAST END
Surface Treatment	Slurry Seal	2023/2024	\$ 7,387.20			360	MARBELLA CT	CARTAGENA WAY	N END
Surface Treatment	Slurry Seal	2023/2024	\$ 9,690.00			500	MOCKINGBIRD DR	MONTEVINO	HIGHRIDGE DR
Surface Treatment	Slurry Seal	2023/2024	\$ 17,442.00			900	MONTEVINO DR	SOUTH GOLDFINCH	VENTANA
Surface Treatment	Slurry Seal	2023/2024	\$ 9,108.60			470	ORIOLE CT	HIDGERIDGE DR	S END
Surface Treatment	Slurry Seal	2023/2024	\$ 2,770.20			135	PALENCIA CT	CARTAGENA WAY	N END
Surface Treatment	Slurry Seal	2023/2024	\$ 5,038.80			260	STARLING CT	HIGHRIDGE DR	N. END
Surface Treatment	Slurry Seal	2023/2024	\$ 6,422.76			313	TRUMAN CT	VENTANA DR	S END
Surface Treatment	Slurry Seal	2023/2024	\$ 15,855.12			732	VENTANA DR	BROADWAY	HIGHRIDGE DR
Surface Treatment	Slurry Seal	2023/2024	\$ 22,059.00			1075	VENTANA DR	HIGHRIDGE	EAST WEST INDEPENDENCE DR
Surface Treatment	Slurry Seal	2023/2024	\$ 14,535.00			750	VINE TERRACE WAY	BROADWAY	GOLDFINCH
Reconstruct	Full Reconstruct (AC)	2024/2025	\$ 135,784.00			264	BRIXTON CT	NORTH HAMPTON DR	E. END
Reconstruct	Full Reconstruct (AC)	2024/2025	\$ 271,568.00			528	DORCHESTER PL	KNIGHTSBRIDGE WY	S. END
Overlay	Mill+Overlay	2024/2025	\$ 201,894.00			1140	FOLLAND DR	ELLIOTT DR	DANROSE DR
Overlay	Mill+Overlay	2024/2025	\$ 41,411.04			264	KEMP LN	SHEFFIELD WY	FOLLAND DR
Overlay	Mill+Overlay	2024/2025	\$ 41,411.04			264	KEMP WY	SHEFFIELD WY	FOLLAND DR
Overlay	Mill+Overlay	2024/2025	\$ 308,579.04			1848	MARLA DR	KILPATRIC ST	BLANCO
Overlay	Mill+Overlay	2024/2025	\$ 43,718.40			240	MARLA DR	KILPATRIC	240 FEET WEST
Overlay	Mill+Overlay	2024/2025	\$ 82,822.08			528	SHEFFIELD WY	W. END	E. END
Overlay	Mill+Overlay	2024/2025	\$ 45,418.56			264	TYLER CT	KIMBERLY DR	N. END
Overlay	Mill+Overlay	2024/2025	\$ 174,013.40			905	WEST CAROLYN DR	RIO GRANDE	DONALDSON WY
Reconstruct	Reconstruct inc. SD & C&G	2025/2026	\$ 261,384.20			462	ANDREW RD	THAYER WY	CRAWFORD WY
Reconstruct	Reconstruct inc. SD & C&G	2025/2026	\$ 544,267.53			962	ANDREW RD	CRAWFORD WY	DONALDSON WY
Reconstruct	Reconstruct inc. SD & C&G	2025/2026	\$ 402,825.87			712	ANDREW RD	DONALDSON WY	WILSON WY
Overlay	Mill+Overlay	2025/2026	\$ 204,383.52			1122	THERESA AV	NAPA JUNCTION RD	422' NORTH OF EUCALYPTUS DR
Reconstruct	Full Reconstruct (AC)	2026/2027	\$1,086,272.00			2640	FLOSDEN RD	AMERICAN CANYON ROAD	SOUTH CITY LIMITS
Surface Treatment	Slurry Seal	2026/2027	\$ 11,819.52			576	BETTONA WAY	SAN MARCO WAY	VINCI WAY
Surface Treatment	Slurry Seal	2026/2027	\$ 5,950.80			290	BLUE ELDER CT	RED CLOVER WY	EAST END
Surface Treatment	Slurry Seal	2026/2027	\$ 6,007.80			310	BRESSO CT	VINCI WAY	E END
Surface Treatment	Slurry Seal	2026/2027	\$ 3,303.72			161	BULLRUSH CT	RED CLOVER WY	EAST END
Surface Treatment	Slurry Seal	2026/2027	\$ 5,600.82			289	CARRARA CT	VINCI WAY	EAST END
Surface Treatment	Slurry Seal	2026/2027	\$ 4,709.34			243	GULL	PEACOCK	E END
Surface Treatment	Slurry Seal	2026/2027	\$ 27,907.20			1440	HUMMINGBIRD	BENTON WAY	W. AM. CAN. RD
Surface Treatment	Slurry Seal	2026/2027	\$ 13,461.12			656	KENSINGTON WY	CHAUCER	WETLANDS EDGE RD
Surface Treatment	Slurry Seal	2026/2027	\$ 8,614.98			458	KNIGHTSBRIDGE WY	W. END	CHAUCER LN
Surface Treatment	Slurry Seal	2026/2027	\$ 17,117.10			910	KNIGHTSBRIDGE WY	CHAUCER LN	ELLIOTT DR
Surface Treatment	Slurry Seal	2026/2027	\$ 4,709.34			243	LARK	PEACOCK	E END
Surface Treatment	Slurry Seal	2026/2027	\$ 2,872.80			140	NORTHHAMPTON DR	CHAUCER	SAN MARCO WAY
Surface Treatment	Slurry Seal	2026/2027	\$ 6,201.60			320	NORTHTRUP LN	CHAUCER	WEST END
Surface Treatment	Slurry Seal	2026/2027	\$ 5,620.20			290	NORTHTRUP LN	CHAUCER	WEST END
Surface Treatment	Slurry Seal	2026/2027	\$ 30,019.62			1549	PEACOCK	HUMMING BIRD	HUMMING BIRD
Surface Treatment	Slurry Seal	2026/2027	\$ 36,402.48			1774	RED CLOVER WY	NORTH END	SOUTH END

Program	Project Description	Year	Total Cost	Measure T	Other	Length	Location	Start	End
Surface Treatment	Slurry Seal	2026/2027	\$ 6,156.00			300	REED GRASS	REDCLOVER	E END
Surface Treatment	Slurry Seal	2026/2027	\$ 41,245.20			2010	SAN MARCO WAY	WETLANDS EDGE RD	BETTONA WAY
Surface Treatment	Slurry Seal	2026/2027	\$ 57,558.60			2805	SPIKE RUSH CIR	SOUTH WETLANDSEdge RD	NORTH WETLANDSEdge RD
Surface Treatment	Slurry Seal	2026/2027	\$ 19,124.64			932	VINCI WAY	SAN MARCO WAY	BETTONA WAY
Surface Treatment	Slurry Seal	2026/2027	\$ 6,894.72			336	WATER FERN	REDCLOVER	E END
Surface Treatment	Slurry Seal	2026/2027	\$ 2,967.42			137	WEST CAROLYN DR	RIO GRANDE	SPIKERUSH CIR
TOTAL			\$ 7,589,748						

Program Definitions:

Surface Treatment includes: slurry seal, fog seal, chip seal, microseal, etc.

Overlay - asphalt resurfacing

Reconstruction - includes in or all components associated with complete reconstruction of the roadway including road bed, widening to meet -complete streets requirements, and paving

Concrete work - includes ramps, sidewalks, curbs, gutters, and pavement

Drainage - includes any work required to address water run off and drainage including culverts, etc. associated with a roadway

Safety includes lights, signage, striping, traffic signals and pavement markings

Intelligent Traffic Systems - includes traffic signal interconnects or other systems to improve traffic management/operations and safety on roadways

Note: Final project list to be determined, depending on available revenues and when revenues become available, but distributed proportionately unless otherwise agreed to as part of a funding exchange proportionately as outlined in the Measure T Expenditure Plan. Prior to any allocation, jurisdictions will also be required to submit all of the necessary documentation requested above as well as a Resolution of support of the proposed project list. Requirements associated with the Class 1 Bike Facility expenditures to be agreed upon between the jurisdictions and memorialized in resolutions of support by affected jurisdictions.

Note: The above Program Definitions and listed project types are not all-inclusive. Other project types and/or means and methods may be included in the work plan provided the type of work is consistent with the intent of the Measure T Ordinance language.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 7th day of December, 2021, by the following vote:

AYES: Councilmembers Aboudamous, Oro, Washington, Vice Mayor Joseph and Mayor Garcia
NOES: None
ABSTAIN: None
ABSENT: None

DocuSigned by:
Leon Garcia
BA1BB3340DAC47C...
Leon Garcia, Mayor

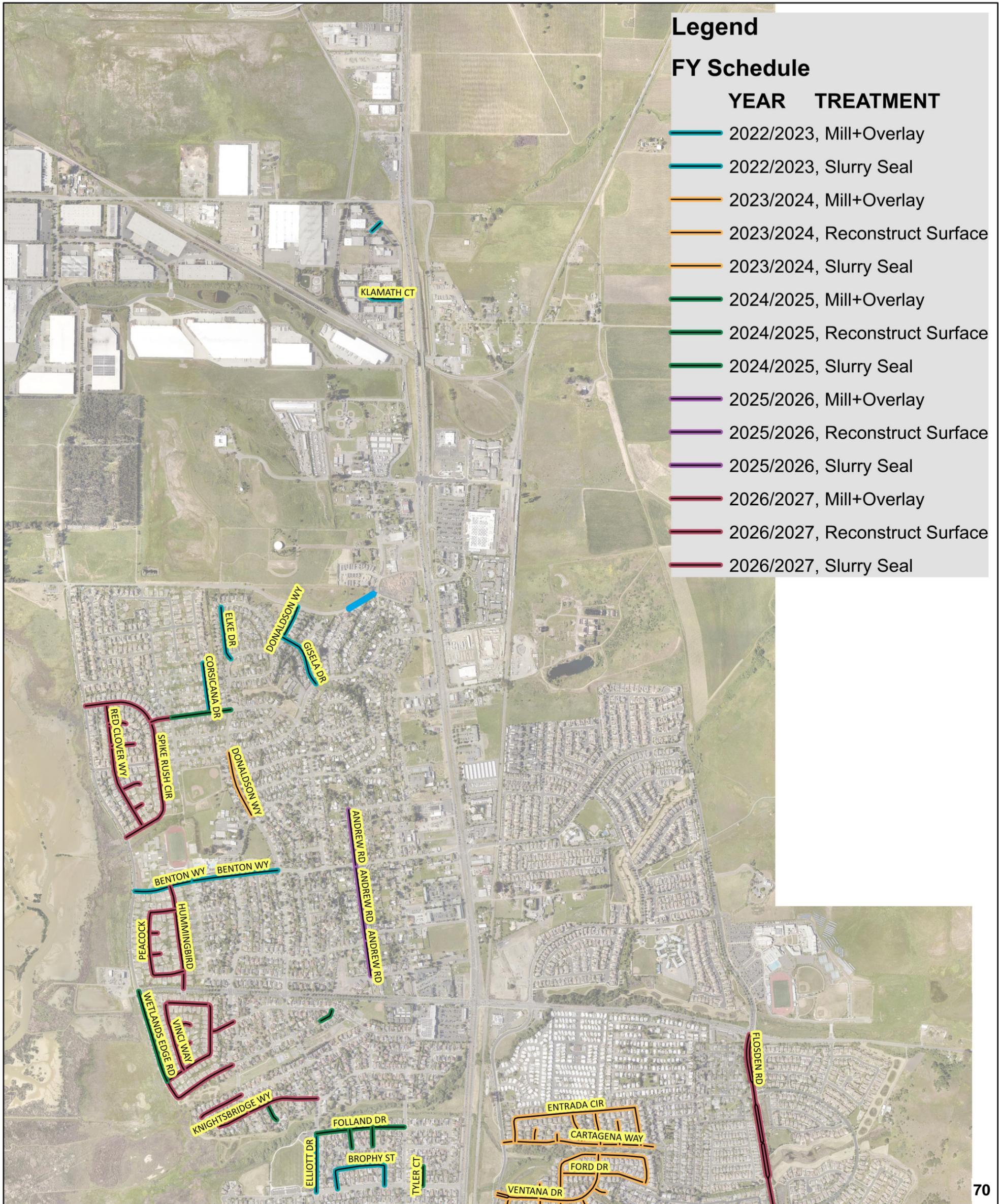
ATTEST:

DocuSigned by:
Taresa Geilfuss
669947683BC94DC...
Taresa Geilfuss, City Clerk

APPROVED AS TO FORM:

DocuSigned by:
William D. Ross
285D50133B03421...
William D. Ross, City Attorney

Map - Measure T 5 Year Expenditure Plan (Adopted 2022)





TITLE

Napa Logistics Park Phase 2 Public Improvements

RECOMMENDATION

Adopt a Resolution of the City Council of the City of American Canyon accepting the public streets and appurtenant utilities improvements associated with the Napa Logistics Park Phase 2 Project.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director/City Engineer

BACKGROUND & ANALYSIS

On December 15, 2015, the Planning Commission approved the Napa Logistics Park Phase 2 Conditional Use Permit (Resolution No. 2015-09) to develop the 173 acres with up to 2,271,000 square feet of warehouse, distribution, e-commerce, manufacturing, and accessory retail/office space uses.

On March 22, 2018, The Planning Commission approved the Tentative Map for the Napa Logistics Park Phase 2 Project to subdivide a 173 acre parcel into four lots, public rights-of-way, and one remainder parcel on APN 057-090-083 (Resolution No. 2018-06).

On December 19, 2018, the City of American Canyon and DWF IV NLP II, LLC, a Delaware limited liability company, entered into a Subdivision Improvement and Reimbursement Agreement for the development of Napa Logistics Park Phase 2 (Napa County Official Records 2018-0024204).

On August 7, 2019, the City of American Canyon Public Works Department approved the Napa Logistics Park Phase 2 Improvement Plans (Exhibit A to Resolution).

On August 9, 2022, the project engineer submitted a letter certifying the improvements and grading associated with the project have been constructed in substantial conformance with the approved plans and any subsequent revisions (Exhibit B to Resolution).

On August 9, 2022, the project engineer submitted the Project Record Drawings (Exhibit C). The public streets and all appurtenant utilities improvements associated with the Napa Logistics Park Phase 2 Project have been completed to the City's satisfaction. Therefore, it is appropriate to accept

them into the City's system for operation and maintenance.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Infrastructure: "Develop and maintain infrastructure resources to support sustainable growth."

FISCAL IMPACT

All costs associated with the operation and maintenance of the public facilities will be the responsibility of the City.

ENVIRONMENTAL REVIEW

The City examined the environmental effects of the Project in an Environmental Impact Report prepared pursuant to the California Environmental Quality Act ("CEQA," Pub. Res. Code § 21000 et seq). The environmental impacts of the Project were adequately considered in the Final Environmental Impact Report ("FEIR") for the Napa Logistics Park Phase 2 Project (State Clearinghouse No. 2014082033), certified on December 15, 2015 (including a Mitigation Monitoring and Reporting Program, and a statement of overriding considerations for the Project), and in the 2017 Napa Logistics Park Phase 2 Project Initial Study/Addendum. The Project environmental review contemplates the acceptance of the public streets and all appurtenant utilities improvements associated with the Napa Logistics Park Phase 2 Project.

ATTACHMENTS:

1. [Resolution - Public Improvement Acceptance](#)
2. [Exhibit A - Approved Napa Logistics Park Phase II IP](#)
3. [Exhibit B - CEOR Certification Letter](#)
4. [Exhibit C - NLP Ph2 Record Drawings](#)

RESOLUTION NO. 2022-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON ACCEPTING THE PUBLIC STREETS AND APPURTENANT UTILITIES IMPROVEMENTS ASSOCIATED WITH THE NAPA LOGISTICS PARK PHASE 2 PROJECT.

WHEREAS, on December 15, 2015, The Planning Commission approved the Napa Logistics Park Phase 2 Conditional Use Permit (Resolution No. 2015-09) to develop the 173 acres with up to 2,271,000 square feet of warehouse, distribution, e-commerce, manufacturing, and accessory retail/office space uses; and

WHEREAS, on March 22, 2018, The Planning Commission approved the Tentative Map for the Napa Logistics Park Phase 2 Project to subdivide a 173 acres parcel into four lots, public rights-of-way, and one remainder parcel on APN 057-090-083 (Resolution No. 2018-06); and

WHEREAS, on December 19, 2018, the City of American Canyon and DWF IV NLP II, LLC, a Delaware limited liability company, entered into a Subdivision Improvement and Reimbursement Agreement for the development of Napa Logistics Park Phase 2 (Napa County Official Records 2018-0024204); and

WHEREAS, the City of American Canyon Public Works Department approved the Napa Logistics Park Phase 2 Improvement Plans, attached as Exhibit A and incorporated herein; and

WHEREAS, on August 9, 2022, the project engineer, submitted a letter certifying the improvements and grading associated with the project have been constructed in substantial conformance with the approved plans and any subsequent revisions, attached as Exhibit B and incorporated herein); and

WHEREAS, on August 9, 2022, the project engineer submitted the Project Record Drawings (Exhibit C).

WHEREAS, the public streets and all appurtenant utilities improvements associated with the Napa Logistics Park Phase 2 Project have been completed to the City's satisfaction. Therefore, it is appropriate to accept them into the City's system for operation and maintenance.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of American Canyon hereby accepts all the public improvements constructed per the approved plans.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of August, 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Leon Garcia, Mayor

ATTEST:

APPROVED AS TO FORM:

Taresa Geilfuss, CMC, Interim City Clerk

William D. Ross, City Attorney

Attachments:

- Exhibit A: Approved Watson Ranch Offsite Utility Extension Plans
- Exhibit B: Project Engineer Letter
- Exhibit C: Project Record Drawings.

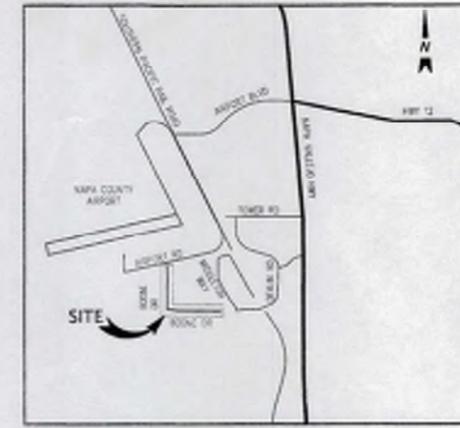
NAPA LOGISTICS PARK PHASE II IMPROVEMENT PLANS

AMERICAN CANYON

APRIL 12, 2019

CALIFORNIA

WDID #2 28C382692



VICINITY MAP

NOT TO SCALE

SHEET INDEX

SHEET NO.	DESCRIPTION
C1.0	COVER SHEET
C1.1	NOTES
C1.2	NOTES AND DETAILS
C1.3	TYPICAL SECTIONS
C1.4	DETAILS
C1.5	CATHODIC PROTECTION DETAILS
C1.6	CATHODIC PROTECTION DETAILS
C1.7	CATHODIC PROTECTION DETAILS
C1.8	CATHODIC PROTECTION DETAILS
C1.9	MODIFIED CITY STANDARD DETAILS
C2.0	BOONE DRIVE
C2.1	BOONE DRIVE
C2.2	BOONE DRIVE
C3.0	BOONE DRIVE
C3.1	BOONE DRIVE
C4.0	BASE GRADING & DRAINAGE PLAN
C4.1	BASE GRADING & DRAINAGE PLAN
C4.2	SD LINE & PROFILE
C4.3	BORE AND JACK PLAN AND PROFILE
C4.4	CURB RETURN PROFILE
C4.5	CURB RETURN PROFILE
C4.6	RTA GRADING DETAILS
C4.7	RTA GRADING DETAILS
C4.8	ROUNDABOUT GRADING
C4.9	DRIVEWAY AND ADA RAMP DETAILS
C4.10	DRIVEWAY AND ADA RAMP DETAILS
C4.11	UTILITY CROSSINGS BOONE DR
C4.12	UTILITY CROSSINGS BOONE DR
C4.13	UTILITY CROSSINGS BOONE DR
C5.0	STORM WATER QUALITY CONTROL PLAN
C6.0	EROSION CONTROL PLAN
C6.1	EROSION CONTROL PLAN
C6.2	EROSION CONTROL NOTES
C7.0	SIGNING & STRIPING PLAN
C7.1	SIGNING & STRIPING PLAN

LANDSCAPE	DESCRIPTION
L1.0-L1.3	LANDSCAPE PLAN
L2.0-L2.3	IRRIGATION PLAN
L3.0-L3.3	LANDSCAPE & IRRIGATION DETAILS
L3.4	IRRIGATION CALCULATIONS

JOINT TRENCH	DESCRIPTION
1	CONSTRUCTION NOTES
2	POSS SPECIFICATIONS
3-5	PRELIMINARY ELECTRIC
6-7	PRELIMINARY NATURAL GAS
8-9	PRELIMINARY AT&T

ELECTRICAL	DESCRIPTION
SL-1	ELECTROCLER TITLE SHEET
SL-2	ELECTROCLER SITE PLAN
SL-3	ELECTROCLER SITE PLAN

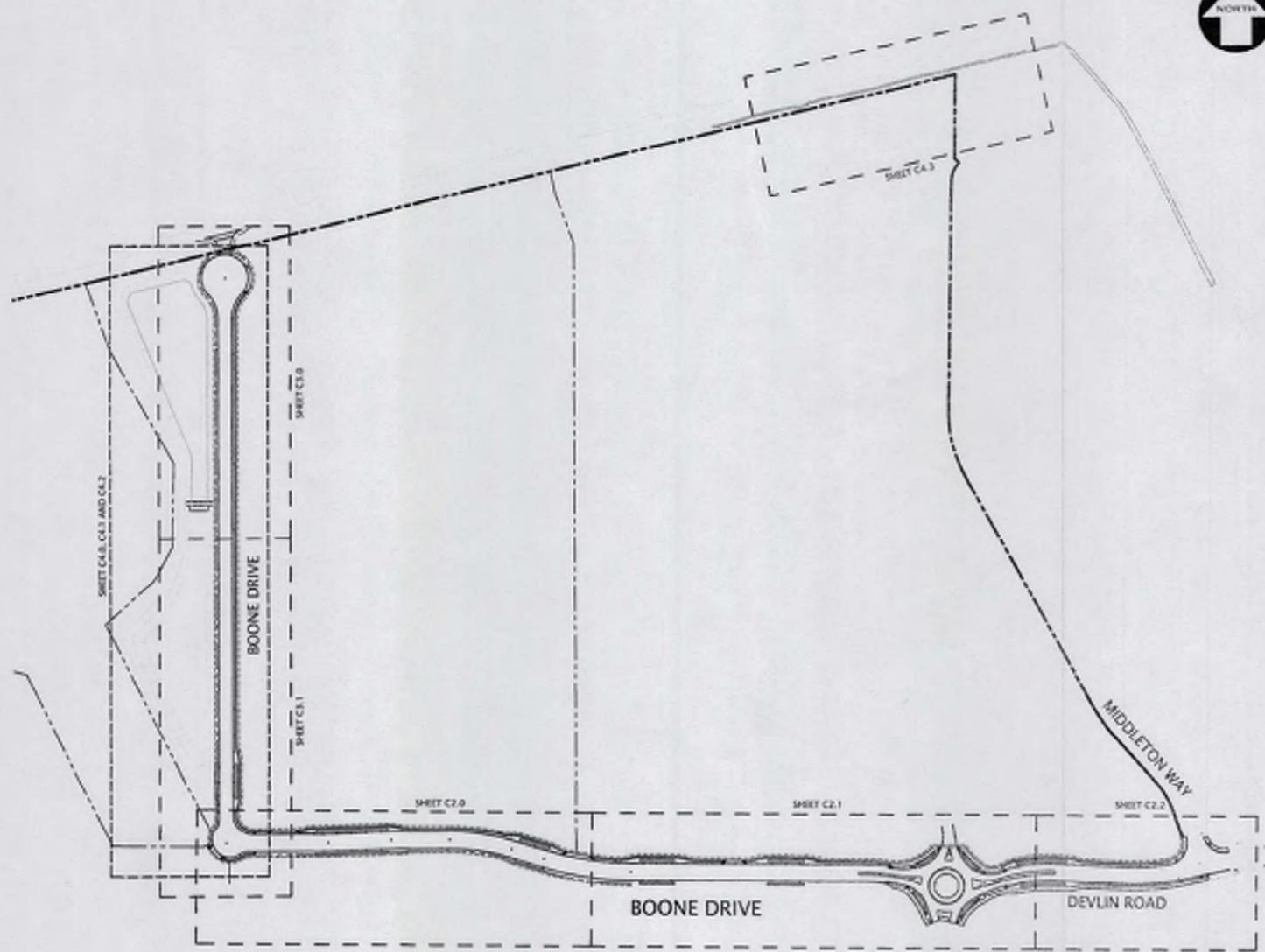
APPROVED FOR CONFORMANCE TO CITY ENGINEERING STANDARDS, SPECIFICATIONS, AND APPLICABLE CONDITIONS OF APPROVAL.

Steven L. Hartwig 9/7/19
DATE

STEVEN L. HARTWIG, P.E., T.E.
PUBLIC WORKS DIRECTOR / CITY ENGINEER
CITY OF AMERICAN CANYON, CALIFORNIA

BEFORE EXCAVATING
CALL 811
48 HOURS BEFORE ALL
PLANNED WORK OPERATIONS

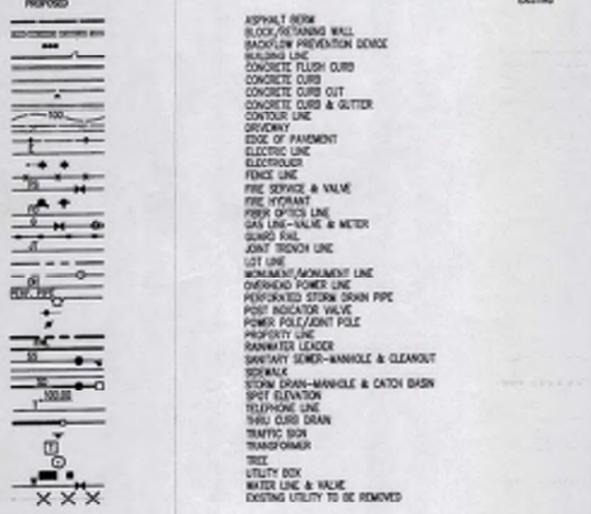
811
Know what's below.
Call before you dig.



ABBREVIATIONS

- AD AREA DRAIN
- AP ANGLE POINT
- ATV AIR RELEASE VALVE
- ASR AUTOMATIC SPRINKLER RISER
- AVP AIR VALVE POST
- BC BEGIN OF CURVE
- BSL BACKFLOW PREVENTION DEVICE
- BU BUTTERFLY VALVE
- BL BUILDING LINE
- BLD BUILDING
- BUV BURIED VALVE
- BA BACKFLOW PREVENTION AREA
- BO BACK OF WALK
- CON CONCRETE
- CRV CABLE TELEVISION RISER
- CB CATCH BASIN
- CL CENTERLINE
- CG CLEAROUT TO GRADE
- CRV CULVERT
- CI CULVERT INLET
- CS DOWN SPURT
- EL ELEVATION
- EO END OF CURVE
- EG EXISTING GROUND
- EM EASEMENT
- EW EDGE OF WALK
- EST ELEVATION
- FB FACE OF BERM
- FC FACE OF CURB
- FLS FLASHER END STRUCTURE
- FFS FINISHED FLOOR
- FI FIRE HYDRANT
- FL FLOW LINE
- FSR FLOOR SPRINKLER RISER
- GA GAS METER
- GB GRADE BREAK
- GM GAS METER
- GV GAS VALVE
- HW HEADWALL
- HP HIGH POINT
- BSR BOSTON BOX
- ME ELEVATION
- JE JOINT ELEVATION
- JP JOINT POWER POLE
- LP LOW POINT
- LI LIGHT
- OL OVERFLOW
- PRR POST INDICATOR VALVE
- PC POINT OF CONNECTION
- PP POWER POLE
- PRR POINT OF REVERSE CURVATURE
- PS PUBLIC UTILITY EASEMENT
- PA PAVEMENT
- RZ ROOF
- RS ROOF DRAIN
- RE RIM ELEVATION
- RSR REVERSED STANDARD PLAN
- RI RIGHT
- RL RAIN WATER LEADER
- SD STORM DRAIN
- SDC STORM DRAIN CLEANOUT
- SDJ STORM DRAIN JUNCTION BOX
- SDM STORM DRAIN MANHOLE
- SL STREET LIGHT
- SLB STREET LIGHT BOX
- SM STREET MANHOLE
- SMH SEC OPEN CATCH BASIN
- SS SANITARY SEWER
- SSC SANITARY SEWER CLEANOUT
- SSM SANITARY SEWER FORCE MAIN
- SSMH SANITARY SEWER MANHOLE
- TR TRANSFORMER
- TE TELEPHONE BOX
- TO TOP OF CURB
- TEB TRUCK ENCLOSURE
- TS TRAFFIC SIGNAL BOX
- TSB TRAFFIC SIGNAL BOX
- WOB WATER BOX
- WM WATER METER
- WL WATER VALVE

LEGEND



SOILS ENGINEER

THIS GRADING PLAN HAS BEEN REVIEWED BY THE UNDERSIGNED AND FOUND TO BE IN CONFORMANCE WITH THE RECOMMENDATIONS AS OUTLINED IN THE SOILS REPORT DATED JUNE 7 2018, FILE NO. 202-2-2, BY CORNELLSTONE LAND GROUP. THE GEO-TECHNICAL REPORT SHALL BE CONSIDERED AS PART OF THE PLAN AND ALL GRADING WORK SHALL BE IN ACCORDANCE WITH SAID GEO-TECHNICAL REPORT.

FIRM: CORNELLSTONE LAND GROUP INC.

BY: *John L. Tam, P.E.*

DATE: 8/15/19

UTILITY PROVIDERS

WATER: CITY OF AMERICAN CANYON
SEWER: CITY OF AMERICAN CANYON
GAS & ELECTRIC: PACIFIC GAS AND ELECTRIC (PG&E)
TELEPHONE: AT&T
CABLE TELEVISION: COMCAST CABLE

BASIS OF BEARINGS

THE BEARING OF SOUTH 89°52'30" EAST, TAKEN ON THE MCKENNA LINE OF TOWER ROAD AS SHOWN ON MAP NO. 4229, FILED FOR RECORD IN BOOK 31 OF SURVEYS AT PAGES 8-10, NAPA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

DEVELOPER: ERNE WOOD GROWING PARTNERS, LLC
3989 MT. SHILOH BOULEVARD, SUITE 200
LAURETTE, CALIFORNIA 94543
(415) 272-5222

ARCHITECT: JIM TERRY, AIA, LEED AP
WAVE BUILDING
2420 CHIMNEY HOLLOW, SUITE 300
SAN RAMON, CALIFORNIA 94583
(925) 244-9020

CIVIL ENGINEER: KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
2850 COLLIER CANYON ROAD
LIVERMORE, CALIFORNIA 94551
(925) 245-8788

LANDSCAPE ARCHITECT: BARBARA HATTON GREENSCAPE LANDSCAPE ARCHITECTS, INC.
1484 POPPWAY DRIVE
RENO, NEVADA 89509
(775) 501-3347

SURVEYOR: JOSEPH D. THOMPSON KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
2850 COLLIER CANYON ROAD
LIVERMORE, CALIFORNIA 94551
(925) 245-8788

AMERICAN CANYON FIRE MARSHAL

THIS PLAN HAS BEEN REVIEWED FOR PERMIT ISSUANCE. ALL WORK SHALL COMPLY WITH THE REQUIREMENTS OF STATE LAW AND CITY OF AMERICAN CANYON CODE, ORDINANCES, RESOLUTION OR PROJECT CONDITIONS. ANY DEVIATION OF DEVIATION FROM THESE REQUIREMENTS OR ALTERNATE METHODS SHALL BE REQUESTED IN WRITING AND APPROVED BY THE FIRE DEPARTMENT. ONE SET OF APPROVED PLANS SHALL BE AVAILABLE ON THE PROJECT SITE AT ALL TIMES. FINAL APPROVAL IS SUBJECT TO FIELD INSPECTION.

BY: *[Signature]* DATE: 9/15/19
AMERICAN CANYON FIRE DEPARTMENT

PROJECT BENCH MARK

BENCHMARK/POINT ON DEVLIN ROAD NORTH OF HILLY ROAD. ELEVATION= 56.22 NOV 29

NO.	REVISION	DATE	BY	DESCRIPTION
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	JAM	
2	2018.06.27 - 2ND CITY SUBMITTAL	JAM	JAM	
3	2018.08.28 - 3RD CITY SUBMITTAL	JAM	JAM	
4	2018.11.06 - 4TH CITY SUBMITTAL	JAM	JAM	
5	2019.02.28 - 5TH CITY SUBMITTAL	JAM	JAM	
6	2019.04.12 - 6TH CITY SUBMITTAL	JAM	JAM	

**STREET IMPROVEMENT PLAN
COVER SHEET**

DATE: APRIL 2019
SCALE: AS SHOWN
DESIGNER: JAM
JOB NO.: A11631-8
SHEET: C1.0
OF 60 SHEETS

**CITY OF AMERICAN CANYON
CONSTRUCTION NOTES:**

- CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE CITY REPRESENTATIVES HARMLESS FROM ANY AND ALL LIABILITY, REAL AND/OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF THIS PROJECT.
- CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT FROM THE CITY OF AMERICAN CANYON PRIOR TO PERFORMING ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY OR ON ANY PORTION OF THE CITY'S PUBLIC WATER, SEWER, OR STORMWATER SYSTEMS.
- CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY AND ALL DAMAGES TO EXISTING STRUCTURES AND UTILITIES DURING CONSTRUCTION.
- CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS, DISTANCES, AND FEATURES THAT MAY AFFECT THE WORK. SHOULD EXISTING CONDITIONS DIFFER FROM THOSE SHOWN OR INDICATED, OR IF IT APPEARS THAT THESE PLANS, STANDARD SPECIFICATIONS, AND SPECIAL PROVISIONS DO NOT ADEQUATELY DETAIL THE WORK TO BE DONE, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WITH ANY RELATED WORK. NO ALLOWANCE WILL BE MADE IN HIS BIDDAL FOR ANY EXTRA EXPENSE RESULTING FROM FAILURE OR NEGLECT IN DETERMINING THE CONDITIONS UNDER WHICH WORK IS TO BE PERFORMED. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALE.
- A SET OF SIGNED CONSTRUCTION DRAWINGS AND A SET OF SPECIFICATIONS SHALL BE KEPT AT ALL TIMES AT THE JOB SITE ON WHICH ALL CHANGES OR VARIATIONS IN THE WORK, INCLUDING ALL EXISTING UTILITIES, ARE TO BE RECORDED AND/OR CORRECTED DAILY AND SUBMITTED TO THE PUBLIC WORKS DIRECTOR WHEN THE WORK TO BE DONE IS COMPLETED.
- CONTRACTOR TO EXPOSE AND CHECK LOCATIONS OF EXISTING INVERTS PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL NOTIFY ALL PUBLIC OR PRIVATE UTILITY COMPANIES 48 HOURS PRIOR TO COMMENCEMENT OF WORK ADJACENT TO EXISTING UTILITY LINES UNLESS ENCROACHMENT PERMIT SPECIFIES OTHERWISE.
- CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS FOR APPROVAL. ALL TRAFFIC CONTROL SHALL CONFORM TO CALIFORNIA MUTCD. CONTRACTOR SHALL PROVIDE AND MAINTAIN SUFFICIENT BARRICADES TO PROVIDE FOR THE SAFETY OF THE GENERAL PUBLIC TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR.
- CONTRACTOR SHALL CONTACT THE PUBLIC WORKS DIRECTOR TO ARRANGE A PRE-CONSTRUCTION CONFERENCE FOR THE PURPOSE OF REVIEWING JOB REQUIREMENTS AND CITY PROCEDURES.
- PRIOR TO THE START OF CONSTRUCTION, CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT 811 OR 800-842-2444 FOR THE LOCATION OF EXISTING UTILITY FACILITIES.
- ALL MATERIALS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL COORDINATE ALL NECESSARY UTILITY RELOCATIONS, IF REQUIRED, WITH THE APPROPRIATE UTILITY COMPANIES.
- CONTRACTOR SHALL NOTIFY THE PUBLIC WORKS DIRECTOR AT LEAST 72 HOURS IN ADVANCE OF COMMENCEMENT OF ANY PART OF THE WORK.
- PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL LOCATE, BY EXCAVATION, EXISTING WATER FACILITIES TO ASCERTAIN VERTICAL AND HORIZONTAL POSITION. IF CONFLICTS ARISE, DEVELOPER'S ENGINEER SHALL SUBMIT AN ALTERNATE DESIGN ACCEPTABLE TO THE CITY'S DIRECTOR OF PUBLIC WORKS.
- THE CONTRACTOR SHALL COORDINATE AND SCHEDULE ALL INSPECTIONS AT LEAST 48 HOURS IN ADVANCE BY CONTACTING THE CITY OF AMERICAN CANYON PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION AT (737) 647-4562.
- CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE DRAINAGE/IMPROVEMENT PLANS SHALL BE LIMITED TO BETWEEN 7:00 A.M. AND 6:00 P.M. MONDAY THROUGH FRIDAY. WORK ON WEDNESDAYS AND HOLIDAYS REQUIRE WRITTEN APPROVAL FROM THE PUBLIC WORKS DIRECTOR. IF WEDNESDAYS AND HOLIDAY WORK IS APPROVED, CONSTRUCTION AND GRADING ACTIVITIES SHALL BE LIMITED TO BETWEEN 8:00 A.M. TO 6:00 P.M. ON SATURDAYS, AND BETWEEN 10:00 A.M. AND 6 P.M. ON SUNDAYS AND HOLIDAYS.
- PRIOR TO FINAL INSPECTION, CONTRACTOR SHALL PROVIDE CITY WITH VIDEO INSPECTION OF ALL PUBLIC AND PRIVATE STORM DRAIN IMPROVEMENTS.
- WITH THE EXCEPTION OF WATER USED FOR LOADING AND TESTING OF POTABLE WATER LINES, ALL CONSTRUCTION WATER USED FOR THE PROJECT SHALL BE OBTAINED FROM A SOURCE OTHER THAN AMERICAN CANYON POTABLE WATER LINES. APPLICANT SHALL PROVIDE VERIFICATION THAT AN OUTSIDE SOURCE OF CONSTRUCTION WATER, E.G., RECYCLED WATER, HAS BEEN ESTABLISHED AND WILL BE AVAILABLE FOR THE DURATION OF THE PROJECT CONSTRUCTION.
- AT PROJECT COMPLETION, THE ENGINEER OF RECORD SHALL PROVIDE PLANS LABELED "AS-BUILT" TO THE CITY OF AMERICAN CANYON INDICATING ANY AND ALL CHANGES MADE DURING CONSTRUCTION. SUCH PLANS SHALL BE DELIVERED IN HARDCOPY (MILAR) AND ELECTRONIC FORMAT (PDF & DWG).

**CITY OF AMERICAN CANYON
SANITARY SEWER SYSTEM**

- ALL MATERIAL AND WORKMANSHIP SHALL CONFORM TO THE CITY OF AMERICAN CANYON PUBLIC WORKS DEPARTMENT ENGINEERING STANDARD PLANS AND SPECIFICATIONS FOR PUBLIC IMPROVEMENTS (ENGINEERING STANDARDS), INCLUDING ALL ADDENDA, STANDARD PLAN REVISIONS, AND SPECIAL PROVISIONS.
- SEWER MAINS, SEWER LATERALS, AND CLEANOUTS SHALL CONFORM TO AND BE INSTALLED IN ACCORDANCE WITH THESE ENGINEERING STANDARDS.
- PRIOR TO BEGINNING ANY EXCAVATION, TO AVOID CONFLICTS, THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IN THE AREA OF THE PROPOSED WORK. SUCH EXISTING UTILITIES SHALL INCLUDE, BUT NOT BE LIMITED TO, ELECTRICAL, TELEPHONE AND CABLE T.V. CONDUITS; GAS LINES; WATER MAINS; SEWER MAINS AND DRAIN LINES.
- ALL TRENCHING, BACKFILL, AND RE-SURFACING REQUIRED FOR INSTALLATION OF SANITARY SEWER FACILITIES SHALL BE PER ENGINEERING STANDARD DRAWINGS 4.01 AND 4.02.
- THE LOCATION OF EACH SEWER LATERAL, THE LETTER 'S' SHALL BE INSCRIBED INTO THE FACE OF THE CURB. THE LETTER 'S' SHALL BE THREE INCHES (3") HIGH AND COMPLETELY LEGIBLE.
- CAUTION TAPE SHALL BE LAID ON THE TOP OF INITIAL BACKFILL, ALONG THE ENTIRE LENGTH OF ALL SEWER LINES. CAUTION TAPE SHALL BE GREEN PLASTIC TAPE, 3-INCH WIDE, MARKED "SEWERLINE BURIED BELOW".
- EACH LATERAL SHALL HAVE A CLEANOUT BEHIND PROPERTY LINE, AS WELL AS WITHIN FIVE (5) FEET OF THE BUILDING. CLEANOUT SHALL BE BROUGHT TO FINISH GRADE WITH AN APPROPRIATE COVER.
- ALL SANITARY SEWER MANHOLES SHALL RECEIVE A NEGROXY 1008 EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.

**CITY OF AMERICAN CANYON
WATER SYSTEM:**

- ALL MATERIAL AND WORKMANSHIP SHALL CONFORM TO THE CITY OF AMERICAN CANYON PUBLIC WORKS DEPARTMENT ENGINEERING STANDARD PLANS AND SPECIFICATIONS FOR PUBLIC IMPROVEMENTS (ENGINEERING STANDARDS), LATEST EDITION, INCLUDING ALL ADDENDA, STANDARD PLAN REVISIONS, AND SPECIAL PROVISIONS.
- PRIOR TO THE START OF CONSTRUCTION CONTRACTOR SHALL CONTACT THE CITY OF AMERICAN CANYON PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION AT (737) 647-4562 TO ARRANGE A PRE-CONSTRUCTION MEETING FOR THE PURPOSE OF REVIEWING JOB REQUIREMENTS AND CITY PROCEDURES.
- ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY OR ON ANY PORTION OF THE CITY'S PUBLIC WATER SYSTEM REQUIRES AN ENCROACHMENT PERMIT FROM THE CITY OF AMERICAN CANYON.
- THE CONTRACTOR SHALL CONTACT THE CITY OF AMERICAN CANYON PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION AT (737) 647-4562 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK FOR SCHEDULING OF CONSTRUCTION INSPECTIONS.
- PRIOR TO BEGINNING ANY EXCAVATION AND TO AVOID CONFLICTS, THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IN THE AREA OF THE PROPOSED WORK. SUCH EXISTING UTILITIES SHALL INCLUDE, BUT NOT BE LIMITED TO, ELECTRICAL, TELEPHONE AND CABLE T.V. CONDUITS; GAS LINES; WATER MAINS; SEWER MAINS AND DRAIN LINES.
- ALL TRENCHING, BACKFILL, AND RE-SURFACING REQUIRED FOR INSTALLATION OF WATER SYSTEM FACILITIES SHALL BE PER ENGINEERING STANDARD DRAWINGS 4.01 AND 4.02.
- START EXCAVATION BY EXPOSING END OF EXISTING MAIN TO DETERMINE ITS LINE AND GRADE. START NEW MAIN 8-10' FROM AND ON THE SAME LINE AND GRADE AS THE EXISTING MAIN. PIPE LAYING SHALL THEN BE ADJUSTED TO THE DEPTH OF THE NEW MAIN.
- NO. 12 INSULATED COPPER WIRE SHALL BE LAID ON THE TOP OF AND ALONG THE ENTIRE LENGTH OF ALL NON-METALLIC LINES AND SHALL BE EXTENDED TO THE SURFACE AT ALL VALVE LOCATIONS, BLOW-OFFS, AND METER BOXES SUFFICIENTLY FOR LOCATOR EQUIPMENT TO BE ATTACHED. FASTEN THE WIRE TO THE CENTER LINE AT THE TOP OF THE PIPE SO AS NOT TO BE DISPLACED BY BACKFILLING PROCEDURE.
- CAUTION TAPE SHALL BE LAID ON THE TOP OF INITIAL BACKFILL, ALONG THE ENTIRE LENGTH OF ALL WATER LINES. CAUTION TAPE SHALL BE BLUE PLASTIC TAPE, 3-INCH WIDE, MARKED "WATERLINE BURIED BELOW".
- AT THE LOCATION OF EACH WATER SERVICE LATERAL, THE LETTER "W" SHALL BE INSCRIBED INTO THE FACE OF THE CURB. THE LETTER "W" SHALL BE THREE INCHES HIGH AND COMPLETELY LEGIBLE.
- EXISTING WATER VALVES TO BE OPERATED BY CITY PERSONNEL ONLY.
- WATER LINES SHALL NOT BE PHYSICALLY CONNECTED TO THE AMERICAN CANYON WATER SYSTEM UNTIL DISINFECTED AND TESTED IN ACCORDANCE WITH CITY STANDARDS, AND APPROVED BY CITY PERSONNEL.
- ALL SALVAGEABLE APPURTENANCES SHALL BE RETURNED TO THE CITY OF AMERICAN CANYON CORPORATION YARD LOCATED AT 205 WELANDS EDGE ROAD, UNLESS OTHERWISE DIRECTED.
- THERE SHALL BE NO UN-WETTED CONNECTIONS TO THE CITY'S WATER SYSTEM, INCLUDING CONNECTIONS BYPASSING METERS FOR TESTING ON-SITE PLUMBING OR FOR OBTAINING CONSTRUCTION WATER. PRESSURE TESTING AGAINST VALVES WILL NOT BE ALLOWED.
- THE CONTRACTOR SHALL INSTALL A TWO-INCH (2") TEMPORARY REDUCED PRESSURE BACKFLOW PREVENTER ON THE END OF THE EXISTING MAIN FOR CONSTRUCTION WATER OR APPLY FOR TEMPORARY WATER METER THROUGH THE PUBLIC WORKS DEPARTMENT. ALTERNATIVELY, THE CONTRACTOR MAY OBTAIN A TEMPORARY HYDRANT METER THROUGH THE PUBLIC WORKS DEPARTMENT.
- ITEMS SPECIFIED IN THE ENGINEERING STANDARDS ARE APPROVED BY THE CITY ENGINEER. DEVIATIONS FROM THE ENGINEERING STANDARDS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL.
- VERTICAL AND HORIZONTAL DEFLECTIONS IN WATER MAINS SHALL NOT EXCEED MANUFACTURER'S RECOMMENDATIONS OR FITTINGS AND THRUST BLOCKS WILL BE REQUIRED.
- WATER SERVICES SHALL BE INSTALLED OVER THE TOP OF THE UNDERGROUND JOINT TRENCH UTILITIES. MAINTAIN MINIMUM COVER PER CITY STANDARD SPECIFICATIONS.
- PROVIDE STANDARD BOXES FOR ALL VALVES PER AMERICAN CANYON STANDARDS. OPERATING NUT EXTENSIONS REQUIRED ONLY WHERE MAIN IS MORE THAN TEN FEET (10') DEEP.
- ASBESTOS CEMENT PIPE (ACP) WILL NOT BE ALLOWED UNDER ANY CIRCUMSTANCES.
- PVC PIPE SHALL BE DR14 FOR PIPE SIZE 12" AND SMALLER AND DR18 FOR PIPE SIZES 14" AND LARGER.
- ALL DUCTILE IRON PIPE AND APPURTENANCES SHALL BE WRAPPED WITH 10 MILS THICK POLYETHYLENE TUBING, CAD WELDED BONDING WIRE, AND HAVE APPROVED CATHODIC PROTECTION. ANY APPURTENANCES REMAINING EXPOSED SHALL RECEIVE TWO COATS OF KOPPERTS BITUMASTIC NO. 505, OR APPROVED ALTERNATE, APPLIED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
- WHEN A WATER MAIN AND A SEWER LINE ARE IN A PARALLEL ALIGNMENT, THERE SHALL BE MINIMUM TEN FEET (10') CLEAR SEPARATION BETWEEN THE WATER AND SEWER MAINS. WHEN A WATER MAIN AND SEWER LINE ARE IN A PERPENDICULAR CROSSING ALIGNMENT, THERE SHALL BE MINIMUM TWELVE INCHES (12") CLEAR SEPARATION BETWEEN WATER AND SEWER MAINS, AND NO WATER MAIN JOINTS SHALL BE ALLOWED WITHIN TEN FEET (10') OF THE SEWER LINE.
- BACKFILL AROUND WATER LINES PROTECTED WITH POLYETHYLENE WRAP SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND SHALL BE LOW CHLORIDE, FINE SAND MATERIAL PLACED TO A MINIMUM OF SIX INCH (6") BEDDING AND TWELVE INCHES (12") ABOVE THE TOP OF THE PIPE.
- A MINIMUM OF TWO FEET (2') OF COVER ON WATER MAINS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION OF STREETS, UNLESS OTHERWISE SPECIFIED BY THE PUBLIC WORKS DIRECTOR.
- WATER SERVICES ARE TO BE INSTALLED AT EACH LOT. GALVANIZED WALLABLE IRON FITTINGS ARE PROHIBITED.
- PRIOR TO FINAL INSPECTION, A CROSS-CONNECTION VERIFICATION INSPECTION MUST BE PERFORMED BETWEEN THE POTABLE AND RECYCLED WATER SYSTEMS.
- ALL WATER VALVES 12" AND LARGER SHALL BE BUTTERFLY VALVES. BUTTERFLY VALVES SHALL BE EQUIPPED WITH FLODAJ ADAPTER WHEN USING PVC PIPE, SEE DETAIL 2/C1.3.
- ALL HARDWARE USED FOR UNDERGROUND INSTALLATION OF VALVES, FITTINGS, AND ALL OTHER APPURTENANCES, SHALL BE STAINLESS STEEL.

ADDITIONAL WATER NOTES:

- FOR CHANGE IN DIRECTION OF THE WATER MAIN USE FITTINGS AND THRUST BLOCKS.
- VERTICAL DIFFERENCES IN ELEVATION AT THE POINT OF CONNECTION TO EXISTING WATER MAINS SHALL BE ACCOMPLISHED WITH THE USE OF APPROVED FITTINGS AND THRUST BLOCKS.
- PROVIDE STANDARD BOXES FOR ALL VALVES PER CITY OF AMERICAN CANYON STANDARD DRAWING 7.06.
- OPERATING NUT EXTENSIONS REQUIRED ONLY WHERE MAIN IS MORE THAN TEN FEET (10') DEEP.
- BLOW-OFFS ON 8" OR LARGER WATER MAINS SHALL BE 4".
- WATER MAIN SHALL BE PVC C 900 OR 14 EXCEPT WHERE NOTED ON PLANS.
- INSTALL ANODES FOR CATHODIC PROTECTION OF ALL DUCTILE IRON PIPE PER CITY OF AMERICAN CANYON REQUIREMENTS.
- THRUST BLOCKS ARE REQUIRED AT ALL BENDS PER CITY OF AMERICAN CANYON STANDARD 7.12. CONCRETE PER BLOCKS ARE REQUIRED UNDER ALL TEES AND VALVES.
- SERVICE LAYOUTS SHALL BE PER CITY OF AMERICAN CANYON STANDARD DRAWINGS 7.01 - 7.03.
- ALL VALVES SHALL BE COATED INTERIOR AND EXTERIOR WITH FUSION BONDED EPOXY IN ACCORDANCE WITH AWWA C550 AND CERTIFIED PER NSF 61.

NOTES -GEOTECHNICAL REPORT

- THE PROJECT GEOTECHNICAL REPORT PREPARED BY CORNERSTONE EARTH GROUP, DATED JULY 26, 2016, FILE NO. S02-3-2, SHOULD BE USED AND REFERRED TO FOR ADDITIONAL RECOMMENDATIONS NOT PROVIDED IN THESE NOTES.
- SITE PREPARATION: AREAS TO BE DEVELOPED SHOULD BE CLEARED OF VEGETATION AND DEBRIS, INCLUDING THAT LEFT BY THE REMOVAL OF OBSOLETE STRUCTURES. TREES AND SHRUBS THAT WILL NOT BE PART OF THE PROPOSED DEVELOPMENT SHOULD BE REMOVED AND THEIR PRIMARY ROOT SYSTEM GRUBBED, CLEARED AND GRUBBED MATERIAL SHOULD BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH COUNTY HEALTH DEPARTMENT GUIDELINES.
- VOIDS CREATED DURING CLEARING SHOULD BE BACKFILLED WITH ENGINEERED FILL AS RECOMMENDED HEREIN.
- STRIPPING AREAS TO BE GRADED SHOULD BE STRIPPED OF THE UPPER FEW INCHES OF SOIL CONTAINING ORGANIC MATTER. SOIL CONTAINING MORE THAN THREE PERCENT BY WEIGHT ORGANIC MATTER SHOULD BE CONSIDERED ORGANIC. SURFICIAL STRIPPING SHOULD EXTEND ABOUT 3 TO 6 INCHES BELOW EXISTING GRADE IN VEGETATED AREAS. THE ACTUAL STRIPPING DEPTHS SHOULD BE DETERMINED BY REPRESENTATIVE OF THE GEOTECHNICAL ENGINEER IN THE FIELD AT THE TIME OF STRIPPING. THE STRIPPING SHOULD BE REMOVED FROM THE SITE OR IS SUITABLE STOCKPILED FOR RE-USE AS TOPSOIL IN LANDSCAPING.
- AT ALL TIMES, TEMPORARY CONSTRUCTION EXCAVATIONS SHOULD CONFORM TO THE REGULATIONS OF THE DATE OF CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, DIVISION OF INDUSTRIAL SAFETY OR OTHER STRICTER GOVERNING REGULATIONS.
- ALL FILL MATERIALS SHOULD BE FREE OF PERISHABLE MATTER AND ROCKS OR LUMPS OVER 6 INCHES IN DIAMETER, AND MUST BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO USE.
- THE UPPER 6 INCHES OF FILL BENEATH THE BUILDING AREA SHALL CONSIST OF NON-EXPANSIVE, CRUSHED GRANULAR BASE HAVING AN R-VALUE OF AT LEAST 50 AND NO MORE THAN 10 PERCENT PASSING THE NO. 200 SIEVE, SUCH AS A CLASS 2 AGGREGATE BASE.
- WE JUDGE THE ON-SITE SOILS GENERALLY SUITABLE FOR USE AS GENERAL FILL BUT WILL NOT BE SUITABLE FOR USE AS NON-EXPANSIVE FILL UNLESS THEY ARE CHEMICALLY TREATED.
- IN GENERAL, IMPORTED FILL, IF NEEDED SHOULD BE INORGANIC WITH A PLASTICITY INDEX (PI) OF 15 OR LESS, AND NOT CONTAIN RECYCLED ASPHALT CONCRETE WHERE IT WILL BE USED WITHIN THE BUILDING AREA. THE GEOTECHNICAL ENGINEER SHOULD APPROVE IMPORTED MATERIAL PRIOR TO USE AS COMPACT FILL. THE GRADING CONTRACTOR IS RESPONSIBLE FOR SUBMITTING, AT LEAST 5 DAYS IN ADVANCE OF ITS INTENDED USE, SAMPLES OF THE PROPOSED IMPORT MATERIALS FOR LABORATORY TESTING AND APPROVAL BY THE SOIL ENGINEER.
- APPROVED FILL MATERIAL SHALL BE PLACED IN 8-INCH LIFTS. UNIFORMLY MOISTURE-CONDITIONED TO NEAR OPTIMUM AND PROPERLY COMPACTED. FILL PLACEMENT, MOISTURE CONDITIONING, AND COMPACTION SHOULD BE IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.
- ALL STRUCTURE FILLS, INCLUDING THOSE PLACED TO ESTABLISH SITE SURFACE DRAINAGE, SHOULD BE COMPACTED TO AT LEAST 90 PERCENT RELATIVE COMPACTION OR PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.
- EXPANSIVE SOILS USED AS FILL SHOULD BE MOISTURE-CONDITIONED TO AT LEAST 3 PERCENT ABOVE OPTIMUM PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.
- IN GENERAL, CUT AND FILL SLOPES SHOULD BE DESIGNED AND CONSTRUCTED AT SLOPE GRADIENTS OF 3:1 (HORIZONTAL TO VERTICAL) OR FLATTER, UNLESS OTHERWISE APPROVED BY THE GEOTECHNICAL ENGINEER IN SPECIFIED AREAS.

DUST ABATEMENT NOTES:

- THE CONSTRUCTION CONTRACTOR IS REQUIRED TO IMPLEMENT A DUST ABATEMENT PROGRAM. ELEMENTS OF THIS PROGRAM SHALL INCLUDE THE FOLLOWING:
- WATER ALL ACTIVE CONSTRUCTION AREAS AT LEAST TWICE DAILY.
 - COVER ALL TRUCKS HAULING SOIL, SAND, AND OTHER LOOSE MATERIALS OR REQUIRE ALL TRUCKS TO MAINTAIN AT LEAST TWO FEET OF FREEBOARD (I.E. THE MINIMUM REQUIRED SPACE BETWEEN THE TOP OF THE LOAD AND THE TOP OF THE TRAILER).
 - PAVE, APPLY WATER THREE TIMES DAILY, OR APPLY (NON-TX00) SOIL STABILIZERS ON ALL UNPAVED ACCESS ROADS, PARKING AREAS AND STAGING AREAS AT CONSTRUCTION SITE.
 - SWEEP DAILY (PREFERABLY WITH WATER SWEEPERS) ALL PAVED ACCESS ROADS, PARKING AREAS, AND AREAS AT CONSTRUCTION SITE.
 - SWEEP STREETS DAILY (PREFERABLY WITH WATER SWEEPERS) IF VISIBLE SOIL MATERIAL IS CARRIED ONTO ADJACENT PUBLIC STREETS.
 - HYDROSEED OR APPLY (NON-TX00) SOIL STABILIZERS TO INACTIVE CONSTRUCTION AREAS (PREVIOUSLY GRADED AREAS INACTIVE FOR TEN DAYS OR MORE).
 - ENCLOSE, COVER, WATER TWICE DAILY OR APPLY (NON-TX00) SOIL STABILIZER TO EXPOSED STOCKPILES (DIRT, SAND, ETC.).
 - LIMIT TRAFFIC SPEEDS ON UNPAVED ROADS TO 15 MILES PER HOUR.

CULTURAL RESOURCE NOTES:

- THE PROJECT SPONSOR WILL HIRE A QUALIFIED ARCHAEOLOGIST TO MONITOR ALL EXCAVATION ACTIVITIES, INCLUDING GRADING AND TRENCHING ACTIVITIES, WHO WILL ADVISE THE SPONSOR ON APPROPRIATE EXCAVATION LEVELS, AND CONDUCT SPOT CHECKS OF ALL EXCAVATED MATERIALS AND OPEN EXCAVATION AREAS. THE ARCHAEOLOGIST WILL ALSO BRIEF PROJECT PERSONNEL AND CONSTRUCTION WORKERS ON THE POTENTIAL FOR FINDING ARCHAEOLOGICAL RESOURCES AT THE SITE, PREPARE MATERIALS THAT DESCRIBE THE APPURTENANCE OF POTENTIAL RESOURCES, AND APPRISE PERSONNEL OF THE PROCEDURES TO FOLLOW IF SUCH RESOURCES ARE FOUND.
- IF ARCHAEOLOGICAL RESOURCES ARE UNCOVERED, WORK AT THE PLACE OF DISCOVERY SHALL BE HALTED IMMEDIATELY, FOR A PERIOD NOT TO EXCEED FOUR WEEKS, AND A QUALIFIED ARCHAEOLOGIST WILL EVALUATE THE FIND. PREHISTORIC ARCHAEOLOGICAL SITE INDICATORS INCLUDE: ORIGINIAN AND CHART FLAKES AND CHIPPED STONE TOOLS; GRINDING AND MASHING IMPLEMENTS SUCH AS SLABS AND HANDSTONES, AND MORTARS AND PESTLES; AND LOCALLY DARKENED MOOEN SOILS CONTAINING SOME OF THE PREVIOUSLY LISTED ITEMS PLUS FRAGMENTS OF BONE AND FIRE AFFECTED STONES. IF THE ARCHAEOLOGICAL RESOURCES ARE DETERMINED BY THE ARCHAEOLOGIST TO BE SIGNIFICANT, THE PROJECT SPONSOR WILL, AFTER CONSULTATION WITH NAPA COUNTY, CONSTRUCT A PUBLICLY ACCESSIBLE HISTORIC DISPLAY THAT DOCUMENTS THE FIND AT THE PROJECT SITE.
- IF HUMAN REMAINS ARE ENCOUNTERED DURING PROJECT CONSTRUCTION, THE PROJECT SPONSOR AND/OR ITS EMPLOYEES SHALL NOTIFY THE NAPA COUNTY CORNER'S OFFICE IMMEDIATELY. UPON DETERMINATION BY THE COUNTY CORNER'S THAT THE REMAINS ARE NATIVE AMERICAN, THE CORNER SHALL CONTACT THE CALIFORNIA NATIVE AMERICAN HERITAGE COMMISSION PURSUANT TO SUBDIVISION(S) OF SECTION 70505.5 OF THE HEALTH AND SAFETY CODE, AND THE COUNTY COORDINATOR OF INDIAN AFFAIRS.

JACK & BORE NOTES:

- CASING TO BE SMOOTH STEEL PER SCHEDULE SHOWN IN DETAIL 1 SHEET C1.3. CONTRACTOR SHALL VERIFY THE INNER DIAMETER OF THE CASING 4" GREATER THAN OUTER DIAMETER OF CARRIER PIPE ASSEMBLY (BELLS).
- ANY VOIDS CREATED BY BORING, JACK OR TUNNELING SHALL BE FILLED BY PRESSURE CEMENT GROUTING.
- WATER CARRIER PIPE SHALL BE PVC C900 OR 14 WITH RESTRAINED JOINTS.
- SEWER CARRIER PIPE SHALL BE PVC SDR-35 WITH RESTRAINED JOINTS.
- RESTRAINED JOINTS SHALL BE INTEGRAL TO PIPE. LOK-21 BY DIAMOND PLASTICS, CERTA-LOK C900/RJ OR APPROVED ALTERNATE.
- CARRIER PIPE SHALL BE SUPPORTED BY POLYETHYLENE CASING INSULATORS SPACED AT MANUFACTURER'S RECOMMENDATIONS.
- SEAL EACH END OF CASING WITH CASING END SEAL.
- CARRIER PIPE SHALL BE TESTED PRIOR TO SEALING OF CASING.

CATHODIC PROTECTION NOTES:

- CONTRACTOR SHALL PROVIDE CATHODIC PROTECTION ON ALL AIR RELEASE VALVES AS DETAILED FOR WATER SERVICES ON DETAIL 1 SHEET C1.5.
- ALL UNDER GROUND METALLIC FITTINGS FOR THE ON-SITE AND OFF-SITE WATER SYSTEM SHALL RECEIVE CATHODIC AS DETAILED IN RECOMMENDATIONS PROVIDED BY TRIDENT ENVIRONMENTAL AND ENGINEERING, INC. UNLESS OTHERWISE NOTED ON THESE PLANS.
- CATHODIC PROTECTION FOR VERTICAL PIPE DROPS SHALL BE ONE 60 POUND ANODE PER 10 FEET OF PPIC. ANODES SHALL BE INSTALLED VERTICAL OR HORIZONTAL AT LEAST 10 FEET APART. SEE SHEET C1.5 FOR ANODE SPECIFICATION AND INSTALLATION INFORMATION.

NO.	REVISION	DATE	BY
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	JAM
2	2018.09.27 - 2ND CITY SUBMITTAL	JAM	JAM
3	2018.08.26 - 3RD CITY SUBMITTAL	JAM	JAM
4	2018.11.06 - 4TH CITY SUBMITTAL	JAM	JAM
5	2019.02.22 - 5TH CITY SUBMITTAL	JAM	JAM
6	2019.04.12 - 6TH CITY SUBMITTAL	JAM	JAM

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
1819 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8786

STREET IMPROVEMENT PLAN

NOTES

AMERICAN CANYON, CALIFORNIA

DATE	APRIL, 2019
SCALE	AS SHOWN
DESIGNER	JAM
JOB NO.	A13621-6
SHEET	C1.1
OF	60 SHEETS

KIER & WRIGHT GENERAL NOTES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ELEVATIONS OF THE EXISTING STORM DRAINS, SEWERS AND WATER PRIOR TO COMMENCING THE WORK. NOTIFY THE ENGINEER IF ACTUAL IS DIFFERENT FROM PLANS.
- CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO OBTAIN, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THE PROJECT, EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.
- TOPOGRAPHY SHOWN ON THE PLANS REPRESENTS APPROXIMATE CONDITIONS AS OF SEPTEMBER 2013.
- CONTRACTOR SHALL REPLACE OR REPAIR, AT CONTRACTOR'S OWN EXPENSE, ALL DAMAGED, REMOVED, OR OTHERWISE DISTURBED WALLS, FENCES, SERVICES, UTILITIES, IMPROVEMENTS OF FEATURES OF WHATEVER NATURE TO THEIR ORIGINAL CONDITION WHETHER SHOWN ON THE PLANS OR NOT, PROVIDED SUCH REPAIR OR REPLACEMENT IS CAUSED BY CONTRACT WORK OPERATIONS.
- UNAUTHORIZED CHANGES AND USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS, ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARE OF THESE PLANS.
- LOCATIONS OF EXISTING UNDERGROUND FACILITIES AND UTILITIES SHOWN ARE APPROXIMATE AND ARE BASED ON FIELD SURVEY AND/OR AVAILABLE UTILITY COMPANY INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE ACTUAL LOCATION OF UTILITIES PRIOR TO THE COMMENCEMENT OF WORK. AS REQUIRED, PHYSICAL VERIFICATION OF UTILITY LOCATION SHALL BE PERFORMED BY POT HOLEING OR HAND DIGGING AND CAREFUL, SUBSURFACE PROBING IN CONFORMANCE WITH ARTICLE 6 OF THE CALIFORNIA CONSTRUCTION SAFETY ORDER. ANY DEVIATIONS FROM LOCATIONS SHOWN ON THE PLANS SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION BEFORE STARTING CONSTRUCTION.
- CONSTRUCTION CONTRACTORS SHALL MUFFLE AND SHIELD INTAKES AND EXHAUSTS, SHOULD OR SHIELD IMPACT TOOLS, AND USE ELECTRIC-POWERED RATHER THAN DIESEL-POWERED CONSTRUCTION EQUIPMENT (AS FEASIBLE).
- ALL STATIONARY NOISE-GENERATING EQUIPMENT SHALL BE LOCATED AS FAR AWAY AS POSSIBLE FROM NEIGHBORING PROPERTY LINES.
- ALL CONSTRUCTION EQUIPMENT SHALL BE MAINTAINED AND OPERATED ACCORDING TO MANUFACTURER'S MAINTENANCE SCHEDULES AND RECOMMENDATIONS TO MINIMIZE NOISE AND EXHAUST EMISSIONS (PARTICULAR NITROGEN OXIDES).
- THE DEVELOPER SHALL BE RESPONSIBLE FOR SECURING AND COMPLYING WITH APPROPRIATE PERMITS FROM THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT FOR ANY EQUIPMENT OR PROCESSES THAT COULD RESULT IN EMISSIONS OF CRITERIA, TOXIC OR ODOROUS EMISSIONS.
- THE CONTRACTOR IS REQUIRED TO HIRE A TESTING LABORATORY TO PERFORM COMPACTION TESTS. THE TEST RESULTS SHALL BE SUBMITTED TO THE CITY'S CONSTRUCTION ENGINEER PRIOR TO ANY OFF-SITE PAVING.
- GRADING CONTRACTOR SHALL MAINTAIN A WATER TRUCK ON SITE DURING ALL GRADING ACTIVITY TO WATER GRADE MATERIAL AND CONTROL DUST. CONTRACTOR SHALL COVER STOCKPILED DIRT WITH PLASTIC AND ANCHOR THE PLASTIC TO THE GROUND. ALL GRADING, EARTH-MOVING OR EXCAVATION SHALL CEASE WHEN WINDS EXCEED 20 MPH.

CONDITIONS OF APPROVAL:

- IF ANY HAZARDOUS MATERIAL IS ENCOUNTERED DURING THE CONSTRUCTION OF THIS PROJECT, ALL WORK SHALL BE IMMEDIATELY STOPPED AND THE FIRE DEPARTMENT, MESA COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES OR OTHER DESIGNATED AGENCY, AND THE CITY INSPECTOR SHALL BE NOTIFIED IMMEDIATELY. WORK SHALL NOT PROCEED UNTIL CLEARANCE HAS BEEN ISSUED BY ALL OF THESE AGENCIES.
- WHERE SOIL OR GEOLOGIC CONDITIONS ENCOUNTERED IN GRADING OPERATIONS ARE DIFFERENT FROM THAT ANTICIPATED IN THE SOIL AND/OR GEOLOGIC INVESTIGATION REPORT, OR WHERE SUCH CONDITIONS WARRANT CHANGES TO THE RECOMMENDATIONS CONTAINED IN THE ORIGINAL SOIL INVESTIGATION, A REVISED SOIL OR GEOLOGIC REPORT SHALL BE SUBMITTED FOR APPROVAL BY THE CITY ENGINEER. ADDITIONALLY, IF FIELD CONDITIONS WARRANT INSTALLATION OF ANY SUBDRAINS, THE LOCATION, SIZE AND CONSTRUCTION DETAILS MUST BE PROVIDED TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
- ALL NEW FIRE HYDRANTS SHALL BE COVERED WITH BURLAP SACKS UNTIL THE HYDRANTS HAVE BEEN TESTED AND FOUND TO BE IN CONFORMANCE WITH CITY FLOW REQUIREMENTS. NO STORAGE OF COMBUSTIBLE MATERIALS OR CONSTRUCTION OF BUILDING SHALL BE PERMITTED UNTIL ALL HYDRANTS MEET CITY FLOW REQUIREMENTS.
- PRIOR TO PLACING THE FINAL LIFT OF ASPHALT, ALL PUBLIC STORM DRAIN AND SANITARY SEWER LINES SHALL BE VIDEO INSPECTED AT THE APPLICANT'S EXPENSE. ALL VIDEO TAPES SHALL BE SUBMITTED TO THE CITY. IF ANY INADEQUACIES ARE FOUND, THEY SHALL BE REPAIRED PRIOR TO THE PLACEMENT OF THE FINAL LIFT OF ASPHALT.

GRADING NOTES

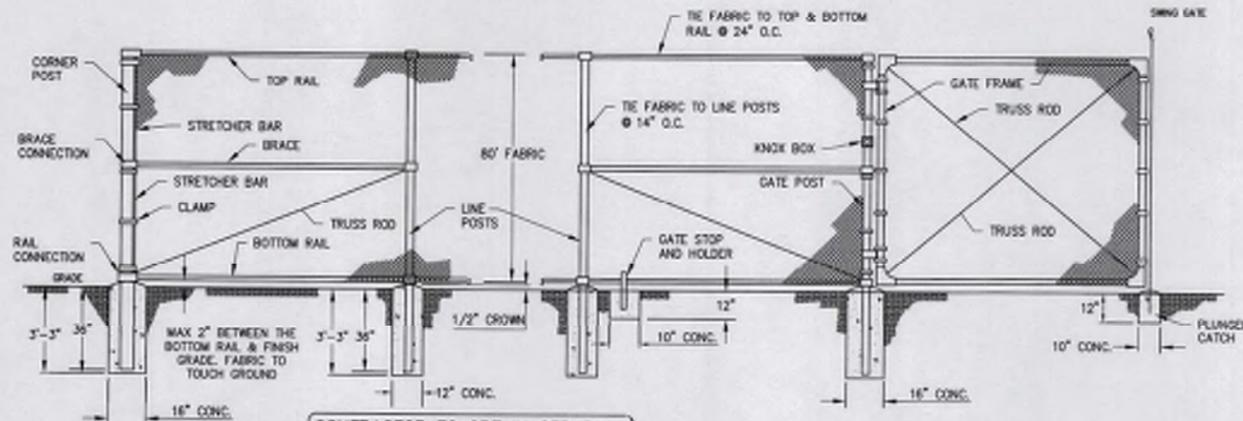
- ALL GRADING SHALL BE PERFORMED IN ACCORDANCE WITH RECOMMENDATIONS IN THE GEOTECHNICAL AND FOUNDATION INVESTIGATION PREPARED FOR THIS SITE.
- CONTRACTOR SHALL DETERMINE HIS OWN EARTH QUANTITIES AND BASE HIS BID ACCORDINGLY.
- TOP OF CURB ELEVATION IS 0.5' ABOVE THE A.C. PAVING AND SPOT ELEVATIONS ARE TO FINISHED SURFACE (UNLESS OTHERWISE NOTED).
- COMPACTION TO BE DETERMINED USING ASTM D1557, LATEST EDITION LABORATORY TEST PROCEDURE.
- STORM DRAIN PIPE WITHIN THE PUBLIC OR PRIVATE STREET RIGHT OF WAY SHALL BE RCP CLASS III OR BETTER UNLESS OTHERWISE NOTED. BEDDING SHALL BE PER THE CITY OF AMERICAN CANYON STANDARDS.
- STORM DRAIN PIPE FOR THE BIO-TREATMENT UNDER DRAIN SYSTEM SHALL BE SDR 35 PVC.
- THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE IMPROVEMENT PLANS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE ENGINEER CAN NOT ASSUME RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF THEIR DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT ARE NOT SHOWN ON THESE DRAWINGS.
- CONTRACTOR SHALL UNCOVER AND EXPOSE ALL EXISTING UTILITY AND SEWER LINES WHERE THEY ARE TO BE CROSSED, ABOVE OR BELOW, BY THE NEW FACILITY BEING CONSTRUCTED IN ORDER TO VERIFY THE GRADE AND TO ASSURE THAT THERE IS SUFFICIENT CLEARANCE. PIPE SHALL NOT BE STRUNG NOR TRENCHING COMMENCED UNTIL ALL CROSSINGS HAVE BEEN VERIFIED FOR CLEARANCE. IF THE CONTRACTOR FAILS TO FOLLOW THIS PROCEDURE, HE WILL BE SOLELY RESPONSIBLE FOR ANY EXTRA WORK OR MATERIAL REQUIRED IF MODIFICATIONS TO THE DESIGN ARE NECESSARY.
- THE CONTRACTOR SHALL SET HIS STAKES OR WIRE THROUGH AT LEAST THREE GRADE STAKES TO VERIFY GRADE. IF THE STAKES DO NOT PRODUCE A UNIFORM GRADE, NOTIFY THE ENGINEER IMMEDIATELY AND HAVE THE GRADES CHECKED PRIOR TO THE TRENCHING OR PLACEMENT OF CONCRETE.
- ADJUSTMENTS TO BUILDING PAD ELEVATIONS OR PARKING LOT GRADES TO ACHIEVE EARTHWORK BALANCE SHALL BE MADE ONLY WITH APPROVAL OF THE ENGINEER.
- ALL WORK ON-SITE AND IN THE PUBLIC RIGHT-OF-WAY, SHALL CONFORM TO THE CITY OF AMERICAN CANYON STANDARDS AND REQUIREMENTS.

EROSION AND SEDIMENT CONTROL MEASURES

- EROSION AND SEDIMENT CONTROL MEASURES SHALL BE EFFECTIVE FOR THE DURATION OF CONSTRUCTION.
- AFTER THE UNDERGROUND STORM DRAIN SYSTEM IS INSTALLED, THE CATCH BASINS WILL BE INSTALLED (AS SOON AS PRACTICAL) AND ROCK BARRIER BAGS WILL BE PLACED AROUND THOSE CATCH BASINS AS SHOWN ON THIS PLAN UNTIL THIS SITE IS PAVED.
- SHOULD THE ON-SITE STORM DRAINS NOT BE INSTALLED COMPLETELY BY OCTOBER 15, THE CONTRACTOR SHALL CONSTRUCT TEMPORARY SEDIMENT BASINS AT THE EXISTING STORM PIPES STUBBED TO THE SITE.
- PERSON RESPONSIBLE FOR IMPLEMENTATION OF EROSION AND SEDIMENTATION PLAN:
NAME: TBD
ADDRESS: _____
TELEPHONE: _____
- THE CONTRACTOR SHALL PLACE STABILIZED ENTRANCE PER DETAIL 1/C6.0 AT EACH 0/W ENTRANCE TO SITE. ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THAT SAME DAY AND AS REQUIRED BY THE CITY OF AMERICAN CANYON.
- ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED AND CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF THE CITY ENGINEER.
- ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LOADED RUN-OFF TO ANY STORM DRAINAGE SYSTEM.
- THIS PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING. PLANS ARE TO BE RESUBMITTED FOR CITY APPROVAL PRIOR TO THE SEPTEMBER FIRST OF EACH SUBSEQUENT YEAR UNTIL THE SITE IMPROVEMENTS ARE ACCEPTED BY THE CITY.
- ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY.
- SEDIMENT BASINS SHALL BE CLEANED OUT WHENEVER SEDIMENT REACHES THE SEDIMENT CLEANOUT LEVEL INDICATED ON THE PLANS.
- BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
- ALL CUT AND FILL SLOPES ARE TO BE PROTECTED TO PREVENT OVERBANK FLOW.
- INLETS WHICH ARE NOT USED IN CONNECTION WITH ROCK BARRIER RAIDS OR SEDIMENT BASINS SHOULD BE COVERED, OR OTHERWISE ADJUSTED TO PREVENT INFLOW, UNLESS THE AREA DRAINED IS UNDISTURBED OR STABILIZED.
- THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO UNEXPECTED FIELD CONDITIONS. VARIATIONS MAY BE MADE TO THE PLAN IN THE FIELD SUBJECT TO THE APPROVAL OF THE ENGINEER.
- DETAILS FOR THE CONSTRUCTION OF FACILITIES ARE SHOWN ON THESE PLANS.
- THIS PLAN IS INTENDED TO BE USED FOR EROSION CONTROL ONLY. OTHER INFORMATION SHOWN HEREIN MAY NOT BE THE MOST CURRENT.

UTILITY NOTES

- BACKFILLING AND COMPACTION FOR ALL TRENCHES SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER AND CITY REPRESENTATIVE.
 - CONTRACTOR TO VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO ANY SITE WORK. ALL WORK FOR STORM DRAIN AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. THIS WILL ALLOW FOR ANY NECESSARY ADJUSTMENTS TO BE MADE PRIOR TO THE INSTALLATION OF THE ENTIRE LINE. IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSTREAM CONNECTION POINT AND WORKS UPSTREAM, HE SHALL PROCEED AT HIS OWN RISK AND BE RESPONSIBLE FOR ANY ADJUSTMENTS NECESSARY.
 - ALL WORK ON-SITE AND IN THE PUBLIC RIGHT OF WAY, SHALL CONFORM TO THE CITY OF AMERICAN CANYON STANDARDS AND REQUIREMENTS.
 - GENERAL CONTRACTOR SHALL COORDINATE ALL UNDERGROUND UTILITIES. PROVIDE 6" MINIMUM BETWEEN PIPES CROSSING ELECTRICAL LINES HORIZONTALLY AND 12" MINIMUM BETWEEN PIPES PARALLEL TO ELECTRICAL LINES.
 - FOR UTILITY MATERIALS AND TYPES, SEE THE PROJECT SPECIFICATIONS.
 - WATER LINES SHALL BE 12" MINIMUM ABOVE SANITARY SEWER LINE AT ALL CROSSINGS.
 - MINIMUM COVER FOR WATER LINES IS 3.0 FEET.
 - MINIMUM COVER FOR FIRE SERVICE LINES IS 4.0 FEET.
 - SANITARY SEWER SHALL BE PVC SDR 35 EXCEPT WHERE DUCTILE IRON PIPE (DIP) IS NOTED. DUCTILE IRON PIPE (DIP) SHALL BE CLASS 50.
 - ASBESTOS CEMENT (A.C.P.) PIPE SHALL NOT BE ALLOWED UNDER ANY CIRCUMSTANCES.
 - TRENCHING AND BACKFILL SHALL COMPLY WITH AMERICAN CANYON STANDARDS. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY STANDARDS FOR TRENCH SAFETY. ALL PIPES HAVING LESS THAN 3' OF COVER SHALL BE BACKFILLED WITH CLASS II AGGREGATE BASE.
 - CONTRACTOR SHALL CONTACT THE CITY OF AMERICAN CANYON TO ARRANGE A PRE-PROJECT CONFERENCE FOR THE PURPOSE OF REVIEWING JOB REQUIREMENTS AND CITY PROCEDURES.
- PIPING MATERIALS (UNLESS OTHERWISE NOTED)
- | | |
|-----------------|------------------------------|
| DOMESTIC WATER | 12" AND SMALLER OR 14, C 900 |
| | 14" AND LARGER DR 10, C 900 |
| FIRE SERVICE | PVC OR 14, C 900 |
| STORM DRAIN | SEE GRADING NOTE #5 & #6 |
| SEWER | PVC SDR 35 |
| RECLAIMED WATER | PVC OR 14, C900 (PURPLE) |
13. ALL STORMWATER INLETS SHALL HAVE TRASH CAPTURE DEVICE PER DETAIL 9/C1.4.



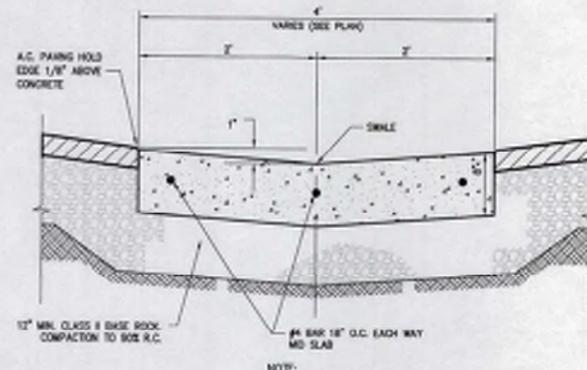
CONTRACTOR TO OBTAIN SEPARATE BUILDING PERMIT APPROVAL FOR FENCE/GATE INSTALLATION.

SPECIFICATIONS:

- HEIGHT (OVERALL): FENCE TO STAND 8 FEET HIGH ABOVE GRADE WHEN CLOSED.
 - FABRIC: "DUCKY-475" CHAIN LINK, HEAVILY ZINC COATED (GALVANIZED) BY HOT-DIP PROCESS AFTER HEAVING 96 INCHES HIGH, NUMBER 11 GAUGE WIRE, WOVEN IN A 2 INCH MESH. TOP AND BOTTOM ISLANDS TO HAVE A TWISTED AND BURRED FINISH. BARRING TO BE DONE BY CUTTING WIRE ON A BIAS, USING CREATING SHARP POINTS.
 - LINE POSTS: HOT-DIP GALVANIZED PIPE, 2.5" O.D., PIPES 3.65 POUNDS PER LINEAL FOOT.
 - TERMINAL POSTS: END, CORNER AND FULL POSTS HOT-DIP GALVANIZED PIPE 3" O.D. --- 5.78 POUNDS PER LINEAL FOOT. GATE POSTS HOT-DIP GALVANIZED PIPE IN ACCORDANCE WITH THE FOLLOWING TABLE.
- | GATE FRAME GATE OPENING | GATE POST | WEIGHT PER LIN. FT. |
|---|-----------|---------------------|
| 2' O.D. SINGLE TO 6' OR DOUBLE TO 12' INCL. | 3" O.D. | 5.78 |
| 2' O.D. SINGLE OVER 6' TO 12' OR DOUBLE OVER 12' TO 20' INCL. | 4" O.D. | 8.11 |
- POST SPACING: POSTS TO BE SPACED IN LINE OF FENCE NOT FARTHER APART THAN 10 FOOT CENTERS.
 - POST SETTING: ALL POSTS TO BE SET 30" IN CONCRETE FOOTINGS OF THE SIZE AND SHAPE SHOWN ON THE DRAWING.
 - LINE POST ARMS OF PRESSED STEEL, END AND CORNER POST ARMS OF WALLEABLE IRON OR PRESSED STEEL.
 - TOP RAIL: HOT-DIP GALVANIZED PIPE 1-1/2" O.D., HEIGHT 2.27 POUNDS PER LINEAL FOOT, PROVIDED WITH COUPLERS APPROXIMATELY EVERY 20 FEET / COUPLERS TO BE OUTSIDE SLAVE TYPE AND AT LEAST 7 INCHES LONG, ONE COUPLER IN EVERY FIVE TO HAVE A HEAVY SPRING TO TAKE UP EXPANSION AND CONTRACTION OF TOP RAIL. TOP RAIL TO PASS THROUGH EDGE OF LINE POST TOPS AND FORM A CONTINUOUS BRACE FROM END TO END OF EACH STRETCH OF FENCE. TOP RAIL IS TO BE SECURELY FASTENED TO TERMINAL POSTS BY PRESSED STEEL CONNECTIONS.
 - BOTTOM RAIL: HOT-DIP GALVANIZED PIPE, 1-1/2" O.D., HEIGHT 2.27 POUNDS PER LINEAL FOOT SECURELY FASTENED TO POSTS BY SUITABLE PRESSED STEEL CONNECTIONS.
 - BRACKES: HOT-DIP GALVANIZED BRACE MATERIAL SAME AS TOP RAIL, TO BE SPACED MENWAY BETWEEN TOP RAIL AND GROUND AND TO EXTEND FROM TERMINAL POST TO FIRST ADJACENT LINE POST. BRACKES TO BE SECURELY FASTENED TO POSTS BY SUITABLE PRESSED STEEL CONNECTIONS, AND THEN TRUSSED FROM LINE POST BACK TO TERMINAL POST WITH 3/8" ROUND GALVANIZED ROD.
 - FITTINGS: HOT-DIP GALVANIZED, ALL FITTINGS TO BE WALLEABLE, CAST IRON OR PRESSED STEEL.
 - FABRIC BANDS: FABRIC TO BE FASTENED TO FRAME WITH 11 GAUGE GALVANIZED STEEL TIE WIRES AT 14 INCHES ON CENTER TO LINE POSTS AND AT 24 INCHES ON CENTER TO THE TOP RAIL AND BOTTOM TENSION WIRE.
 - STRETCHER BARS: GALVANIZED STRETCHER BARS, 1/4" TO 3/4" PLAT BARS SHALL BE USED TO ATTACH FABRIC TO CORNER, GATE, AND TERMINAL POSTS. STRETCHER BARS SHALL BE FASTENED TO POSTS WITH FIVE STRETCHER BAR BANDS PER BAR.
 - GATES: GATE FRAMES TO BE MADE OF 3" O.D. HOT-DIP GALVANIZED PIPE, WEIGHT 2.72 POUNDS PER LINEAL FOOT. CORNER FITTINGS HEAVY PRESSED STEEL OR WALLEABLE CASTING. FABRIC SAME AS IN FENCE. GATES TO BE COMPLETE WITH WALLEABLE IRON BALL AND SOCKET HINGES, CATCH, STOPS AND CENTER REST. HINGES TO POINT GATE TO SWING BACK AGAINST FENCE 180°, AND FULL VERTICAL ADJUSTMENT. ALL POSTS, RAILS AND BRACKES HEAVILY HOT-DIP GALVANIZED.
 - CONCRETE: CONCRETE SHALL BE READY-MIX AT 2000 PSI AT 28 DAYS. CONCRETE TO BE CROWNED SLIGHTLY AROUND EACH POST TO PROVIDE A WATER RUNOFF. CONCRETE SHALL BE ALLOWED TO SET A MINIMUM OF THREE DAYS ON ALL FABRIC PULLBACK POSTS BEFORE STRETCHING FABRIC.
 - LINE AND GRADE: AREA TO BE FENCED SHALL BE STAKED OUT FROM DIMENSIONS GIVEN ON THESE DRAWINGS. FENCE SHALL BE INSTALLED PLUMB AND TRUE. THE BOTTOM OF THE FENCE SHALL CONFORM TO EXISTING CONTOURS WITH CLEARANCE BETWEEN GRADE AND BOTTOM OF FENCE TO BE 3 INCHES MINIMUM. BOTTOM OF GATES TO BE A MINIMUM OF TWO INCHES ABOVE GRADE WHEN CLOSED.
 - PROVIDE KNOX BOX MOUNTED TO FENCE PER FIRE DEPARTMENTS REQUIREMENTS.

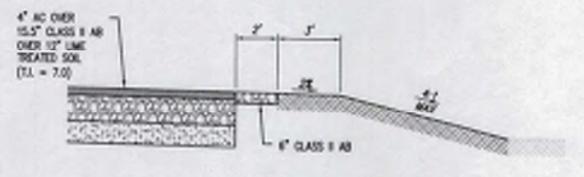
TYPICAL SECURITY FENCE

NOT TO SCALE



VALLEY GUTTER

NOT TO SCALE



AIRPORT CONNECTOR TYPICAL HALF SECTION

NOT TO SCALE

REVISION	BY	DATE	DESCRIPTION
1	JAM	2013.04.12	6TH CITY SUBMITTAL
2	JAM	2013.04.20	1ST CITY SUBMITTAL
3	JAM	2013.06.27	2ND CITY SUBMITTAL
4	JAM	2013.08.26	3RD CITY SUBMITTAL
5	JAM	2013.11.06	4TH CITY SUBMITTAL
6	JAM	2013.02.22	5TH CITY SUBMITTAL

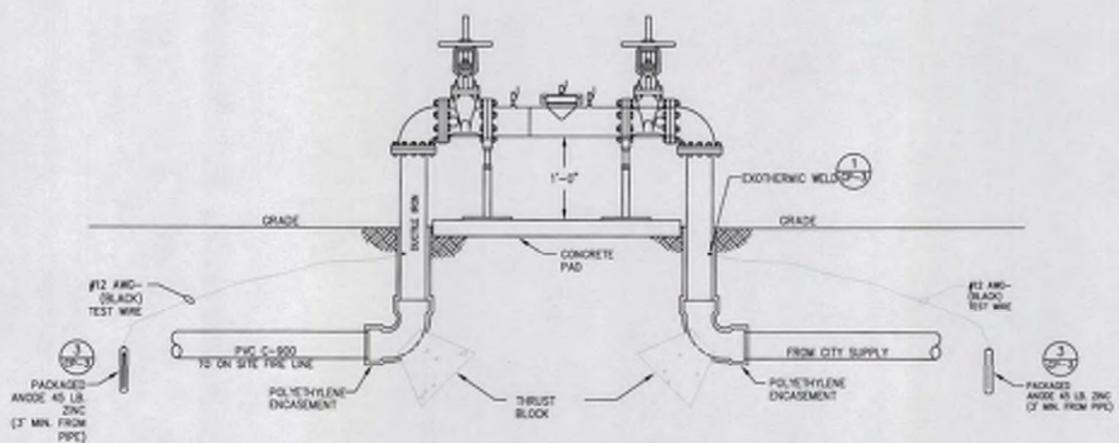


KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 COLLEGE BLVD
UNIVERSITY, CALIFORNIA 95151
PHONE (925) 245-8756
FAX (925) 245-8756

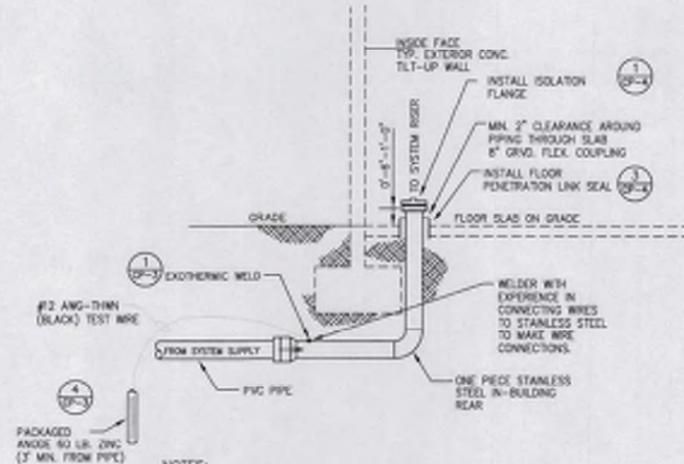
CALIFORNIA

STREET IMPROVEMENT PLAN
NOTES AND DETAILS

DATE	APRIL, 2019
SCALE	AS SHOWN
DESIGNER	JAM
JOB NO.	A13831-8
SHEET	C1.2
OF	60 SHEETS

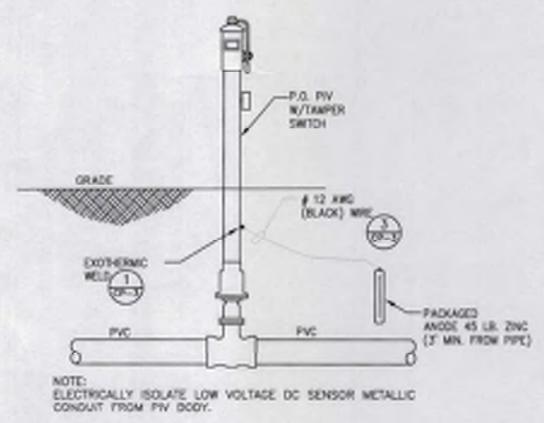


1 BACKFLOW PREVENTION ASSEMBLY ANODE
CP-2 SCALE: NTS



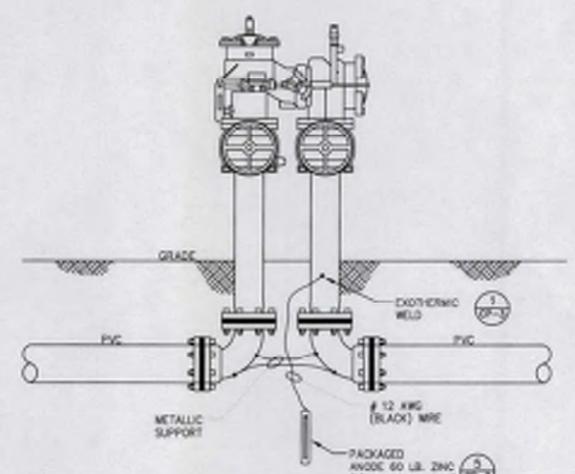
2 IN BUILDING BASE OF RISER (BORE) ANODE
CP-2 SCALE: NTS

NOTES:
1. SEAL & ELECTRICALLY ISOLATE RISER PIPE FROM CONCRETE REBAR.
2. INSTALL ISOLATION FLANGE IN RISER PIPE AND PREVENT PIPE BELOW INSULATOR FROM ELECTRICAL SHORT INTO BUILDING ELECTRICAL GROUND.



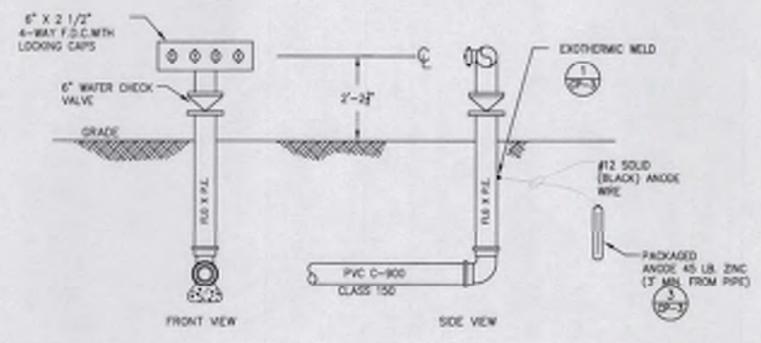
3 PVC (POST INDICATOR VALVE) - ANODE
CP-2 SCALE: NTS

NOTE: ELECTRICALLY ISOLATE LOW VOLTAGE DC SENSOR METALLIC CONDUIT FROM PIV BODY.



4 FEBCO - ANODE
CP-2 FOR 878YST DCDA (DOUBLE CHECK DETECTOR ASSEMBLY) & 878V DDCV (DOUBLE DETECTOR CHECK VALVE)
SCALE: NTS

NOTE: ELECTRICALLY ISOLATE LOW VOLTAGE DC SENSOR METALLIC CONDUIT FROM FEBCO BODY.



5 FDC (FIRE DEPARTMENT CONNECTION) ANODE
CP-2 SCALE: NTS

GENERAL NOTES:

1. CONNECT ANODE WIRE TO FITTING USING EXOTHERMIC WELD PER DETAIL 1/ CP-3
2. COAT BURIED MECHANICAL FLANGES AND BOLTS WITH PETROLATUM AND PETROLEUM WAX PER AWWA C217.
3. ENCASE BURIED DUCTILE IRON PIPE AND FITTINGS WITH POLYETHYLENE ENCASEMENT PER ANSI/AWWA C105.



REV	DATE	REVISION DESCRIPTION	BY	CHK
2	03-07-16	REVISION PER NOTES		
1	10-30-16	3RD SUBMITAL 11-2-2018	MT	DHS
0	5-01-15	ISSUED FOR	MT	MT/WR
		DESIGNED BY		
		CHECKED BY		
		APPROVED BY		

ANTIOCH, CALIFORNIA
TRIDENT ENVIRONMENTAL & ENGINEERING, INC.

SHEET: CP-2
PROJECT NO.: 15-037
DATE ISSUED: 4/30/2015
DRAWN BY: MT
CHECKED BY: RSH
SCALE: NTS
DRAWING NO.: 2 OF 4

NAPA LOGISTICS PARK
UNDERGROUND FIRE SERVICE
CATHODIC PROTECTION SYSTEM
BUILD. 1 MIDDLETON WAY,
AMERICAN CANYON, CALIFORNIA

DATE: NOVEMBER, 2018
SCALE: AS SHOWN
DESIGNER: JAN
JOB NO.: A13631-8
SHEET: C1.6
OF 53 SHEETS

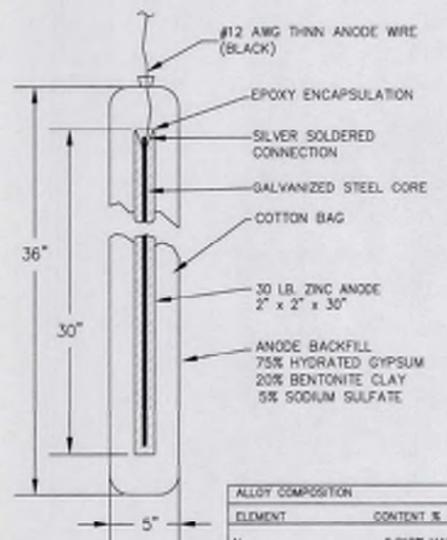
NO.	REVISION	BY	DATE
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	JAM
2	2018.06.27 - 2ND CITY SUBMITTAL	JAM	JAM
3	2018.08.28 - 3RD CITY SUBMITTAL	JAM	JAM
4	2018.11.05 - 4TH CITY SUBMITTAL	JAM	JAM

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2833 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

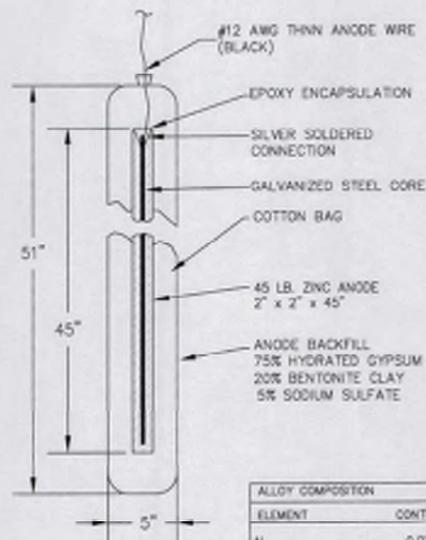
STREET IMPROVEMENT PLAN
CATHODIC PROTECTION DETAILS
AMERICAN CANYON, CALIFORNIA

NOTE:

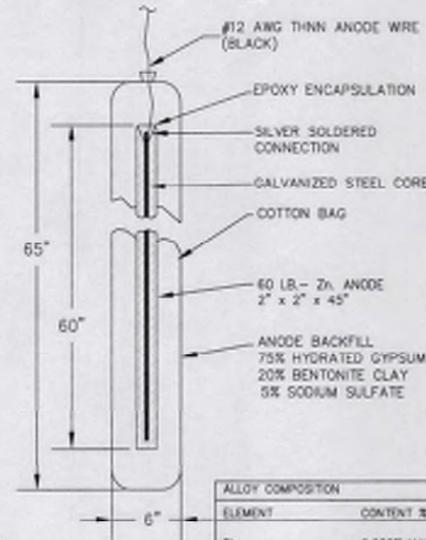
- MIDPOINT OF ANODE IDEALLY SHOULD BE AT SAME DEPTH AS SPRING-LINE (MID POINT) OF PIPE. THE TOP OF THE ANODE SHOULD BE AT LEAST FOUR FEET BELOW GRADE.
- ANODE CAN BE INSTALLED VERTICALLY OR HORIZONTALLY. A MINIMUM OF 3' FROM PIPE.
- THE ANODE PACKAGES SHALL BE SOAKED WITH TEN GALLONS OF WATER AFTER BACKFILLING TO A POINT 12" ABOVE TOP OF THE ANODE.
- ANODE WIRES SHALL BE CAREFULLY RAN AND PROTECTED AGAINST DAMAGE DURING INSTALLATION AND BACKFILLING OPERATIONS.
- THE ANODE LEAD WIRE SHALL NOT BE USED FOR LOWERING OR HANDLING THE ANODE.



ALLOY COMPOSITION	
ELEMENT	CONTENT %
Al	0.010% MAX.
Mn	0.5 - 1.3%
Cu	0.02% MAX.
Ni	0.001% MAX.
Fe	0.30 MAX.
Other	0.30 MAX.
MAGNESIUM	REMAINDER



ALLOY COMPOSITION	
ELEMENT	CONTENT %
Al	0.010% MAX.
Mn	0.5 - 1.3%
Cu	0.02% MAX.
Ni	0.001% MAX.
Fe	0.30 MAX.
Other	0.30 MAX.
MAGNESIUM	REMAINDER



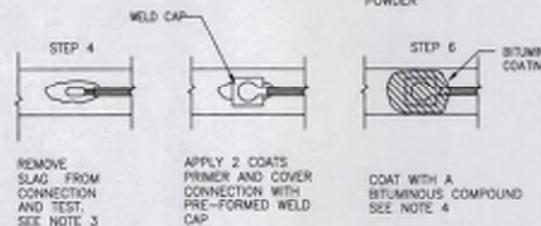
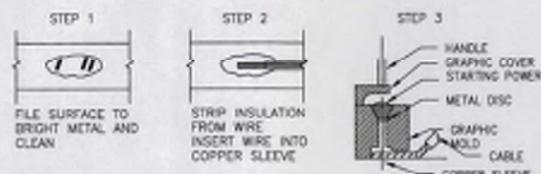
ALLOY COMPOSITION	
ELEMENT	CONTENT %
Pb	0.006% MAX.
Fe	0.030 MAX.
Cd	0.025-0.07
Cu	0.005% MAX.
Ni	0.1-0.55
Zn	REMAINDER

2 30 LB. HIGH POTENTIAL Zn. ANODE
CP-3 SCALE: NTS

3 45 LB. HIGH POTENTIAL Zn. ANODE
CP-3 SCALE: NTS

4 60 LB. Zn. ANODE
CP-3 SCALE: NTS

NOTE: ANODES CAN BE PLACED EITHER HORIZONTAL OR VERTICAL IN THE TRENCH



NOTES:

- WELDER SHOWN IS FOR HORIZONTAL SURFACES; FOR VERTICAL SURFACES SIDE WELDER IS REQUIRED.
- ATTACH 1 WIRE PER WELD. ALL WIRE WELDS SHALL BE 3 INCHES APART, MINIMUM.
- ALL EXPOSED METAL (STRUCTURE, WIRE, & WELD) WITHIN A 3-INCH RADIUS OF WELD SHALL BE COVERED WITH 2 COATS OF PRIMER AND AN ELASTOMERIC WELD CAP.
- APPLY A GENEROUS COAT OF BITUMEN OVER WELD CAP AND EXPOSED METAL UP TO 3 INCHES BEYOND CAP.
- ALL WELDS SHALL BE TESTED BY STRIKING THE WELD WITH A 2 LB. HAMMER WHILE PULLING FIRMLY ON WIRE. ANY WELDS BROKEN OR LOOSENED SHALL BE RE-WELDED AND RE-TESTED. THE SURFACE MUST BE RE-GROUND AND CLEAN BEFORE RE-WELDING. ALL WELD SLAG SHALL BE REMOVED FROM THE WELD.

1 EXOTHERMIC WELD
CP-3 SCALE: NTS

Item	Zinc Anode Weight
Pipe offsets	1 60# Anode per 10 Feet
Tee & Cross	45#
45 & 90 Degree Tee	30#
Valve	45#
Tee & Valve	60#
Fire Hydrant Riser	45#
Fire Hydrant Tee & Valve	60#
FEBCO CDCA & DDCV	45#
PIV	45#
Building Riser	60#
Backflow Prevention Assembly	2 - 45#
FDC (Fire Department Connection)	45#

12" Diameter Assumed for all pipe diameters

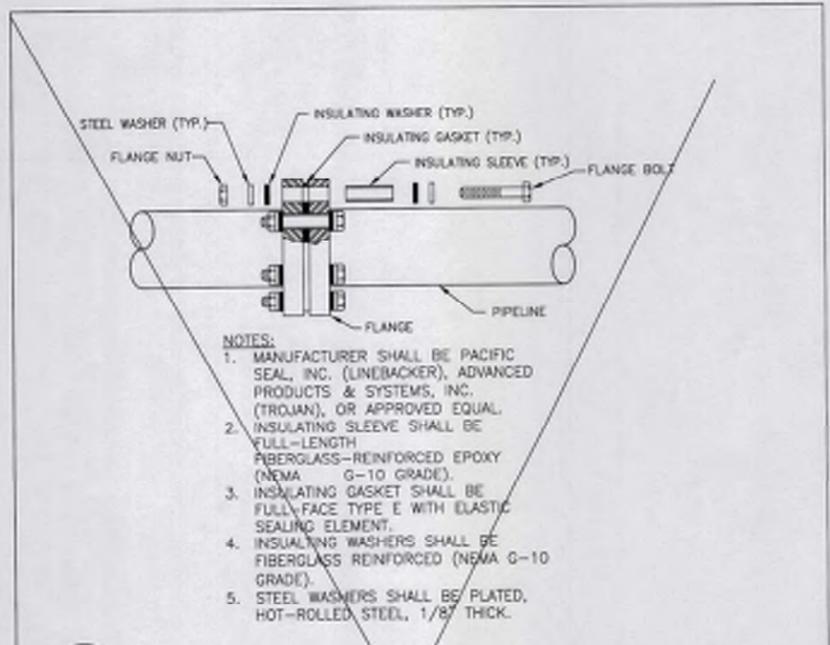


REV	DATE	REVISION DESCRIPTION	BY	CHK	APP	APP
2	02-27-18	REVISION PER NOTES				
1	12-26-18	3RD SUBMITTAL 11-2-2018				
0	5-01-15					



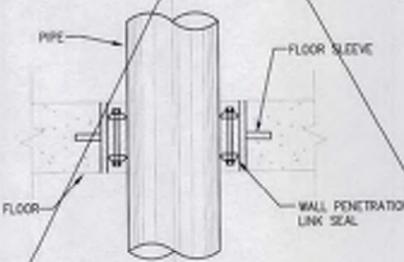
SHEET: CP-3	PROJECT NO.: 15-037	DATE ISSUED: 4/30/2015	DRAWN BY: MT	CHECKED BY: RH	SCALE: NTS	DRAWING NO.: 3 OF 4	REVISION: 2
NAPA LOGISTICS PARK				UNDERGROUND FIRE SERVICE			
CATHODIC PROTECTION SYSTEM				BUILD. 1 MIDDLETON WAY, AMERICAN CANYON, CALIFORNIA			
DATE: NOVEMBER, 2018		SCALE: AS SHOWN		DISICNR: JAM		JOB NO.: A15631-8	
SHEET: C1.7		OF 53 SHEETS		AMERICAN CANYON, CALIFORNIA		KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC. 2830 Center Canyon Road, Livermore, California 94551 Phone (925) 245-4996 Fax (925) 245-4996	

I:\NAPA\AutoCAD\15-037-00\15-037-00 Fire-Weight Napa Logistics Bldg 1.dwg CP-4-11-13.dwg 4-18-18 10:43:20 PM 11-guest



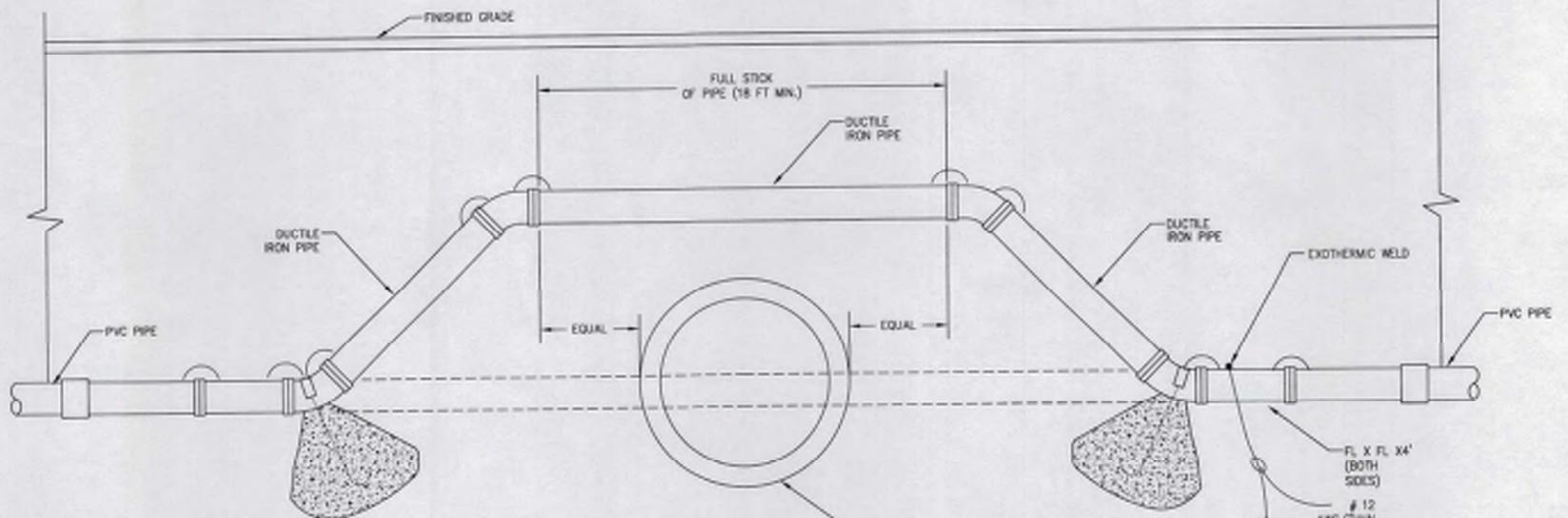
- NOTES:**
1. MANUFACTURER SHALL BE PACIFIC SEAL, INC. (LINEBACKER), ADVANCED PRODUCTS & SYSTEMS, INC. (TROJAN), OR APPROVED EQUAL.
 2. INSULATING SLEEVE SHALL BE FULL-LENGTH FIBERGLASS-REINFORCED EPOXY (NEMA G-10 GRADE).
 3. INSULATING GASKET SHALL BE FULL-FACE TYPE E WITH ELASTIC SEALING ELEMENT.
 4. INSULATING WASHERS SHALL BE FIBERGLASS REINFORCED (NEMA G-10 GRADE).
 5. STEEL WASHERS SHALL BE PLATED, HOT-ROLLED STEEL, 1/8" THICK.

1 INSULATING FLANGE ASSEMBLY - FOR SPRINKLER RISERS
 CP-4 SCALE: NTS

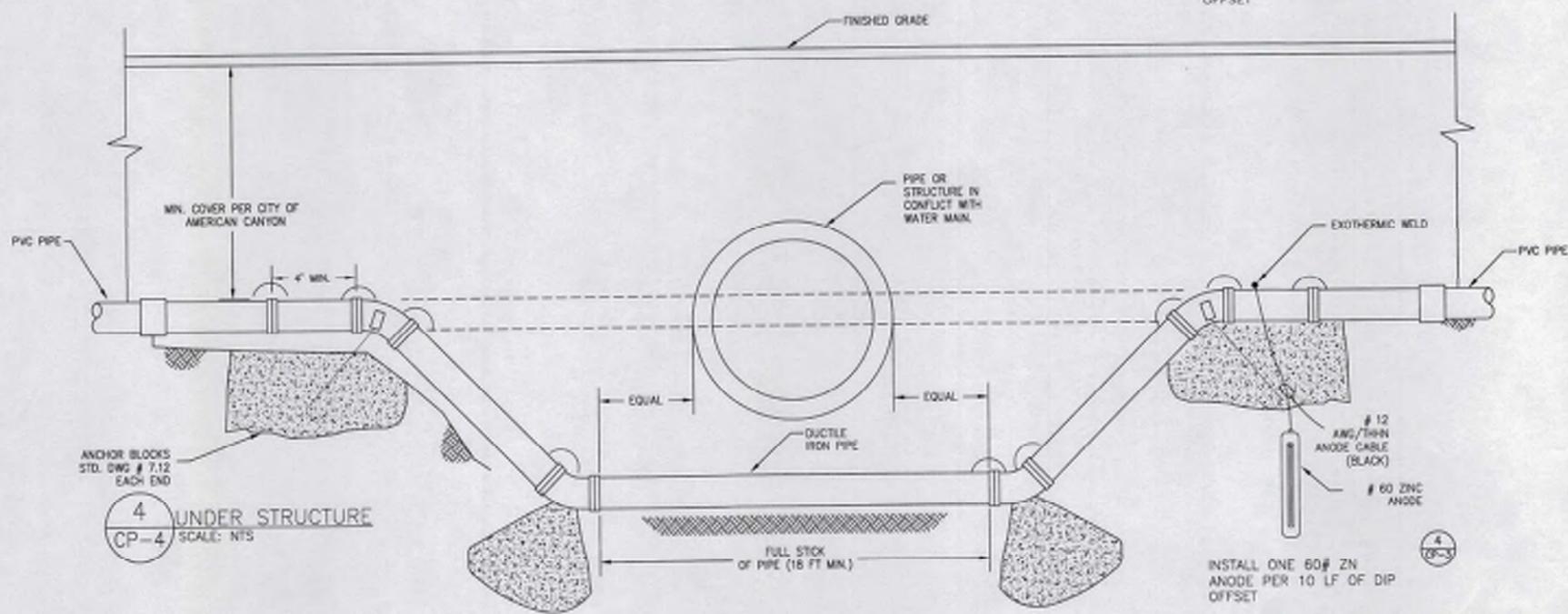


2 FLOOR PENETRATION LINK SEAL - FOR SPRINKLER RISERS
 CP-4 SCALE: NTS

- GENERAL NOTES:**
1. CONNECT ANODE WIRE TO FITTING USING EXOTHERMIC WELD PER DETAIL 1/ CP-3
 2. COAT BURIED MECHANICAL FLANGES AND BOLTS WITH PETROLATUM AND PETROLEUM WAX PER AWWA C217.
 3. ENCASE BURIED DUCTILE IRON PIPE AND FITTINGS WITH POLYETHYLENE ENCASUREMENT PER ANSI/AWWA C105.



3 OVER STRUCTURE
 CP-4 SCALE: NTS



4 UNDER STRUCTURE
 CP-4 SCALE: NTS



REV.	DATE	REVISION DESCRIPTION	DRWN BY	CHECKED BY	APPROVED BY	APPROVED BY
2	02-27-19	REVISION PER NOTES	MT			
1	10-30-18	3RD SUBMITTAL 11-2-2018				
0						



DATE:	CP-4	NAPA LOGISTICS PARK	
PROJECT NO.:	15-037	UNDERGROUND FIRE SERVICE	
DATE SHOWN:	10/30/2011B	CATHODIC PROTECTION SYSTEM	
DRAWN BY:	MT	BUILD. 1 MIDDLETON WAY, AMERICAN CANYON, CALIFORNIA	
CHECKED BY:	RH	SCALE:	NTS
		DRAWING NO.:	4 OF 4
		REV.:	2

KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2838 Collier Canyon Road
 Livermore, California 94551 Phone (925) 245-8788 Fax (925) 245-8796

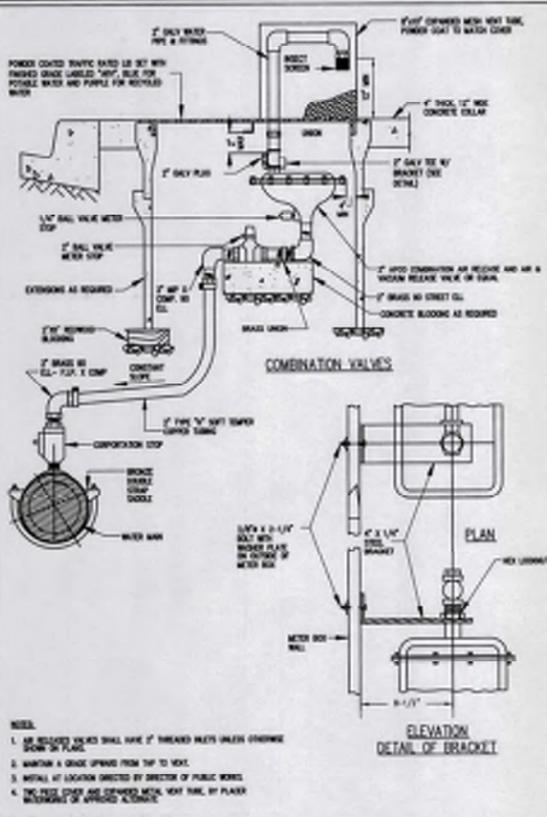
STREET IMPROVEMENT PLAN
CATHODIC PROTECTION DETAILS

CALIFORNIA
 AMERICAN CANYON

NO.	REVISION	BY	DATE
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	
2	2018.06.27 - 2ND CITY SUBMITTAL	JAM	
3	2018.08.28 - 3RD CITY SUBMITTAL	JAM	
4	2018.11.05 - 4TH CITY SUBMITTAL	JAM	

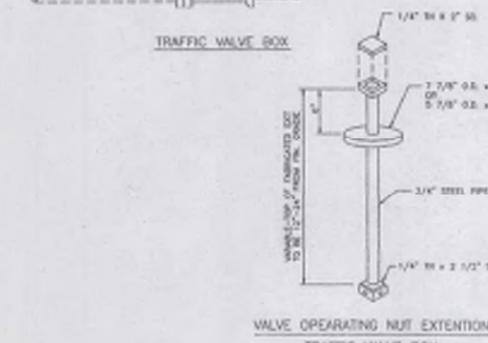
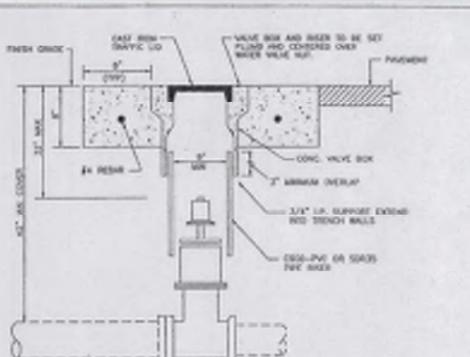
DATE: NOVEMBER, 2018
 SCALE: AS SHOWN
 DESIGNER: JAM
 JOB NO.: A13631-8
 SHEET: **C1.8**
 OF 53 SHEETS

PERMIT SET 8-7-2019



VACUUM & AIR RELEASE VALVE
REVISED CITY DETAIL 7.05

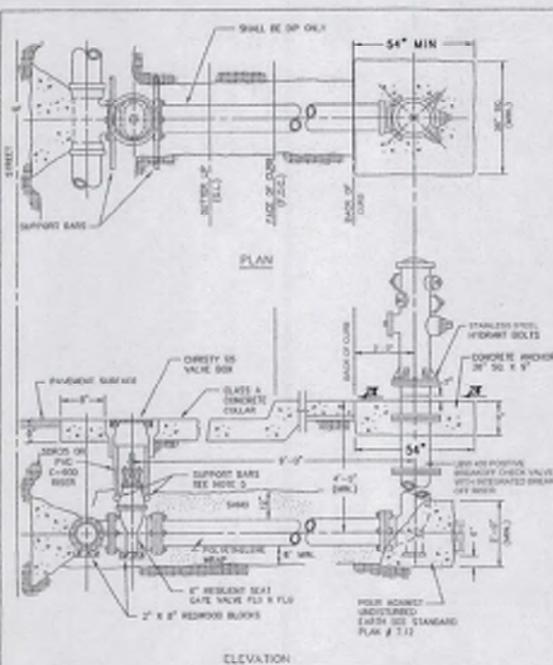
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NOTES:

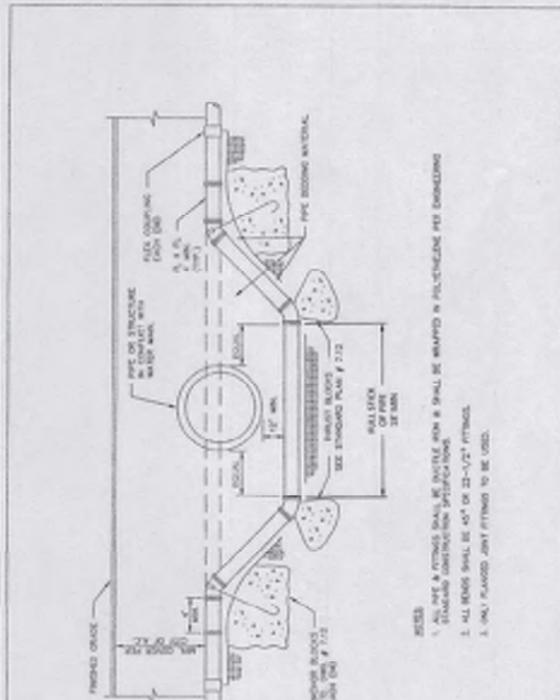
1. ALL WEIGHT TO RISER SHIRT SHALL BE FUSED HOLD ALL AROUND.
2. ALL STEEL REQUIRED FOR RISER FABRICATION SHALL BE STRUCTURAL STEEL PER ASTM A36.
3. PROVIDED VALVE BOX SET FLUSH WITH STREET SURFACE WITH CAST IRON RING AND WARRING "WARRING" VALVE BOXES TO BE CHERRY CO.

CITY OF AMERICAN CANYON
VALVE BOX AND RISER EXTENSION
DATE: 7/05
BY: [Signature]
CHECKED BY: [Signature]
STANDARD SPEC: 7.05

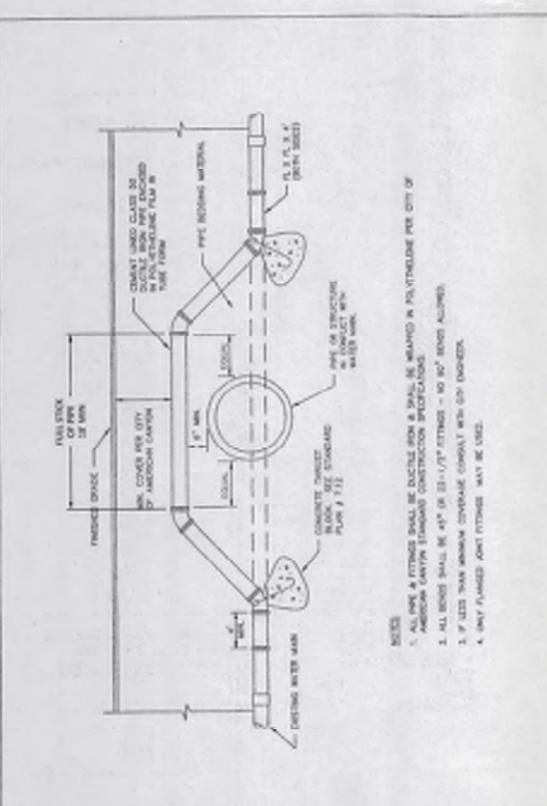


- NOTES:
1. A BLUE HYDRANT NUMBER OR EMBOSSED OR ENGRAVED SHALL BE INSTALLED IN THE STREET MARKING THE LOCATION OF EACH HYDRANT (PUBIC OR PRIVATE) 12\"/>
 - 2. ENCASE ALL METALLIC SURFACES BELOW GROUND WITH POLYETHYLENE.
 - 3. FIRE HYDRANT SHALL BE COLOR CODED: RED, BRASS OR IRON OR LONG REACH JETS (TYPE R, 2\"/>
 - 4. ALL HOSE OUTLET CAPS SHALL BE ATTACHED TO HYDRANT BY CHAIN.
 - 5. VALVE BOX TO BE SET ON TWO 3/4\"/>

CITY OF AMERICAN CANYON
MODIFIED FIRE HYDRANT
INSTALLATION WATER
DISTRIBUTION SYSTEM
DATE: 7/07
BY: [Signature]
CHECKED BY: [Signature]
STANDARD SPEC: 7.07

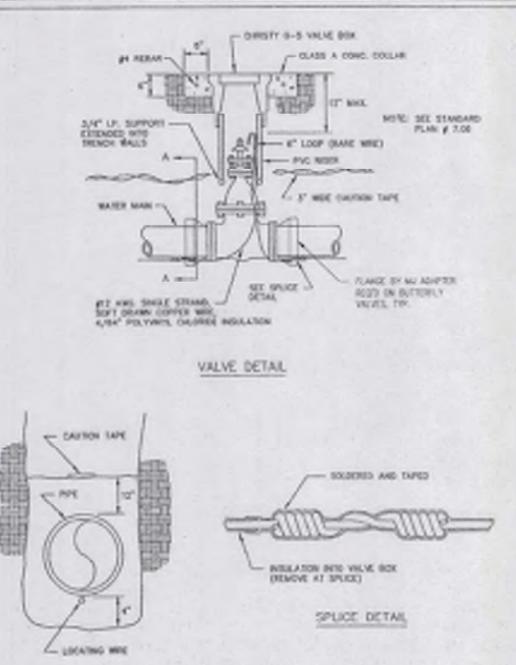


CITY OF AMERICAN CANYON
TYPICAL WATER MAIN
LOWERING DETAIL
DATE: 7/09
BY: [Signature]
CHECKED BY: [Signature]
STANDARD SPEC: 7.09



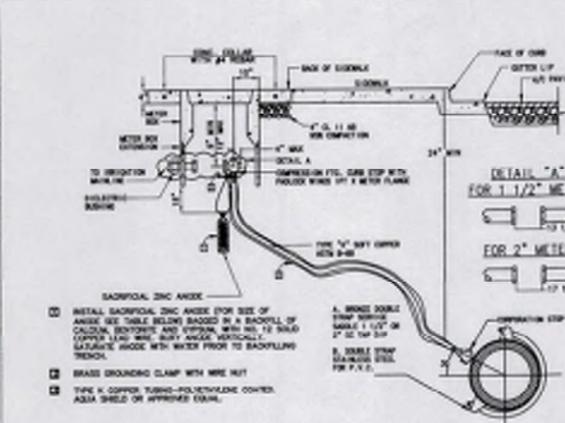
TYPICAL WATER MAIN
INSTALLATION OVER
STRUCTURE

CITY OF AMERICAN CANYON
DATE: 7/10
BY: [Signature]
CHECKED BY: [Signature]
STANDARD SPEC: 7.10

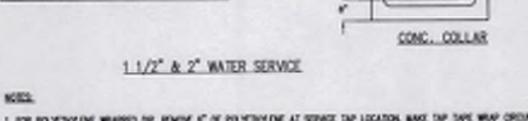


- NOTES:
1. WIRE TO BE CONTINUOUS BETWEEN VALVE BOXES.
 2. SARE WIRE NOT TO TOUCH VALVES OR FITTINGS.
 3. LOCATING WIRE TO BE Laid AT BOTTOM OF TRENCH, CENTER OF PIPE.
 4. LOCATING TAPE SHALL BE BLUE POLYESTER TAPE, 3\"/>

CITY OF AMERICAN CANYON
LOCATING WIRE FOR
WATER MAINS
DATE: 7/11
BY: [Signature]
CHECKED BY: [Signature]
STANDARD SPEC: 7.11

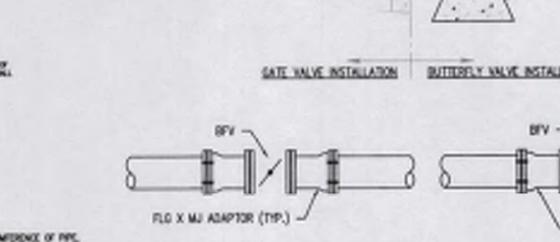
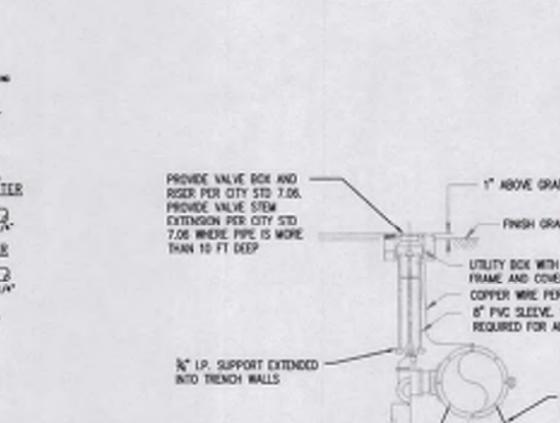


SIC HOOD SIZES FOR COPPER SERVICES		
COPPER PIPE	ZINC HOOD SIZE (INCHES)	ZINC HOOD WEIGHT (LBS)
6 TO 31	1.4 X 1.4 X .30	15
32 TO 40	2.0 X 2.0 X .30	20
41 TO 50	2.8 X 2.8 X .48	40
51 TO 90	2.8 X 2.8 X .90	80



- NOTES:
1. FOR POLYETHYLENE WRAPPED PIPE, REMOVE 4\"/>
 - 2. THE LOCATION OF THE TAP SHALL BE A MINIMUM OF 24\"/>
 - 3. METER BOX SHALL BE SET, AND BOTH FLANGES SHALL BE TRUE AND PLUMB TO EACH OTHER PRIOR TO METER BEING SET.
 - 4. COPPER SERVICE PIPE SHALL BE CONTINUOUS FROM COMPOSITION STOP TO CURB STOP, SPLICES ARE NOT PERMITTED EXCEPT WHEN SERVICE RUN EXCEEDS 90\"/>
 - 5. CITY WILL INSTALL METERS. WATER CONNECTION FEE MUST BE PAID PRIOR TO INSTALLATION.

CITY OF AMERICAN CANYON
WATER SERVICE DETAIL
NOT TO SCALE
DATE: 7/11
BY: [Signature]
CHECKED BY: [Signature]
STANDARD SPEC: 7.11



- NOTES:
1. Anchor block is not required with flanged butterfly valve.
 2. Install butterfly valve with operating nut on curb side of main.

CITY OF AMERICAN CANYON
BUTTERFLY VALVE DETAIL
NOT TO SCALE
DATE: 7/11
BY: [Signature]
CHECKED BY: [Signature]
STANDARD SPEC: 7.11

STREET IMPROVEMENT PLAN
MODIFIED CITY STANDARD DETAILS

REVISIONS:

NO.	DATE	BY	NO.	DATE	BY
1	2018.04.20	JAM	1	2019.04.12	JAM
2	2018.06.27	JAM	2	2019.04.12	JAM
3	2018.08.26	JAM	3	2019.04.12	JAM
4	2018.11.06	JAM	4	2019.04.12	JAM
5	2019.02.22	JAM	5	2019.04.12	JAM

DATE: APRIL 2019
SCALE: AS SHOWN
DESIGNER: JAM
JOB NO.: A13531-8
SHEET: C1.9
OF 60 SHEETS

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2892 Coulter Canyon Road
Livermore, California 94551
Phone (925) 245-4388
Fax (925) 245-4398

CALIFORNIA
AMERICAN CANYON

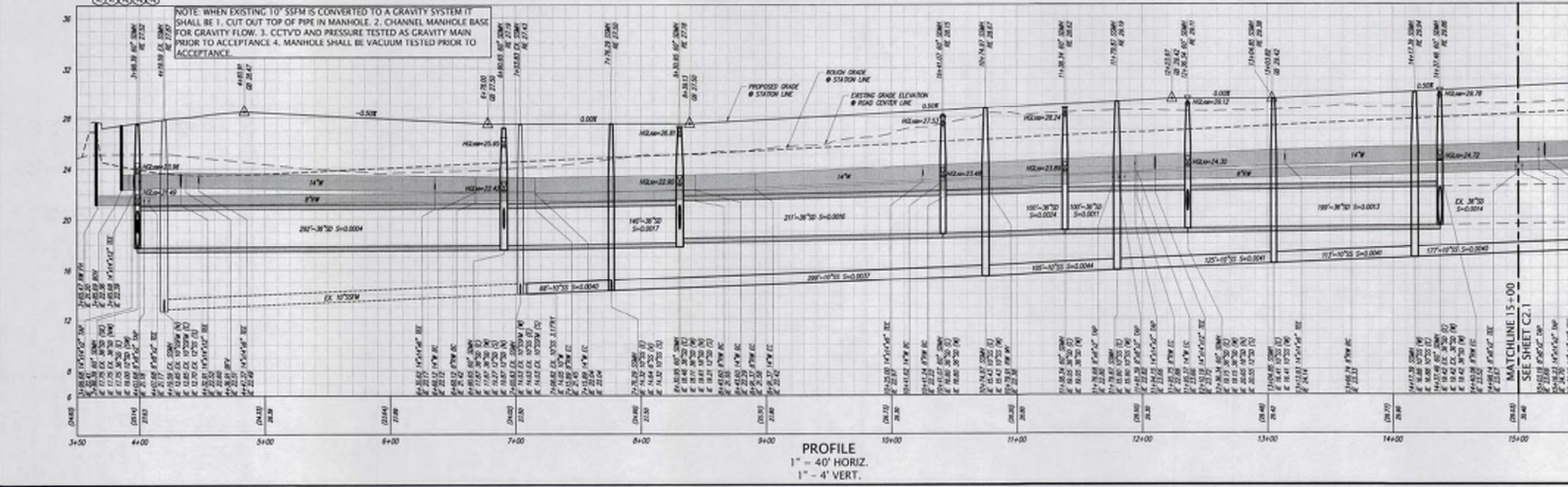
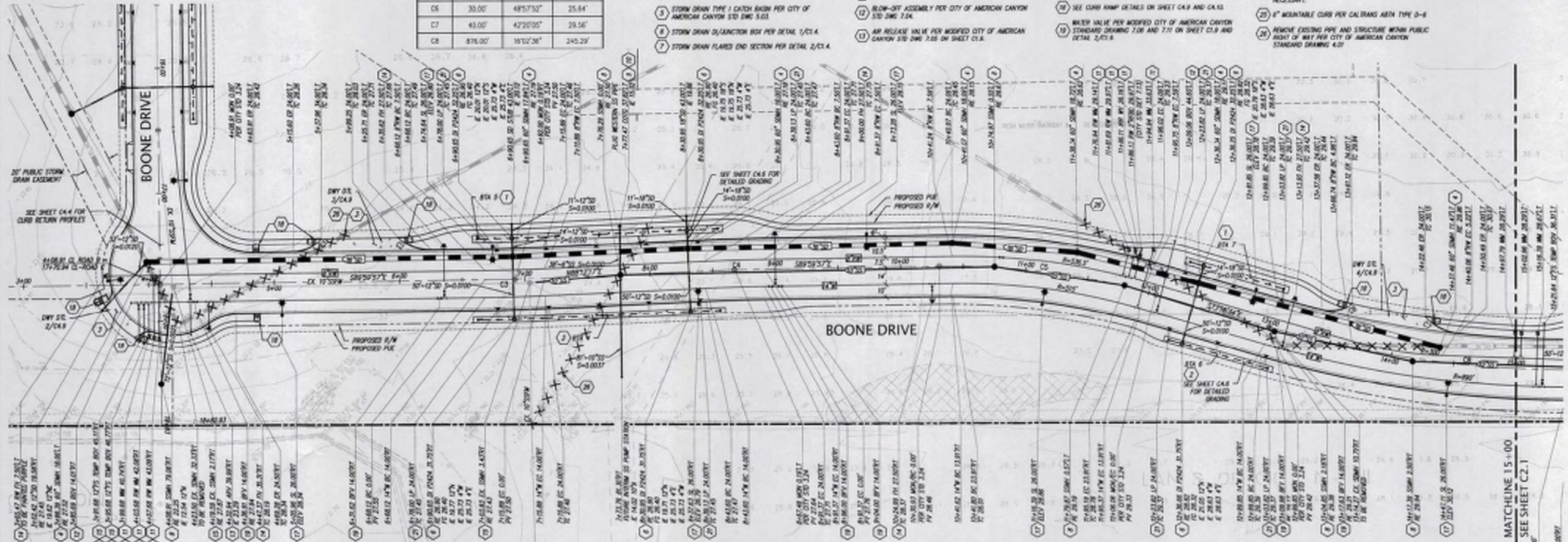
2:00:00 PM 4/11/2019 4:00:00 PM 4-25-19 04:00:42 PM

SEE SHEET C3.1

CURVE #	RADIUS	DELTA	LENGTH
C1	30.00'	481°23'	25.23'
C2	40.00'	41°24'58"	28.91'
C3	1524.00'	1°47'46"	47.77'
C4	1524.00'	1°47'46"	47.77'
C5	600.00'	16°43'22"	175.12'
C6	30.00'	48°57'52"	25.64'
C7	40.00'	42°20'00"	29.56'
C8	875.00'	16°02'56"	245.29'

KEY NOTES

- 1. BIO-RETENTION PLANTER WITH SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
- 2. BIO-RETENTION PLANTER WITHOUT SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
- 3. WOODED COMMERCIAL DRIVEWAY PER DETAIL 5/C1.4.
- 4. STORM DRAINAGE MANHOLE PER CITY OF AMERICAN CANYON STD DWG 5.01.
- 5. STORM DRAIN TYPE 1 CATCH BASIN PER CITY OF AMERICAN CANYON STD DWG 5.03.
- 6. STORM DRAIN DISJUNCTION BOX PER DETAIL 1/C1.4.
- 7. STORM DRAIN FLARED END SECTION PER DETAIL 2/C1.4.
- 8. SANITARY SEWER MANHOLE 60" PER CITY OF AMERICAN CANYON STD DWG 6.01. PROVIDE NEOPHYT 1000 (EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS) AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
- 9. SERVICE SEWER PER CITY OF AMERICAN CANYON STD DWG 6.02.
- 10. SLOPE CLEANOUT TO GRADE PER CITY OF AMERICAN CANYON STD DWG 6.03.
- 11. 2" WATER SERVICE PER DETAIL 1/C1.8.
- 12. BLOW-OFF ASSEMBLY PER CITY OF AMERICAN CANYON STD DWG 7.04.
- 13. AIR RELEASE VALVE PER AMERICAN CANYON STD DWG 7.05 ON SHEET C1.8.
- 14. FIRE HYDRANT SYSTEM PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.07 ON SHEET C1.8.
- 15. EXISTING SSWM TO BE PROTECTED DURING CONSTRUCTION. PROVIDE NEOPHYT 1000 (EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS) AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
- 16. WATER MAIN LOWERING PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.08 ON SHEET C1.8.
- 17. STANDARD STREET LIGHT POLE PER CITY OF AMERICAN CANYON STD DWG 8.01.
- 18. SEE CURB RAMP DETAILS ON SHEET C4.9 AND C4.10.
- 19. WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET C1.9 AND DETAIL 2/C1.4.
- 20. STORM DRAIN CLEAN-OUT WITH WATER TIGHT GUT PER DETAIL 5/C1.4.
- 21. CURB CUT AND SPILLWAY PER DETAIL 4/C1.4.
- 22. STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
- 23. METER BOXES AND LEGS ARE TO BE TRAFFIC RATED.
- 24. RAISE MIN COVER TO GRADE. CHIMNEY IS NOT TO EXCEED 18" PER CITY OF AMERICAN CANYON STANDARD DRAWING 5.01. INSTALL NEW BARRELL SECTION AS NECESSARY.
- 25. 18" MOUNTABLE CURB PER CALTRANS ITEM TYPE D-6.
- 26. REMOVE EXISTING PIPE AND STRUCTURE WITHIN PUBLIC RIGHT OF WAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 4.01.



NOTE: WHEN EXISTING 10" SSFM IS CONVERTED TO A GRAVITY SYSTEM IT SHALL BE 1. CUT OUT TOP OF PIPE IN MANHOLE. 2. CHANNEL MANHOLE BASE FOR GRAVITY FLOW. 3. CCTVD AND PRESSURE TESTED AS GRAVITY MAIN PRIOR TO ACCEPTANCE. 4. MANHOLE SHALL BE VACUUM TESTED PRIOR TO ACCEPTANCE.

BY	REVISION	NO.	DATE
JAM	2019.04.12 - 1TH CITY SUBMITTAL	1	JAN
JAM	2018.04.26 - 1ST CITY SUBMITTAL	2	JAN
JAM	2018.08.27 - 2ND CITY SUBMITTAL	3	JAN
JAM	2018.08.26 - 3RD CITY SUBMITTAL	4	JAN
JAM	2018.11.09 - 4TH CITY SUBMITTAL	5	JAN
JAM	2019.02.22 - 5TH CITY SUBMITTAL	6	JAN

REGISTERED PROFESSIONAL ENGINEER
 CIVIL ENGINEER
 KIER & WRIGHT
 2850 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 245-8788
 Fax (925) 245-8796

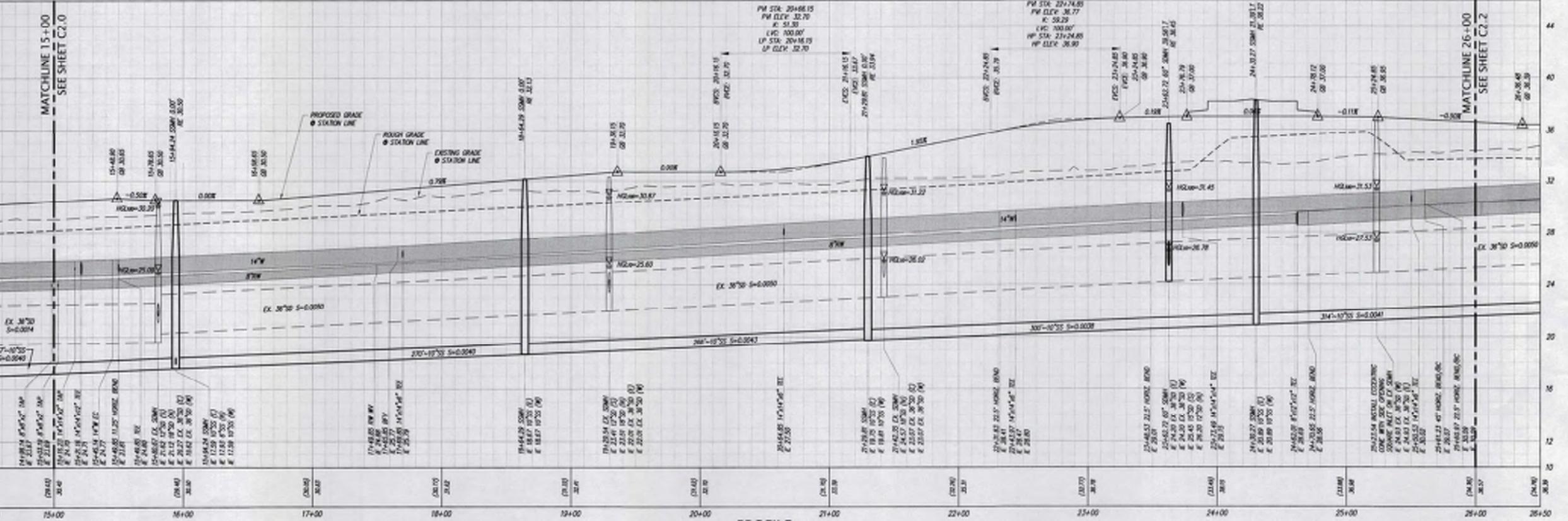
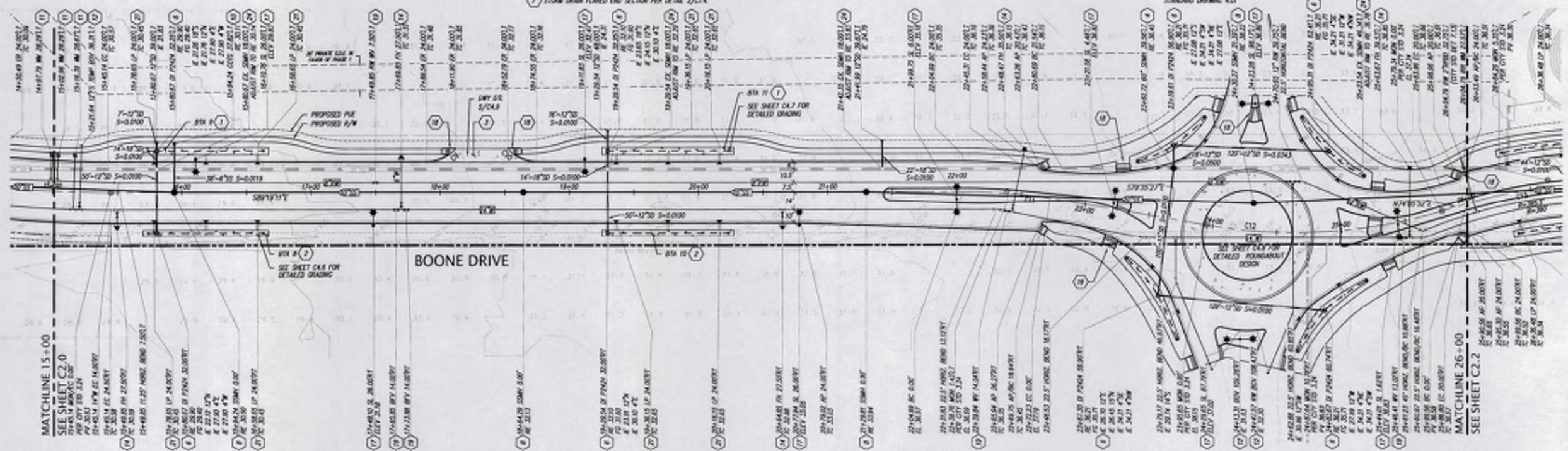
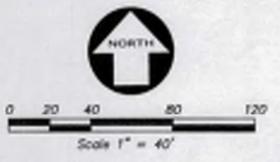
STREET IMPROVEMENT PLAN
 BOONE DRIVE
 STATION 3+50 TO STATION 15+00
 CALIFORNIA
 AMERICAN CANYON

DATE: APRIL 2019
 SCALE: 1" = 40'
 DESIGNER: JAM
 JOB NO.: A13631-8
 SHEET: C2.0
 OF 60 SHEETS

KEY NOTES

- 1 BIO-RETENTION PLANTER WITH SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.8 AND C4.7 FOR DETAILS.
- 2 BIO-RETENTION PLANTER WITHOUT SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.8 AND C4.7 FOR DETAILS.
- 3 MODIFIED COMMERCIAL DRIVEWAY PER DETAIL 5/C1.4 ALSO SEE SHEETS C4.9 & C4.9 FOR DETAILED GRADING.
- 4 STORM DRAINAGE MANHOLE PER CITY OF AMERICAN CANYON STD DWG 5.01.
- 5 STORM DRAIN TYPE 1 CATCH BASIN PER CITY OF AMERICAN CANYON STD DWG 5.03.
- 6 STORM DRAIN DE/ANCHOR BOX PER DETAIL 1/C1.4.
- 7 STORM DRAIN FLARED END SECTION PER DETAIL 2/C1.4.
- 8 SANITARY SEWER MANHOLE 60" PER CITY OF AMERICAN CANYON STD DWG 6.01. PROVIDE NEOSPOR 1000 (EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS) AT 75% MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
- 9 SEWER SEWER PER CITY OF AMERICAN CANYON STD DWG 6.03.
- 10 SEWER CLEAROUT TO GRADE PER CITY OF AMERICAN CANYON STD DWG 6.02.
- 11 2" WATER SERVICE PER DETAIL 1/C1.8.
- 12 SLOW-OFF ASSEMBLY PER CITY OF AMERICAN CANYON STD DWG 7.04.
- 13 AIR RELEASE VALVE PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.03 ON SHEET C1.8.
- 14 FIRE HYDRANT SYSTEM PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.07 ON SHEET C1.8.
- 15 EXISTING DRAIN TO BE PROTECTED DURING CONSTRUCTION. PROVIDE NEOSPOR 1000 EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
- 16 WATER MAIN LOWERING PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.09 ON SHEET C1.8.
- 17 STANDARD STREET LIGHT POLE PER CITY OF AMERICAN CANYON STD DWG 8.01.
- 18 SEE CURB RAMP DETAILS ON SHEET C4.9 AND C4.10.
- 19 WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET C1.8 AND DETAIL 2/C1.8.
- 20 STORM DRAIN CLEAN-OUT WITH WATERS TIGHT LID PER DETAIL 5/C1.4.
- 21 CURB CUT AND SPURRY PER DETAIL 4/C1.4.
- 22 STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
- 23 METER BOXES AND LIDS ARE TO BE BENTONITE RAKED.
- 24 MAKE SURE COVER TO GRADE. CHIMNEY IS NOT TO EXCEED 18" PER CITY OF AMERICAN CANYON STANDARD DRAWING 5.01. INSTALL NEW BARRELL SECTION AS NECESSARY.
- 25 4" MOUNTABLE CURB PER CALTRANS AFTA TYPE D-4.
- 26 REMOVE EXISTING PIPE AND STRUCTURE WITHIN PUBLIC RIGHT OF WAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 4.01.

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C9	30.00'	45°11'23"	25.23'
C10	30.00'	45°11'23"	25.23'
C11	396.00'	9°43'44"	87.24'
C12	400.00'	26°18'41"	183.69'
C13	384.00'	18°46'21"	128.11'

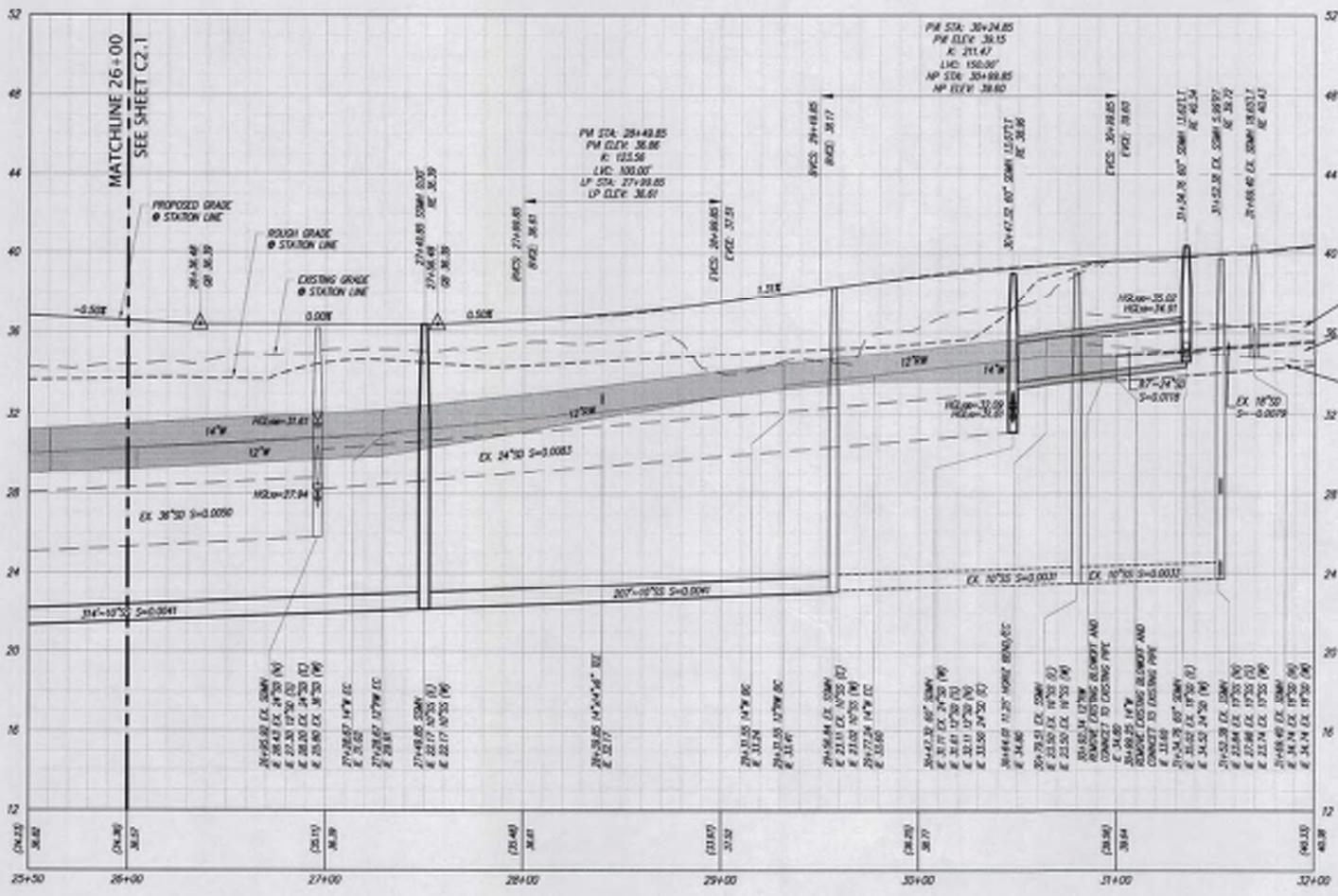


REV	NO.	DESCRIPTION	DATE
1	1	2019.04.12 - 6TH CITY SUBMITTAL	JAM
2	2	2019.06.28 - 8TH MARGATED REVISIONS	JAM
3	3	2019.06.28 - 8TH CITY SUBMITTAL	JAM
4	4	2019.06.27 - 2ND CITY SUBMITTAL	JAM
5	5	2018.08.28 - 3RD CITY SUBMITTAL	JAM
6	6	2018.11.06 - 4TH CITY SUBMITTAL	JAM
7	7	2019.02.22 - 5TH CITY SUBMITTAL	JAM

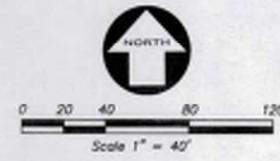
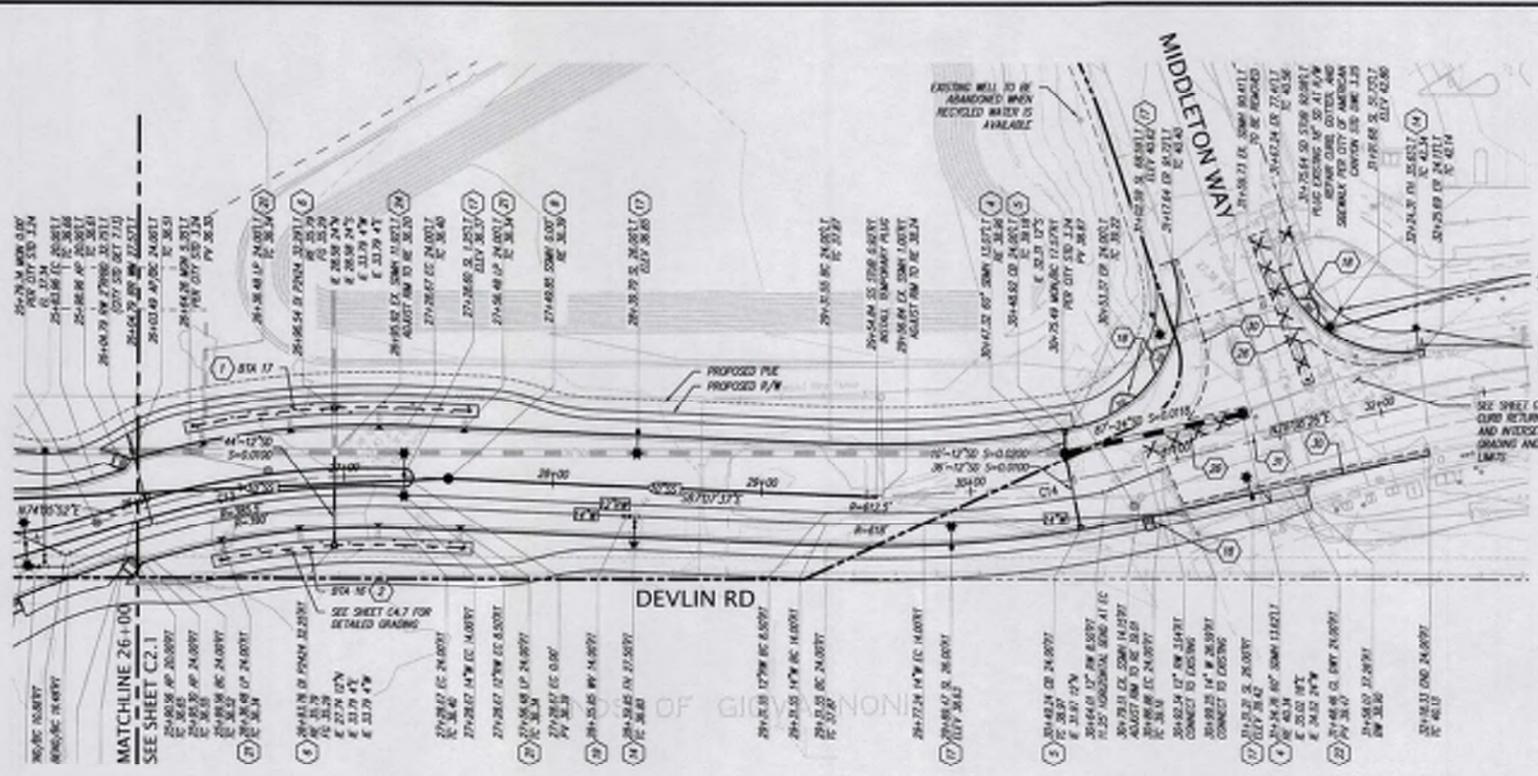
KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2810 Collier Canyon Road
Livermore, California 94551
Phone (925) 455-8788
Fax (925) 455-8796

STREET IMPROVEMENT PLAN
BOONE DRIVE
STATION 15+00 TO STATION 26+00
AMERICAN CANYON, CALIFORNIA

DATE	APRIL, 2019
SCALE	1" = 40'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C2.1
OF	60 SHEETS



PROFILE
1" = 40' HORIZ.
1" = 4' VERT.



KEY NOTES

1. 80'-REVISION PLANTER WITH SIDEWALK. SEE DETAIL 2/CL2 FOR TYPICAL SECTIONS AND SHEETS CA.6 AND CA.7 FOR DETAILS.
2. 80'-REVISION PLANTER WITHOUT SIDEWALK. SEE DETAIL 3/CL2 FOR TYPICAL SECTIONS AND SHEETS CA.6 AND CA.7 FOR DETAILS.
3. MODIFIED COMMERCIAL DRIVEWAY PER DETAIL 5/CL.4. ALSO SEE SHEETS CA.9 & CA.10 FOR DETAILED GRADING.
4. STORM DRAINAGE MANHOLE PER CITY OF AMERICAN CANYON STD DNG 5.01.
5. STORM DRAIN TYPE 1 CATCH BASIN PER CITY OF AMERICAN CANYON STD DNG 5.03.
6. STORM DRAIN DIRECTION BOX PER DETAIL 1/CL.4.
7. STORM DRAIN FLARED END SECTION PER DETAIL 2/CL.4.
8. SANITARY SEWER MANHOLE 60" PER CITY OF AMERICAN CANYON STD DNG 6.01. PROVIDE NECESSARY SORE EXPOSURE APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
9. SERVICE SEWER PER CITY OF AMERICAN CANYON STD DNG 6.03.
10. SEWER CLEAROUT TO GRADE PER CITY OF AMERICAN CANYON STD DNG 6.03.
11. 2" WATER SERVICE PER DETAIL 1/CL.8.
12. BLOW-OFF ASSEMBLY PER CITY OF AMERICAN CANYON STD DNG 7.04.
13. AIR RELEASE VALVE PER MODIFIED CITY OF AMERICAN CANYON STD DNG 7.05 ON SHEET CL.8.
14. FIRE HYDRANT SYSTEM PER MODIFIED CITY OF AMERICAN CANYON STD DNG 7.07 ON SHEET CL.8.
15. EXISTING SSMH TO BE PROTECTED DURING CONSTRUCTION. PROVIDE NECESSARY SORE EXPOSURE APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
16. WATER MAIN CORING PER MODIFIED CITY OF AMERICAN CANYON STD DNG 7.09 ON SHEET CL.8.
17. STANDARD STREET LIGHT POLE PER CITY OF AMERICAN CANYON STD DNG 8.01.
18. SET CURB RAMP DETAILS ON SHEET CA.9 AND CA.10.
19. WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET CL.9 AND DETAIL 2/CL.8.
20. STORM DRAIN CLEAN-OUT WITH WATER TIGHT LID PER DETAIL 5/CL.4.
21. CURB CUT AND SPILLWAY PER DETAIL 4/CL.4.
22. STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
23. METER BOXES AND LIDS ARE TO BE TRAFFIC RATED.
24. RAISE ANY COVER TO GRADE. CHIMNEY IS NOT TO EXCEED 18" PER CITY OF AMERICAN CANYON STANDARD DRAWING 5.01. INSTALL NEW GARRETT SECTION AS NECESSARY.
25. 4" MOUNTABLE CURB PER CALTRANS ARTA TYPE 5-4.
26. REMOVE EXISTING PIPE AND STRUCTURE WITHIN PUBLIC RIGHT OF WAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 4.01.
27. 4" WIDE VALLEY GUTTER PER DETAIL 2/CL.2.
28. AIRPORT CONNECTOR PER DETAIL 1/CL.2.
29. 22" WIDE DOUBLE LEAF GATE WITH ANGLE BOX PER DETAIL 1/CL.2.
30. REMOVE EXISTING CONCRETE CURB AND GUTTER.
31. CONTRACTOR TO NOTE THE PRESENCE OF CONTROLLED DENSITY FILL IN EXISTING UTILITY TRENCHES.

CURVE TABLE

CURVE #	RADIUS	DELTA	LENGTH
C13	384.00'	18°46'31"	129.17'
C14	604.00'	14°43'57"	155.21'

NO.	BY	DATE	REVISION
1	JAM	2019.04.12	6TH CITY SUBMITTAL
2	JAM	2019.06.28	CHD MANDATED REVISIONS
3	JAM	2018.04.20	1ST CITY SUBMITTAL
4	JAM	2018.06.27	2ND CITY SUBMITTAL
5	JAM	2018.08.28	3RD CITY SUBMITTAL
6	JAM	2018.11.26	4TH CITY SUBMITTAL
7	JAM	2019.02.22	5TH CITY SUBMITTAL

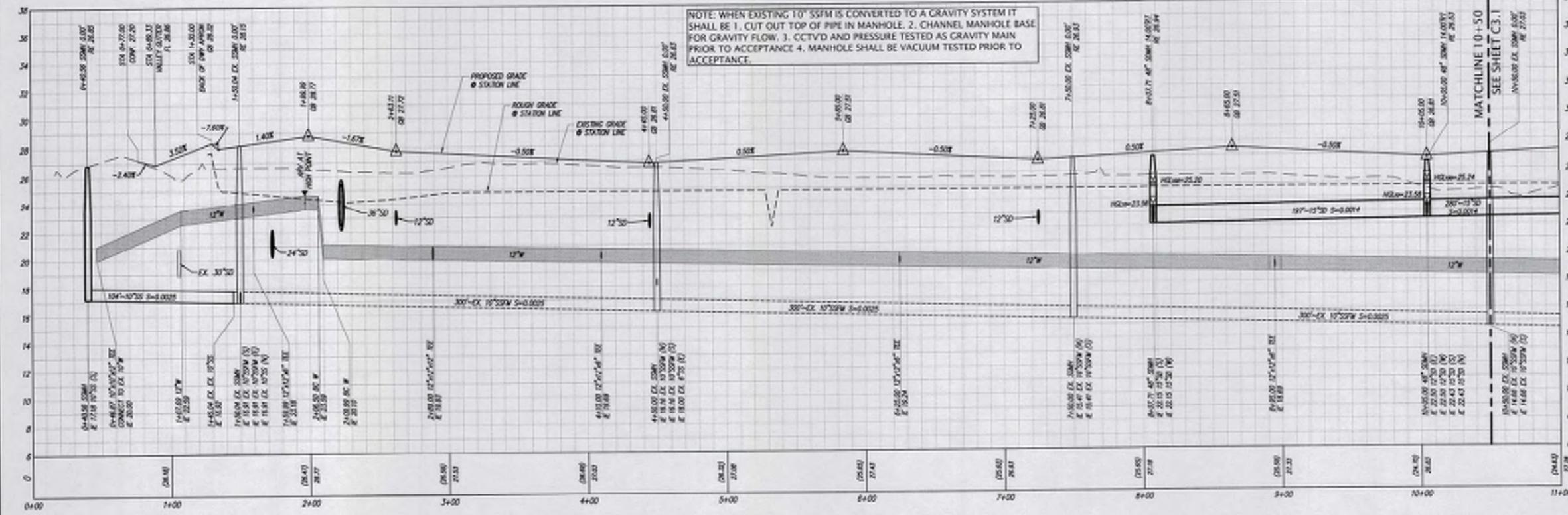
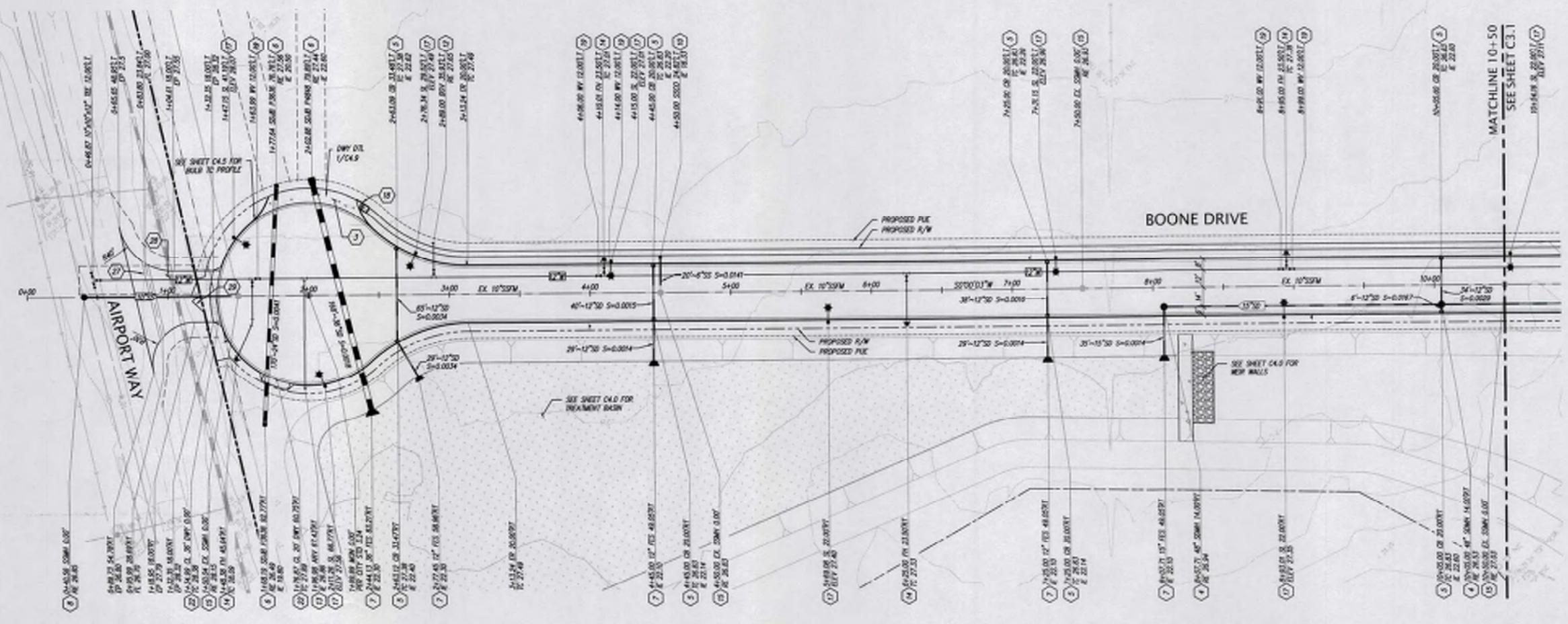


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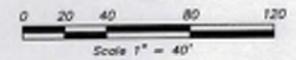
STREET IMPROVEMENT PLAN
BOONE DRIVE
STATION 26+00 TO STATION 32+00
AMERICAN CANYON, CALIFORNIA

DATE: APRIL, 2019
SCALE: 1" = 40'
DESIGNER: JAM
JOB NO.: A13431-R
SHEET: C2.2
OF 60 SHEETS

Z:\2013\13031-8-ST-16-ROAD C.dwg 4-25-19 04:03:51 PM kshah



PROFILE
SCALE: 1" = 40' HORIZ.
1" = 4' VERT.



KEY NOTES

1. 80-REVISION PLANTER WITH SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
2. 80-REVISION PLANTER WITHOUT SIDEWALK. SEE DETAIL 3/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
3. MODIFIED COMMERCIAL DRIVEWAY PER DETAIL 6/C1.4. ALSO SEE SHEETS C4.8 & C4.10 FOR DETAILS GRADING.
4. STORM DRAINAGE MANHOLE PER CITY OF AMERICAN CANYON STD DNG 5.01.
5. STORM DRAIN TYPE 1 CATCH BASIN PER CITY OF AMERICAN CANYON STD DNG 5.01.
6. STORM DRAIN JUNCTION BOX PER DETAIL 1/C1.4.
7. STORM DRAIN FLARED END SECTION PER DETAIL 2/C1.4.
8. SANITARY SEWER MANHOLE 60" PER CITY OF AMERICAN CANYON STD DNG 6.01. PROVIDE NEOPHY 100K EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
9. SPACE SEWER PER CITY OF AMERICAN CANYON STD DNG 6.06.
10. SEWER CLEANOUT TO GRADE PER CITY OF AMERICAN CANYON STD DNG 6.10.
11. 2" WATER SERVICE PER DETAIL 1/C1.8.
12. BLOW-OFF ASSEMBLY PER CITY OF AMERICAN CANYON STD DNG 7.04.
13. AIR RELEASE VALVE PER MODIFIED CITY OF AMERICAN CANYON STD DNG 7.05 ON SHEET C1.8.
14. FIRE HYDRANT SYSTEM PER MODIFIED CITY OF AMERICAN CANYON STD DNG 7.03 ON SHEET C1.8.
15. EXISTING 55MM TO BE PROTECTED DURING CONSTRUCTION. PROVIDE NEOPHY 100K EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
16. WATER MAIN COVERING PER MODIFIED CITY OF AMERICAN CANYON STD DNG 7.08 ON SHEET C1.8.
17. STANDARD STREET LIGHT POLE PER CITY OF AMERICAN CANYON STD DNG 8.01.
18. SEE CURB RAMP DETAILS ON SHEET C4.9 AND C4.10.
19. WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET C1.8 AND DETAIL 2/C1.8.
20. STORM DRAIN CLEAN-OUT WITH WATER TIGHT LID PER DETAIL 5/C1.4.
21. CURB CUT AND SPILLWAY PER DETAIL 4/C1.4.
22. STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
23. METER BOXES AND LIDS ARE TO BE TRAFFIC RATED.
24. RAMP MH COVER TO GRADE. CHIMNEY IS NOT TO EXCEED 18" PER CITY OF AMERICAN CANYON STANDARD DRAWING 5.01. INSTALL NEW BARRELL SECTION AS NECESSARY.
25. 4" MOUNTABLE CURB FOR CALTRANS ASTA TYPE D-8.
26. REMOVE EXISTING PIPE AND STRUCTURE WITHIN PUBLIC RIGHT OF WAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 4.01.
27. 4" WIDE VALLEY GUTTER PER DETAIL 2/C1.2.
28. AIRPORT CONNECTOR PER DETAIL 3/C1.2.
29. 22" WIDE DOUBLE LEAF GATE WITH KING BOX PER DETAIL 1/C1.2.

CONTRACTOR TO OBTAIN SEPARATE BUILDING PERMIT APPROVAL FOR FENCE/GATE INSTALLATION.

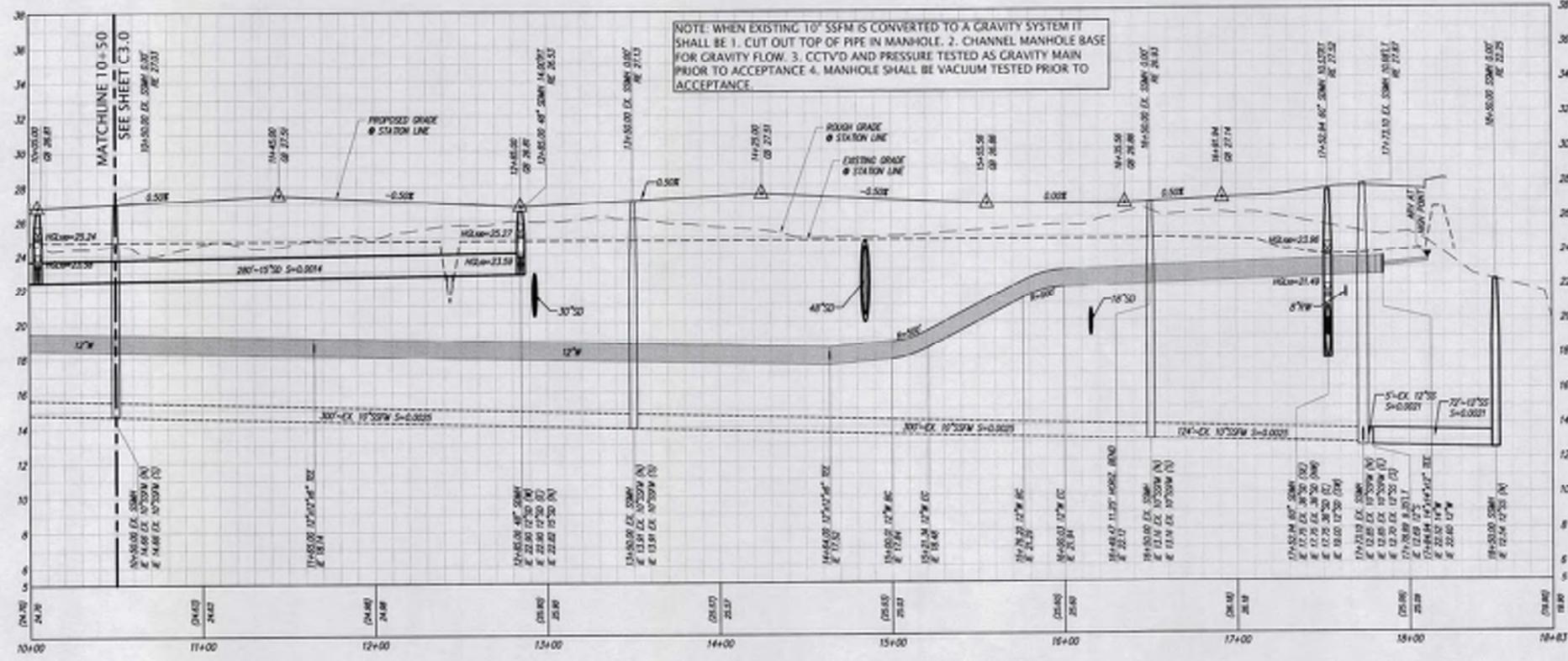
NO.	REVISION	DATE	BY
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	JAM
2	2018.05.27 - 2ND CITY SUBMITTAL	JAM	JAM
3	2018.08.28 - 3RD CITY SUBMITTAL	JAM	JAM
4	2018.11.06 - 4TH CITY SUBMITTAL	JAM	JAM
5	2019.02.22 - 5TH CITY SUBMITTAL	JAM	JAM

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CIVIL ENGINEERS & SURVEYORS, INC.
2810 Collier Canyon Road
Livermore, California 94551
Phone (925) 451-8238
Fax (925) 251-8796

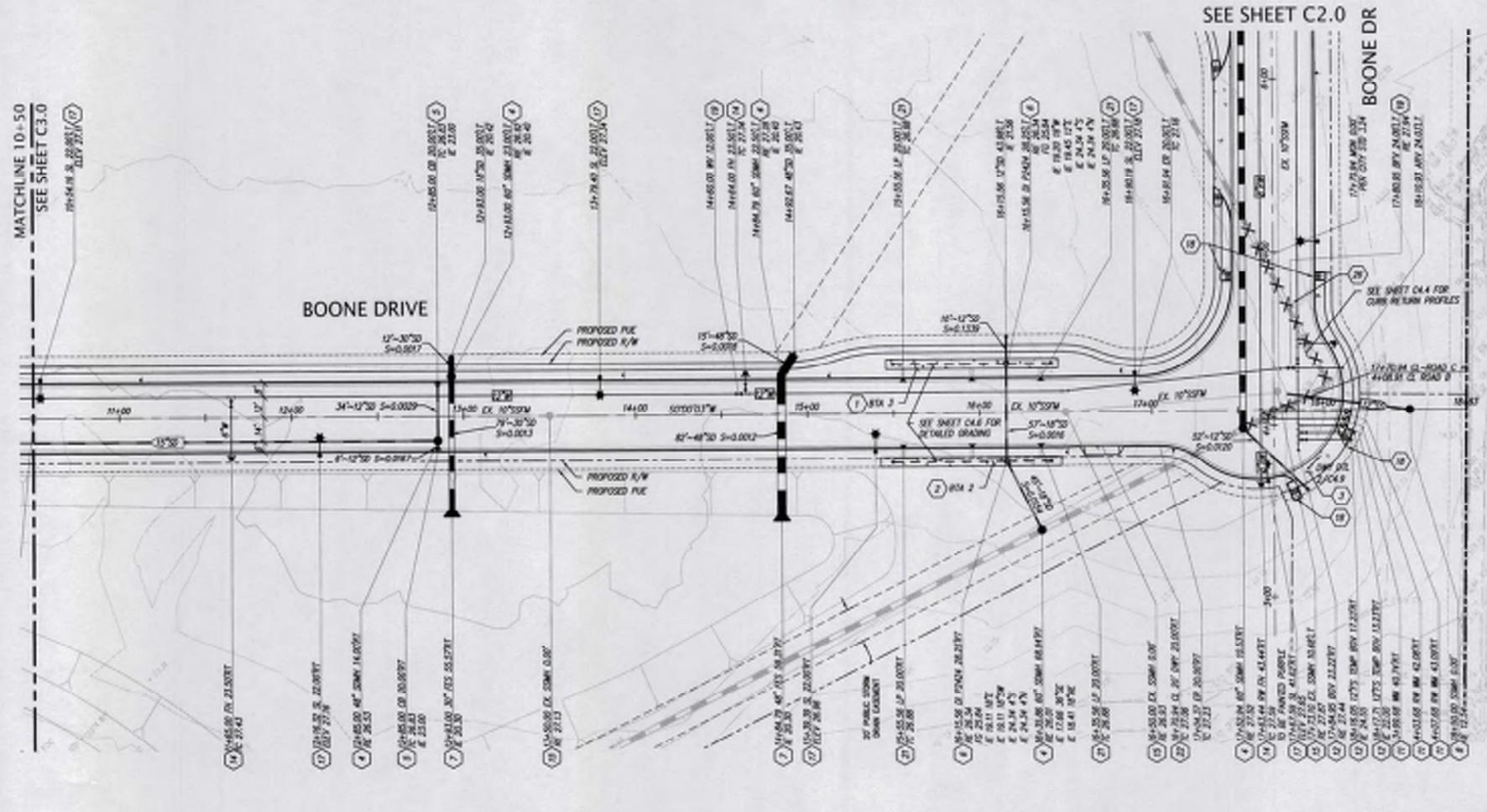
STREET IMPROVEMENT PLAN
BOONE DRIVE
STATION 0+00 TO STATION 10+50
AMERICAN CANYON, CALIFORNIA

DATE: APRIL, 2019
SCALE: 1" = 40'
DESIGNER: JAM
JOB NO.: A11631-8
SHEET: **C3.0**
OF 60 SHEETS

2:10013143835-613331-8-01-NP-16040 C.dwg 4-25-19 04:03:23 PM hnp



PROFILE
SCALE: 1" = 40' HORIZ.
1" = 4' VERT.



SEE SHEET C2.0



0 20 40 80 120
Scale 1" = 40'

KEY NOTES

1. 80'-RETENTION FLASHER WITH SIDEWALK. SEE DETAIL 2/C1.2 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
2. 80'-RETENTION FLASHER WITHOUT SIDEWALK. SEE DETAIL 3/C1.2 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
3. MODIFIED COMMERCIAL DRIVEWAY PER DETAIL 4/C1.4 ALSO SEE SHEETS C4.9 & C4.10 FOR DETAILED GRADING.
4. STORM DRAIN MANHOLE PER CITY OF AMERICAN CANYON STD DWG 5.01.
5. STORM DRAIN TYPE 1 CAST IRON BASKIN PER CITY OF AMERICAN CANYON STD DWG 5.03.
6. STORM DRAIN D/JUNCTION BOX PER DETAIL 1/C1.4.
7. STORM DRAIN FLARED END SECTION PER DETAIL 2/C1.4.
8. SANITARY SEWER MANHOLE 60" PER CITY OF AMERICAN CANYON STD DWG 5.04. PROVIDE RECEPTY TUBE EPXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
9. SERVICE SEWER PER CITY OF AMERICAN CANYON STD DWG 5.08.
10. SEWER CLEANOUT TO GRADE PER CITY OF AMERICAN CANYON STD DWG 5.10.
11. 2" WATER SERVICE PER DETAIL 1/C1.8.
12. BLOW-OFF ASSEMBLY PER CITY OF AMERICAN CANYON STD DWG 7.04.
13. AIR RELEASE VALVE PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.05 ON SHEET C1.8.
14. FIRE HYDRANT SYSTEM PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.07 ON SHEET C1.8.
15. EXISTING SOBM TO BE PROTECTED DURING CONSTRUCTION. PROVIDE RECEPTY TUBE EPXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
16. WATER MAIN LENDING PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.09 ON SHEET C1.8.
17. STANDARD STREET LIGHT POLE PER CITY OF AMERICAN CANYON STD DWG 8.01.
18. SEE CURB RAMP DETAILS ON SHEET C4.9 AND C4.10.
19. WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET C1.8 AND DETAIL 2/C1.8.
20. STORM DRAIN CLEAN-OUT WITH WATER TIGHT LIP PER DETAIL 5/C1.4.
21. CURB CUT AND SPILLWAY PER DETAIL 4/C1.4.
22. STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
23. METER BOXES AND LIDS ARE TO BE TRAFFIC RATED.
24. RAISE MY COVER TO GRADE. CHIMNEY IS NOT TO EXCEED 18" PER CITY OF AMERICAN CANYON STANDARD DRAWING 5.01. INSTALL NEW BARRELL SECTION AS NECESSARY.
25. 4" MOUNTABLE CURB PER CALTRANS A874 TYPE D-4.
26. REMOVE EXISTING PIPE AND STRUCTURE WITHIN PUBLIC RIGHT OF WAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 4.01.
27. 4" WIDE VALLEY GUTTER PER DETAIL 2/C1.2.
28. AIRPORT CONNECTOR PER DETAIL 3/C1.2.
29. 22" WIDE DOUBLE LEAF GATE WITH KNOX BOX PER DETAIL 1/C1.2.



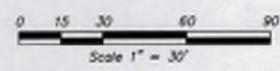
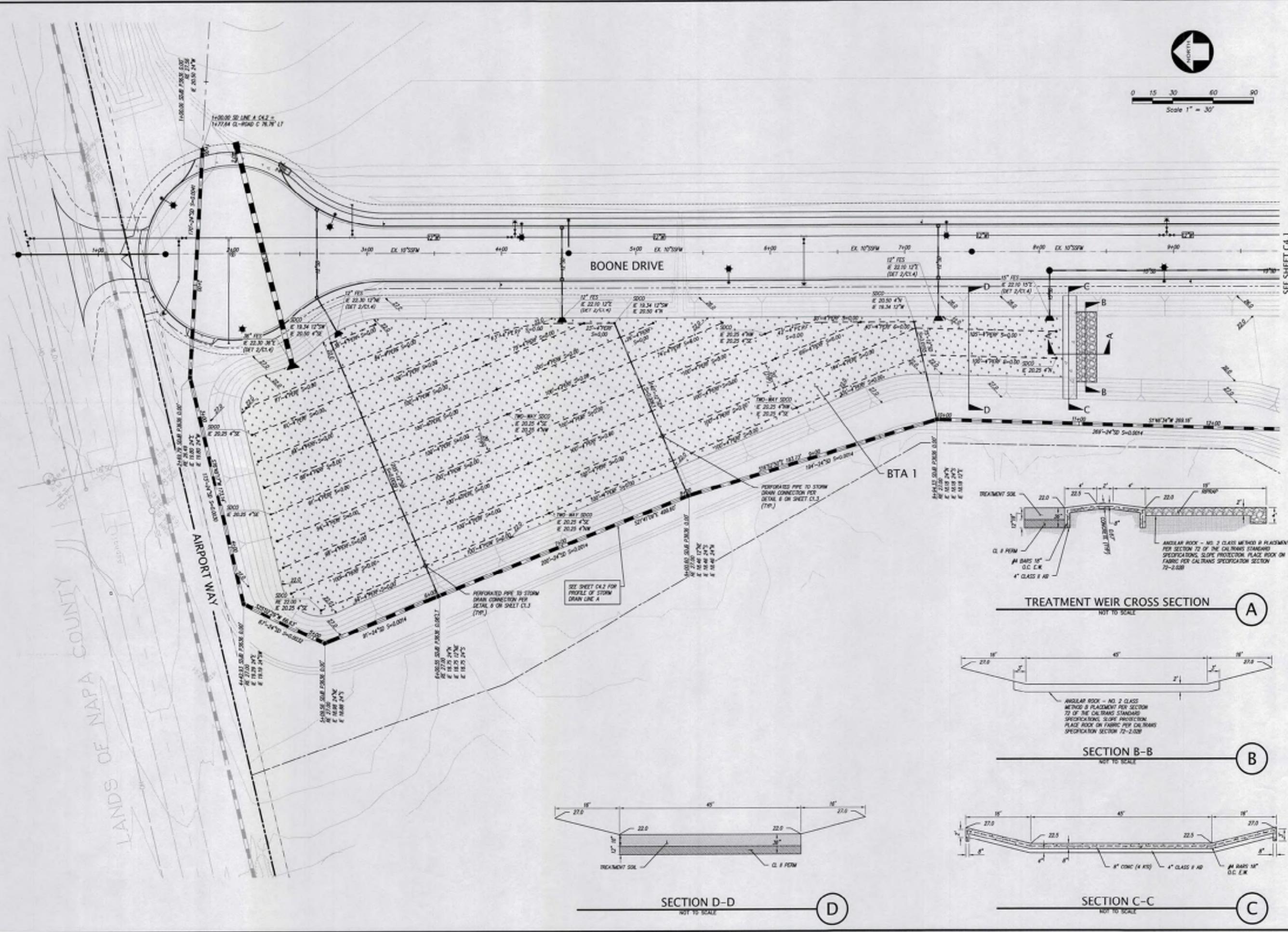
KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2810 Collier Canyon Road
Livermore, California 94551
Phone (925) 445-8768
Fax (925) 445-8796

STREET IMPROVEMENT PLAN
BOONE DRIVE
STATION 10+50 TO STATION 18+83
AMERICAN CANYON,
CALIFORNIA

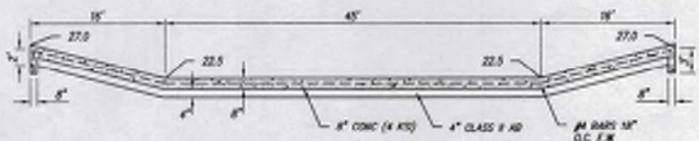
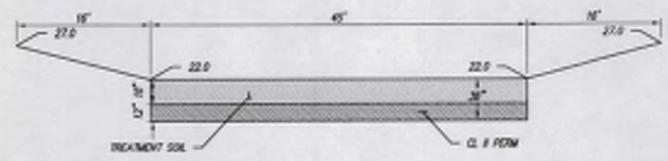
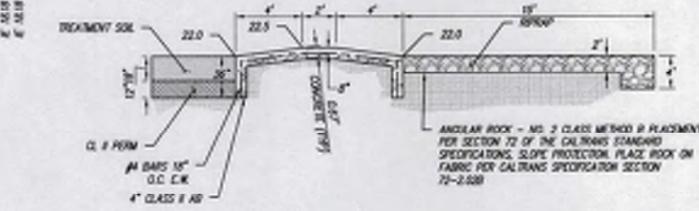
DATE	APRIL 2019
SCALE	1" = 40'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C3.1
OF	60 SHEETS

NO.	NO.	BY	DATE	REVISION
1	1	JAM	2019.04.12	0TH CITY SUBMITTAL
2	2	JAM	2019.04.12	0TH CITY SUBMITTAL
3	3	JAM	2019.04.12	0TH CITY SUBMITTAL
4	4	JAM	2019.04.12	0TH CITY SUBMITTAL
5	5	JAM	2019.04.12	0TH CITY SUBMITTAL
6	6	JAM	2019.04.12	0TH CITY SUBMITTAL
7	7	JAM	2019.04.12	0TH CITY SUBMITTAL
8	8	JAM	2019.04.12	0TH CITY SUBMITTAL
9	9	JAM	2019.04.12	0TH CITY SUBMITTAL
10	10	JAM	2019.04.12	0TH CITY SUBMITTAL
11	11	JAM	2019.04.12	0TH CITY SUBMITTAL
12	12	JAM	2019.04.12	0TH CITY SUBMITTAL
13	13	JAM	2019.04.12	0TH CITY SUBMITTAL
14	14	JAM	2019.04.12	0TH CITY SUBMITTAL
15	15	JAM	2019.04.12	0TH CITY SUBMITTAL
16	16	JAM	2019.04.12	0TH CITY SUBMITTAL
17	17	JAM	2019.04.12	0TH CITY SUBMITTAL
18	18	JAM	2019.04.12	0TH CITY SUBMITTAL
19	19	JAM	2019.04.12	0TH CITY SUBMITTAL
20	20	JAM	2019.04.12	0TH CITY SUBMITTAL
21	21	JAM	2019.04.12	0TH CITY SUBMITTAL
22	22	JAM	2019.04.12	0TH CITY SUBMITTAL
23	23	JAM	2019.04.12	0TH CITY SUBMITTAL
24	24	JAM	2019.04.12	0TH CITY SUBMITTAL
25	25	JAM	2019.04.12	0TH CITY SUBMITTAL
26	26	JAM	2019.04.12	0TH CITY SUBMITTAL
27	27	JAM	2019.04.12	0TH CITY SUBMITTAL
28	28	JAM	2019.04.12	0TH CITY SUBMITTAL
29	29	JAM	2019.04.12	0TH CITY SUBMITTAL
30	30	JAM	2019.04.12	0TH CITY SUBMITTAL

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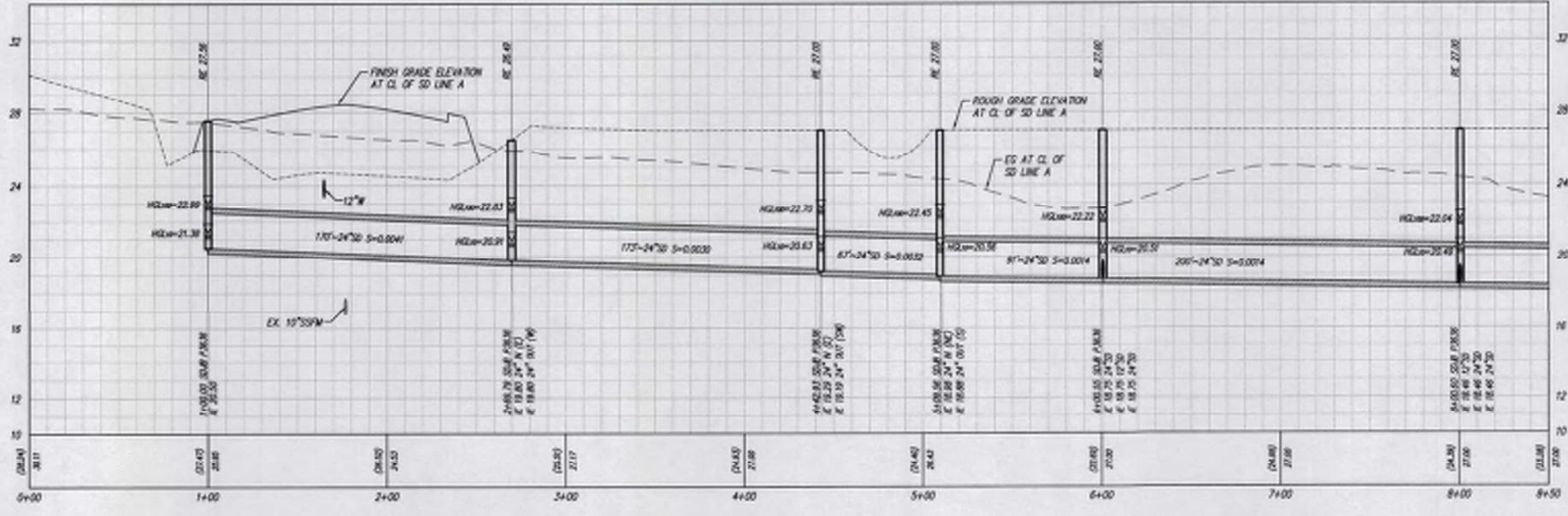
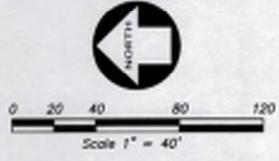


SEE SHEET C4.1

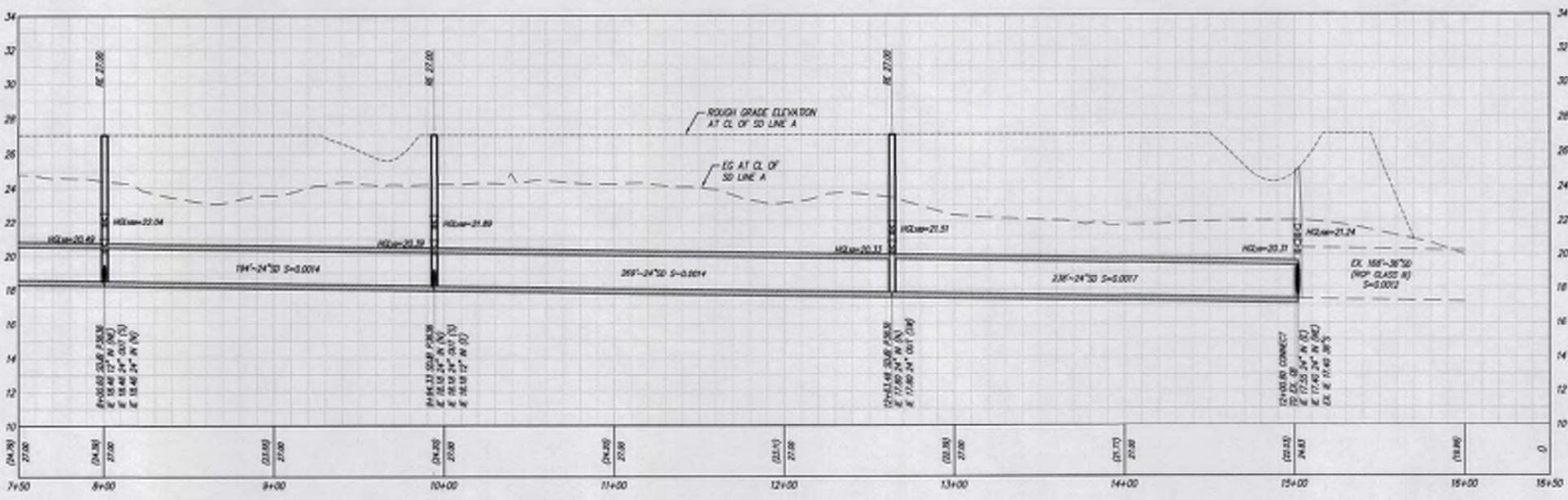


REVISION	NO.	DATE	BY	CHKD.
2019.04.22 - 5TH CITY SUBMITTAL	1		JAM	
2018.06.27 - 2ND CITY SUBMITTAL	2		JAM	
2018.06.26 - 3RD CITY SUBMITTAL	3		JAM	
2018.11.06 - 4TH CITY SUBMITTAL	4		JAM	
2019.02.22 - 5TH CITY SUBMITTAL	5		JAM	

KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC. 2858 Collier Canyon Road Livermore, California 94551 Phone (925) 245-8788 Fax (925) 245-8796	
CALIFORNIA AMERICAN CANYON	
STREET IMPROVEMENT PLAN BASIN GRADING & DRAINAGE PLAN	
DATE	APRIL, 2019
SCALE	1" = 30'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.0
OF	60 SHEETS



PROFILE
1" = 40' HORIZ.
1" = 4' VERT.



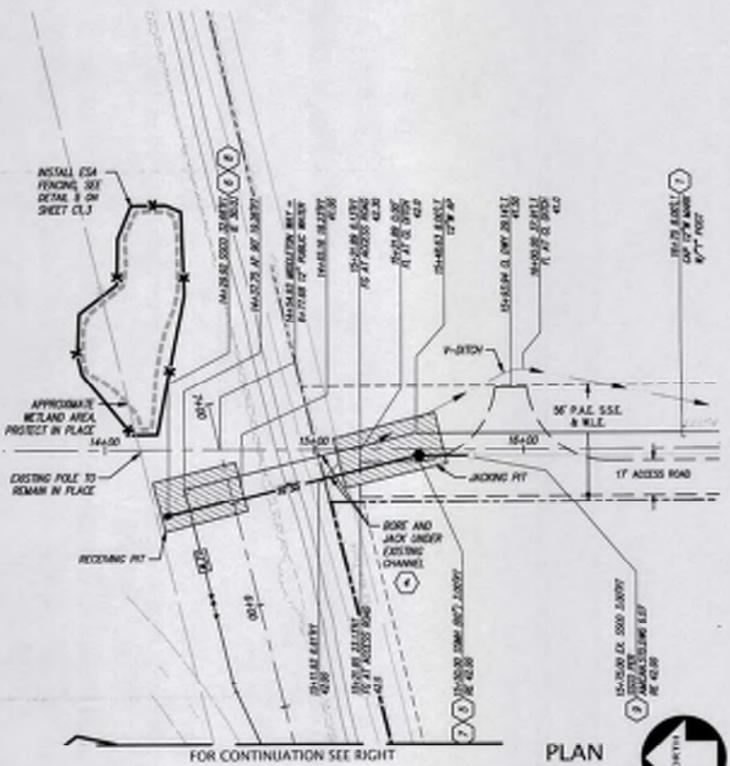
PROFILE
SCALE: 1" = 40' HORIZ.
1" = 4' VERT.

REV.	NO.	DATE	DESCRIPTION
1	1	JAN 2019	2019.04.12 - 6TH CITY SUBMITTAL
2	2	JAN 2019	2019.04.20 - 1ST CITY SUBMITTAL
3	3	JAN 2019	2019.06.27 - 2ND CITY SUBMITTAL
4	4	JAN 2019	2019.08.26 - 3RD CITY SUBMITTAL
5	5	JAN 2019	2019.11.06 - 4TH CITY SUBMITTAL
6	6	JAN 2019	2019.02.22 - 5TH CITY SUBMITTAL

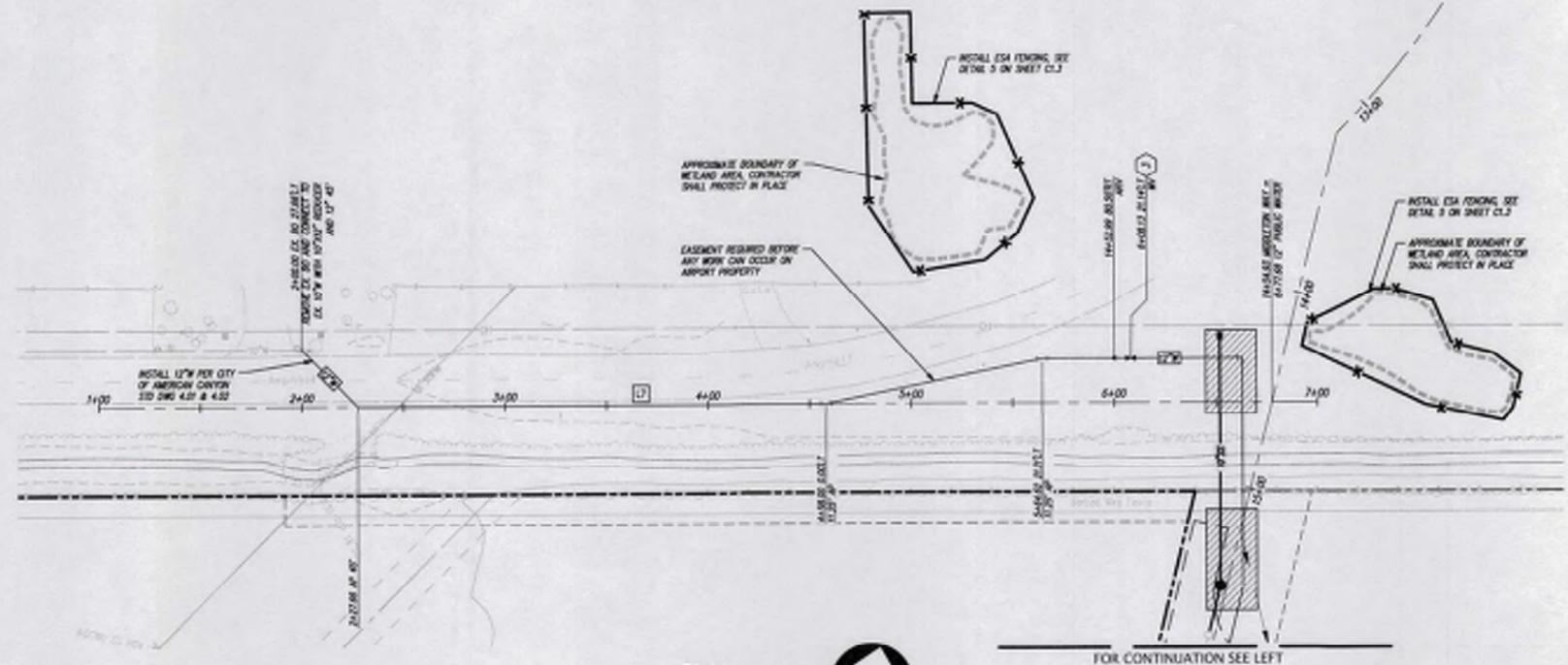
KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2855 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8756
Fax (925) 245-8796

STREET IMPROVEMENT PLAN
SD LINE A PROFILE
STATION 0+00 TO STATION 16+50
AMERICAN CANYON, CALIFORNIA

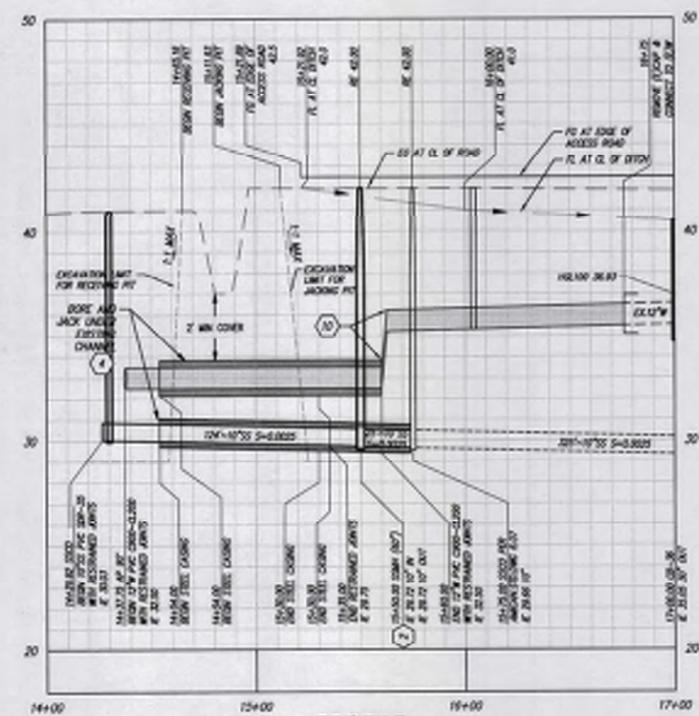
DATE	APRIL, 2019
SCALE	AS SHOWN
DESIGNER	JAM
JOB NO.	A13531-8
SHEET	C4.2
OF	60 SHEETS



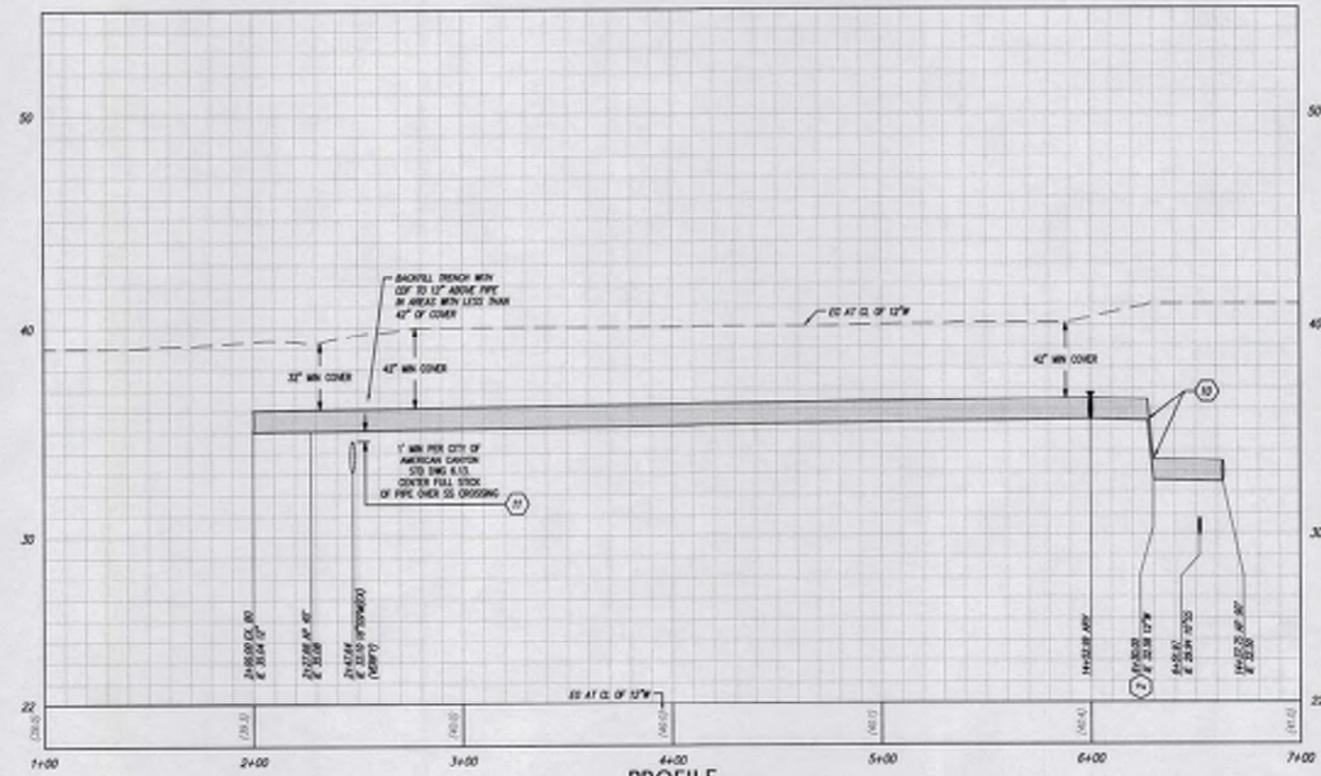
PLAN
SCALE: 1" = 40'



PLAN
SCALE: 1" = 40'



PROFILE
1" = 40' HORIZ.
1" = 4' VERT.



PROFILE
1" = 40' HORIZ.
1" = 4' VERT.

KEY NOTES

- 1 BLOW-OFF ASSEMBLY PER CITY OF AMERICAN CANYON STD DWG 7.04
- 2 WATER MAIN LOWERING PER CITY OF AMERICAN CANYON STD DWG 7.09
- 3 WATER VALVE PER CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11
- 4 SEE BORE AND JACK NOTES ON SHEET CL.1 AND DETAIL 1 ON SHEET CL.3 FOR DETAILS
- 5 STANDARD SLOTTED MANHOLE 60" PER CITY OF AMERICAN CANYON STD DWG 6.02
- 6 SLOTTED CLEANOUT TO GRADE PER CITY OF AMERICAN CANYON STD DWG 6.07
- 7 RAISE 30MM 12" ABOVE GRADE WHEN ACCESS ROAD IS ABANDONED
- 8 RAISE 5500 12" ABOVE GRADE WHEN ACCESS ROAD IS ABANDONED
- 9 REMOVE EXISTING 5500 CONNECT 10"SS TO EXISTING 10"SS
- 10 THRUST BLOCK/ANCHOR BLOCK PER AMERICAN CANYON STD DWG 7.12
- 11 UNDERPASSING IF NECESSARY SHALL BE PER AMERICAN CANYON STD DWG 7.09 WITH FULL STOK OF D.I.P. COVERED UNDER SS

NO.	REVISION	DATE	BY	NO.	REVISION	DATE	BY
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	JAM	2	2019.04.12 - 6TH CITY SUBMITTAL	JAM	JAM
2	2018.06.27 - 2ND CITY SUBMITTAL	JAM	JAM				
3	2018.08.26 - 3RD CITY SUBMITTAL	JAM	JAM				
4	2018.11.26 - 4TH CITY SUBMITTAL	JAM	JAM				
5	2019.02.22 - 5TH CITY SUBMITTAL	JAM	JAM				

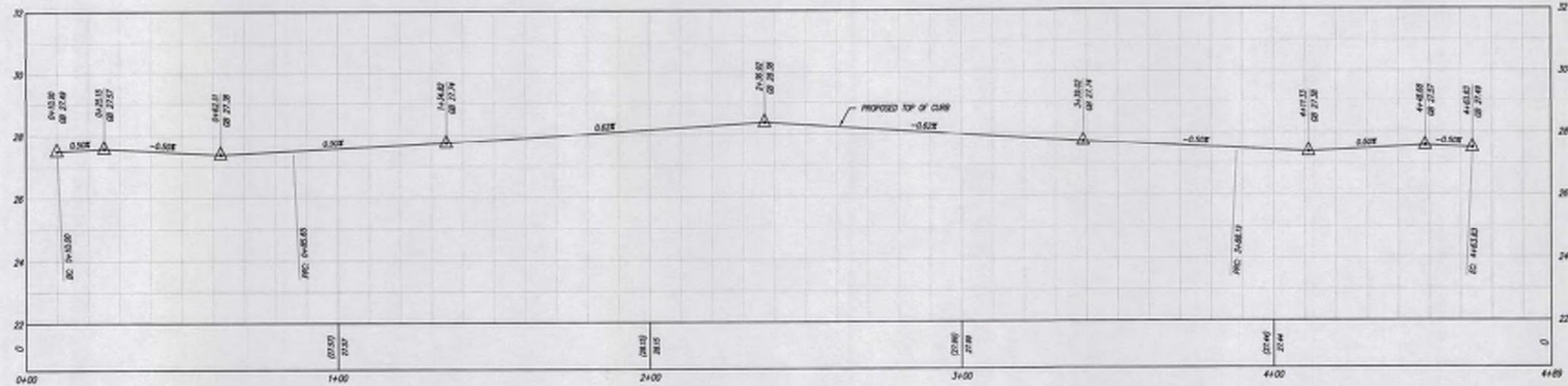
KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2858 Colton Canyon Road
Livermore, California 94551
Phone (925) 245-4788
Fax (925) 245-4796

STREET IMPROVEMENT PLAN
BORE AND JACK PLAN AND PROFILE

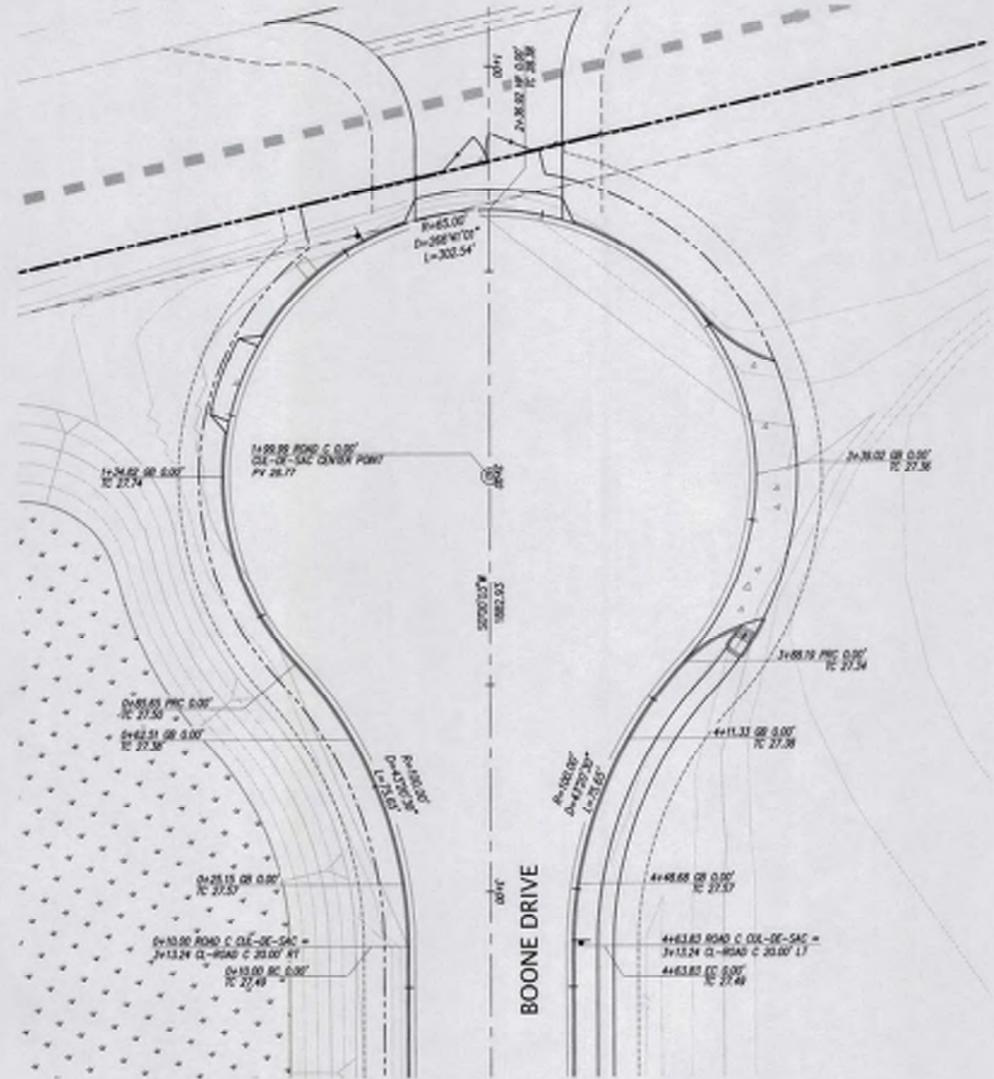
AMERICAN CANYON, CALIFORNIA

DATE	APRIL, 2019
SCALE	
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.3
OF	60 SHEETS

D:\2019\A1951-8-01-8P-CURB RETURN PROFILE.dwg 4-25-19 14:08:45 PM kshw



PROFILE
SCALE: 1" = 20' HORIZ.
1" = 2' VERT.
ROAD C CUL-DE-SAC



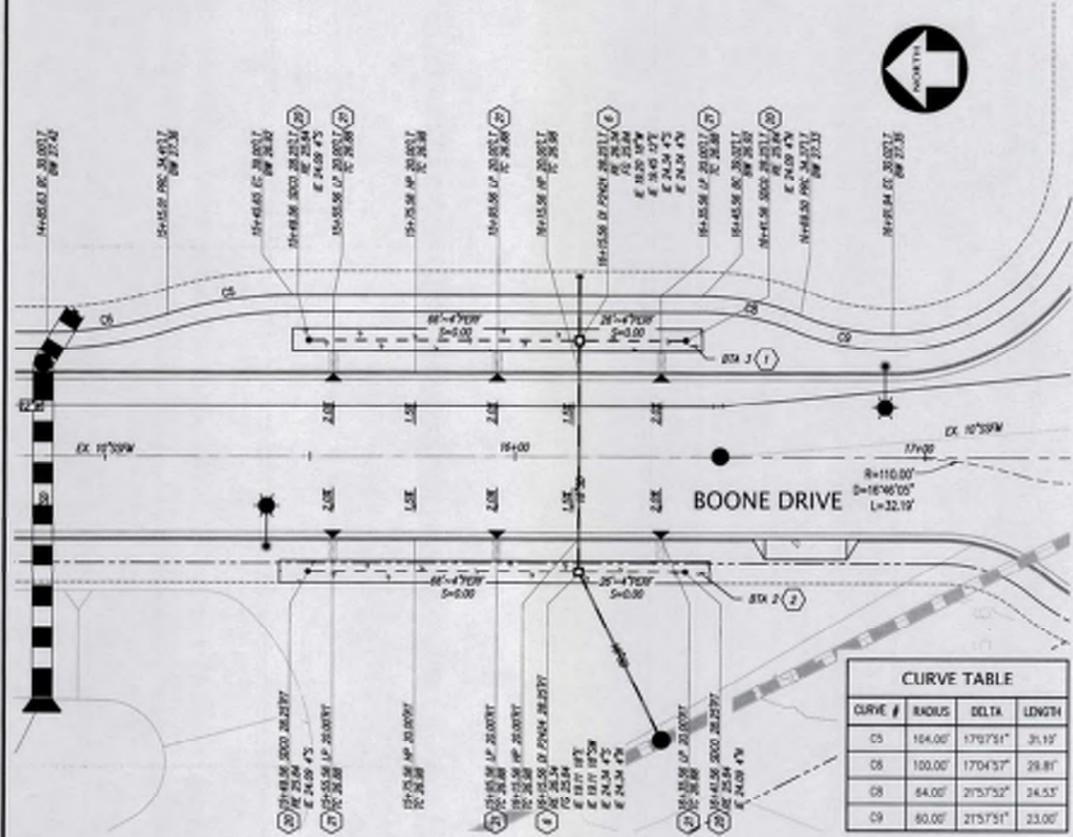
REV	NO.	REVISION	DATE
1	1	2019.02.22 - 5TH CITY SUBMITTAL	JAN
2	2	2018.11.06 - 4TH CITY SUBMITTAL	JAN
3	3	2018.08.26 - 3RD CITY SUBMITTAL	JAN
4	4	2018.06.27 - 2ND CITY SUBMITTAL	JAN
5	5	2018.04.20 - 1ST CITY SUBMITTAL	JAN



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2018 Collier Canyon Road
Livermore, California 94551
Phone (925) 445-8708
Fax (925) 445-8706

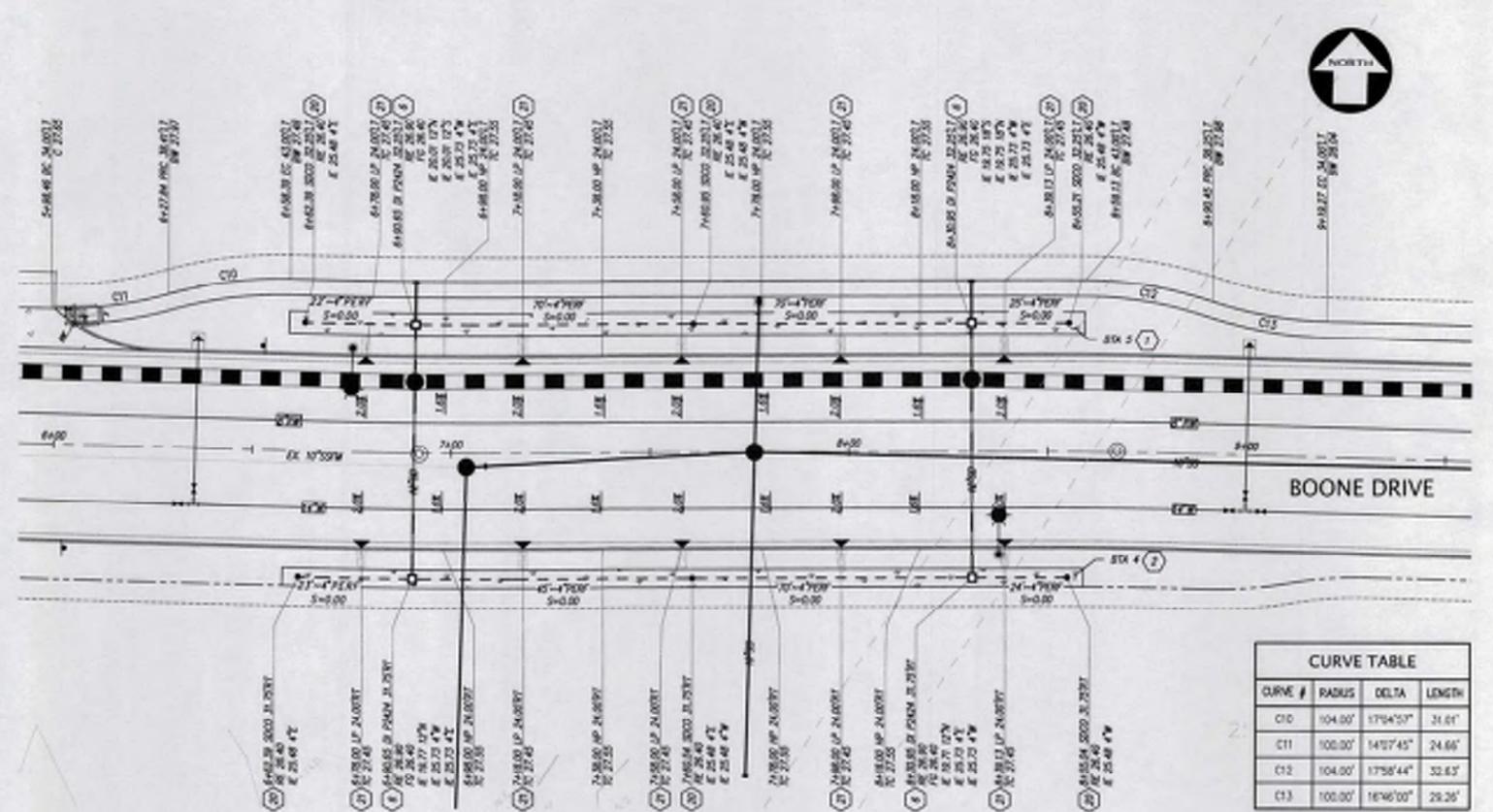
STREET IMPROVEMENT PLAN
CURB RETURN PROFILE
AMERICAN CANYON,
CALIFORNIA

DATE	APRIL 2019
SCALE	1" = 20'
DESIGNER	JAM
JOB NO.	A1951-8
SHEET	C4.5
OF	60 SHEETS



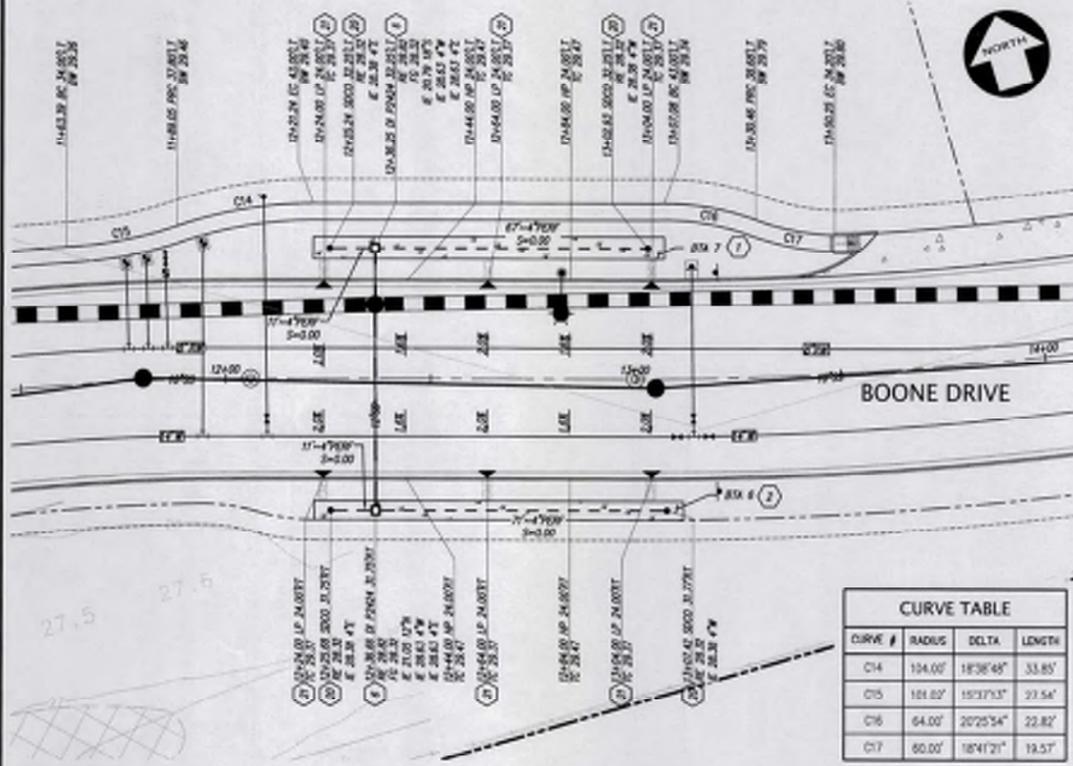
DETAIL GRADING - BTA 2 AND 3

SCALE: 1" = 20'



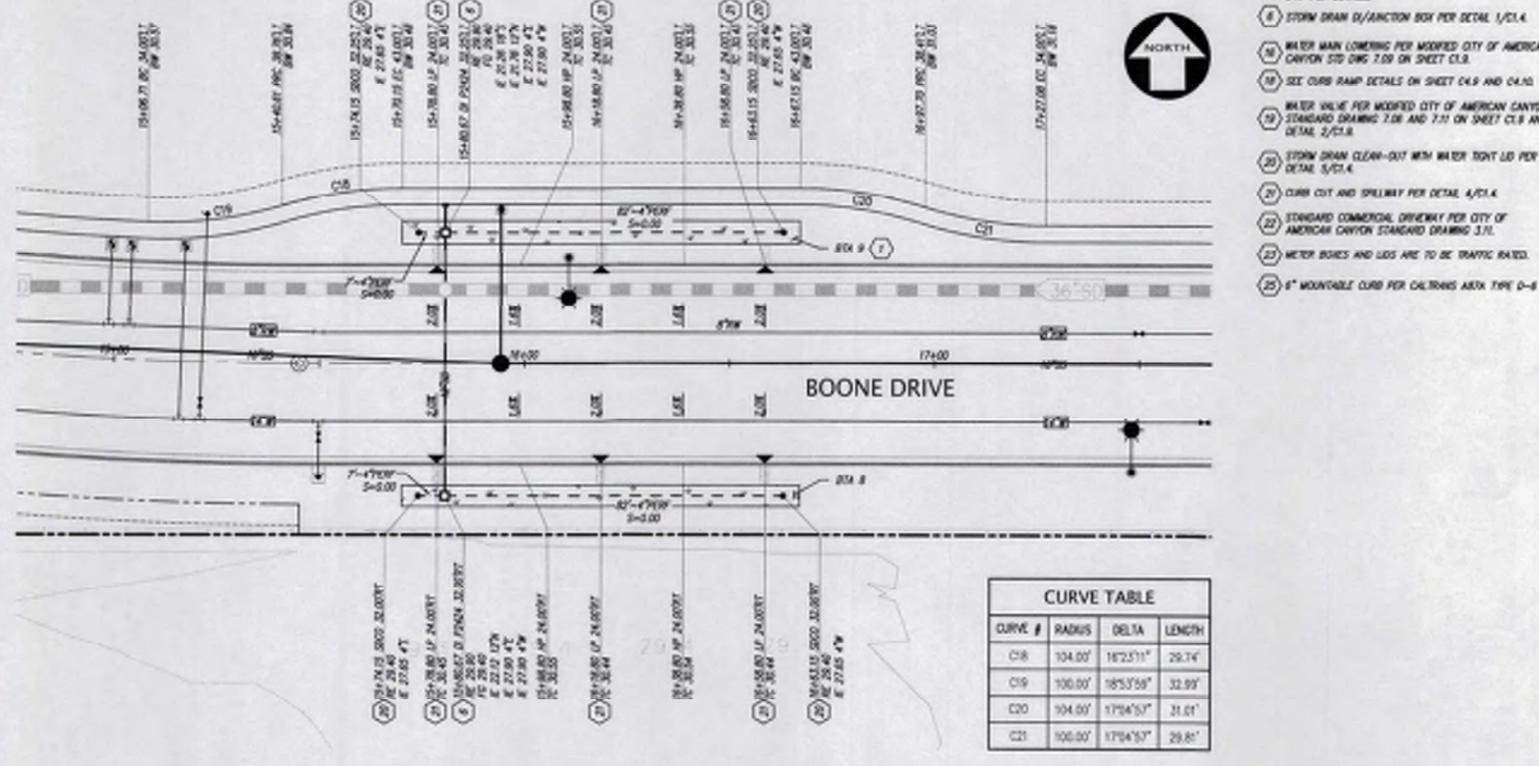
DETAIL GRADING - BTA 4 AND 5

SCALE: 1" = 20'



DETAIL GRADING - BTA 6 AND 7

SCALE: 1" = 20'



DETAIL GRADING - BTA 8 AND 9

SCALE: 1" = 20'

CURVE TABLE

CURVE #	RADIUS	DELTA	LENGTH
C10	104.00'	179°50'	31.61'
C11	100.00'	149°45'	24.66'
C12	104.00'	175°04'	32.63'
C13	100.00'	16°00'	29.26'

KEY NOTES

1. BIO-RETENTION PLANTER WITH SIDEWALK. SEE DETAIL 2/21.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
2. STORM DRAIN DI/APRON BOX PER DETAIL 1/21.4.
3. WATER MAIN LOWERING PER MODIFIED CITY OF AMERICAN CANYON STD DNG 7.09 ON SHEET C1.8.
4. SEE CURB RAMP DETAILS ON SHEET C4.9 AND C4.10.
5. WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET C1.8 AND DETAIL 2/21.8.
6. STORM DRAIN CLEAN-OUT WITH WATER TIGHT LID PER DETAIL 5/21.4.
7. CURB CUT AND SPILLWAY PER DETAIL 4/21.4.
8. STANDARD COMMERCIAL OFFICERY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
9. METEOR BORES AND LIDS ARE TO BE TRAFFIC RATED.
10. 6" MOVABLE CURB PER CALTRANS ARTX TYPE D-6.

NO.	REVISION	BY	NO.	REVISION
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	1	2019.04.12 - 6TH CITY SUBMITTAL
2	2018.06.27 - 2ND CITY SUBMITTAL	JAM	2	2019.04.12 - 6TH CITY SUBMITTAL
3	2018.08.26 - 3RD CITY SUBMITTAL	JAM	3	2019.04.12 - 6TH CITY SUBMITTAL
4	2018.11.06 - 4TH CITY SUBMITTAL	JAM	4	2019.04.12 - 6TH CITY SUBMITTAL
5	2019.02.22 - 5TH CITY SUBMITTAL	JAM	5	2019.04.12 - 6TH CITY SUBMITTAL

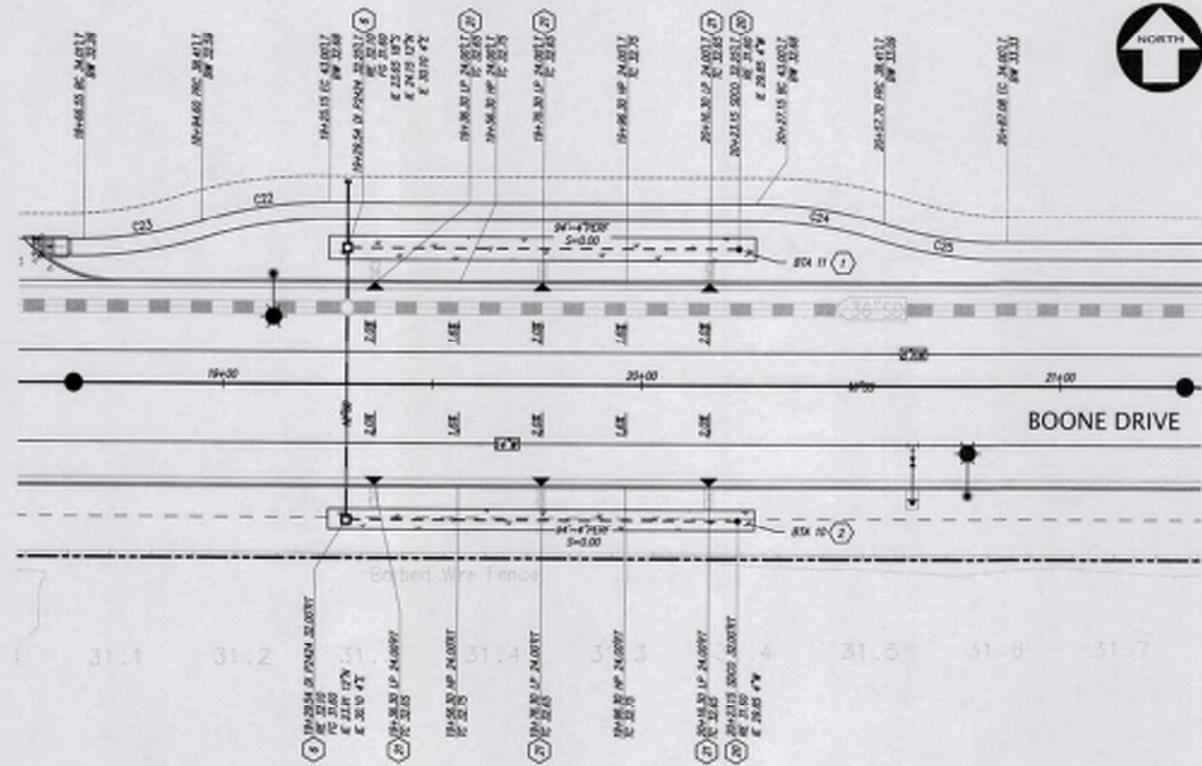


KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2855 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 245-8788
 Fax (925) 245-8796

STREET IMPROVEMENT PLAN
BTA GRADING DETAILS

AMERICAN CANYON, CALIFORNIA

DATE	APRIL, 2019
SCALE	1" = 50'
DESIGNER	JAM
JOB NO.	A13631-S
SHEET	C4.6
OF	60 SHEETS



CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C22	104.00'	170°45'	31.01'
C23	100.00'	161°34'	28.50'
C24	104.00'	170°45'	31.01'
C25	100.00'	170°45'	29.81'

DETAIL GRADING - BTA 10 AND 11

SCALE: 1" = 20'

KEY NOTES

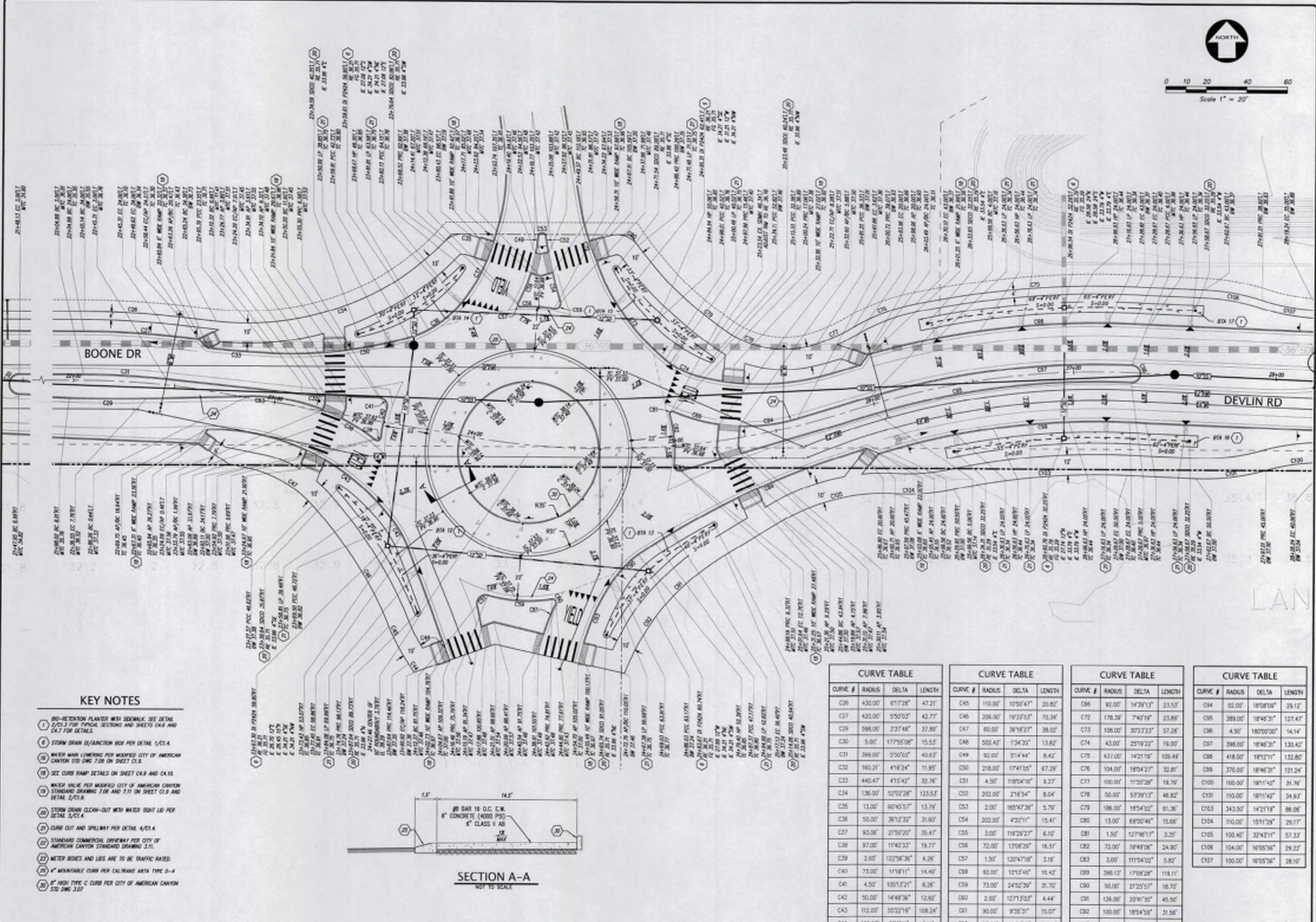
- 1) 80-REVISION PLASTER WITH SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
- 2) STORM DRAIN 12" DIAMETER BOX PER DETAIL 1/C1.4.
- 3) WATER MAIN LOWERING PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.00 ON SHEET C1.5.
- 4) SEE CURB RAMP DETAILS ON SHEET C4.9 AND C4.10.
- 5) WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET C1.5 AND DETAIL 2/C1.8.
- 6) STORM DRAIN CLEAN-OUT WITH WATER TIGHT LID PER DETAIL 3/C1.4.
- 7) CURB CUT AND SPURWAY PER DETAIL 4/C1.4.
- 8) STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
- 9) METER BOXES AND LIDS ARE TO BE TRAFFIC RATED.
- 10) 6" MOUNTABLE CURB PER CALTRANS AREA TYPE D-4.

NO.	BY	DATE	REVISION
1	JAM	2018.04.20	1ST CITY SUBMITTAL
2	JAM	2018.06.27	2ND CITY SUBMITTAL
3	JAM	2018.08.26	3RD CITY SUBMITTAL
4	JAM	2018.11.05	4TH CITY SUBMITTAL
5	JAM	2019.02.22	5TH CITY SUBMITTAL



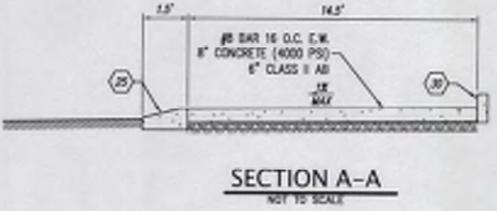
KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2810 Collier Canyon Road
 Livermore, California 94551
 Phone: (925) 245-8788
 Fax: (925) 245-8796

STREET IMPROVEMENT PLAN		DATE	APRIL, 2019
BTA GRADING DETAILS		SCALE	1" = 50'
AMERICAN CANYON, CALIFORNIA		DESIGNER	JAM
		JOB NO.	A12631-8
		SHEET	C4.7
		OF	60 SHEETS



KEY NOTES

- 1) 60-RETENTION PLANTER WITH SIDEWALK. SEE DETAIL 2/CL4 FOR TYPICAL SECTIONS AND SHEETS C4.5 AND C4.7 FOR DETAILS.
- 2) STORM DRAIN DI/AP/CONC BOX PER DETAIL 1/CL4.
- 3) WATER MAIN LOWERING PER MODIFIED CITY OF AMERICAN CANYON STD DWG 710 ON SHEET CL.5.
- 4) SEE CURB RAMP DETAILS ON SHEET C4.5 AND C4.13.
- 5) WATER MAIN PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 710 AND 711 ON SHEET CL.5 AND DETAIL 2/CL.5.
- 6) STORM DRAIN CLEAN-OUT WITH WATER TIGHT LID PER DETAIL 5/CL.4.
- 7) CURB CUT AND SPILLWAY PER DETAIL 4/CL.4.
- 8) STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 1.1.
- 9) METER BOXES AND LIDS ARE TO BE TRAFFIC RATED.
- 10) 4" MOUNTABLE CURB PER CALTRANS ARD# TRC 0-4.
- 11) 6" HIGH TYPE C CURB PER CITY OF AMERICAN CANYON STD DWG 1.07.



CURVE TABLE				CURVE TABLE				CURVE TABLE				CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH	CURVE #	RADIUS	DELTA	LENGTH	CURVE #	RADIUS	DELTA	LENGTH	CURVE #	RADIUS	DELTA	LENGTH
C26	430.00	67.728°	47.21	C45	110.00	1070.47°	20.82	C66	92.00	14739.17°	23.53	C84	92.00	18708.09°	29.12
C27	420.00	550.03°	42.77	C46	268.00	1937.53°	39.34	C72	170.39	7407.19°	23.89	C95	389.00	18748.31°	127.47
C28	588.00	377.48°	37.89	C47	60.00	3678.27°	38.02	C73	108.00	3072.23°	57.28	C96	4.50	180702.00°	14.14
C29	5.00	17759.08°	15.53	C48	502.42	1747.35°	15.82	C74	43.00	2519.22°	19.00	C97	388.00	18748.31°	130.42
C30	399.00	570.03°	40.63	C49	92.00	514.44°	8.42	C75	437.00	1421.19°	109.49	C98	418.00	18712.11°	132.80
C31	160.21	478.24°	11.95	C50	218.00	1741.05°	67.29	C76	194.00	18742.71°	32.81	C99	370.00	18748.31°	121.24
C32	440.47	475.42°	32.78	C51	4.50	18874.16°	9.27	C77	100.00	11207.28°	19.79	C100	100.00	18711.42°	31.76
C33	138.00	5370.28°	123.53	C52	202.00	218.54°	8.04	C78	50.00	5373.13°	48.82	C101	110.00	18711.42°	34.83
C34	13.00	6045.57°	13.79	C53	2.00	18547.36°	5.79	C79	186.00	18742.71°	61.26	C102	343.50	14211.9°	86.06
C35	50.00	3672.32°	31.60	C54	202.00	472.11°	15.41	C80	13.00	6907.48°	15.66	C103	110.00	1511.29°	29.17
C36	97.00	11407.33°	19.77	C55	3.00	11828.27°	6.10	C81	1.00	12796.17°	3.25	C104	100.40	32743.11°	57.33
C37	93.00	21767.20°	35.47	C56	72.00	13708.29°	16.51	C82	72.00	19497.06°	24.90	C105	104.00	18705.56°	29.22
C38	2.00	122756.36°	4.29	C57	1.50	12047.18°	3.16	C83	3.00	111194.02°	5.82	C106	104.00	18705.56°	29.22
C39	73.00	11781.11°	14.40	C58	82.00	1013.45°	16.42	C84	390.13	17789.28°	118.11	C107	100.00	18705.56°	28.10
C40	4.50	1957.21°	8.26	C59	73.00	2452.39°	31.70	C85	90.00	2125.51°	18.70				
C41	50.00	1448.36°	12.92	C60	2.00	12717.03°	4.44	C86	128.00	2941.50°	45.50				
C42	112.00	59227.19°	108.24	C61	90.00	935.31°	15.07	C87	100.00	18747.59°	31.58				
C43	100.00	275.61°	5.11	C62	97.00	22281.6°	38.07								

STREET IMPROVEMENT PLAN
ROUNDABOUT GRADING

AMERICAN CANYON, CALIFORNIA

DATE: APRIL, 2019
SCALE: 1" = 50'
DESIGNER: JAM
JOB NO.: A13631-8
SHEET: C4.8 OF 60 SHEETS

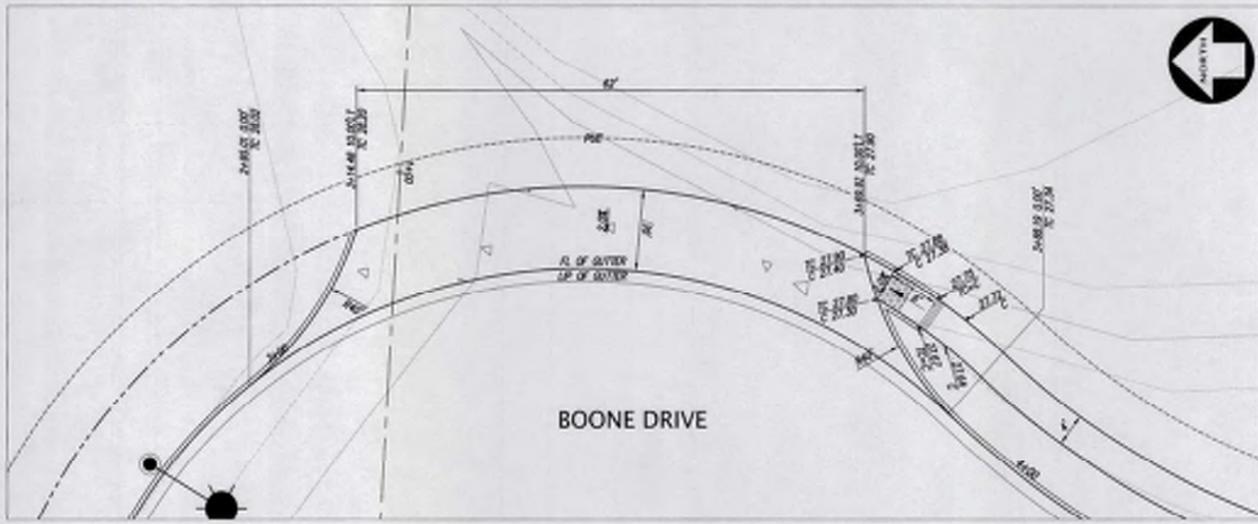
PERMIT SET 8-7-2019

KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
1855 Colton Campus Road
Livermore, California 94551
Phone (925) 245-8708
Fax (925) 245-8796

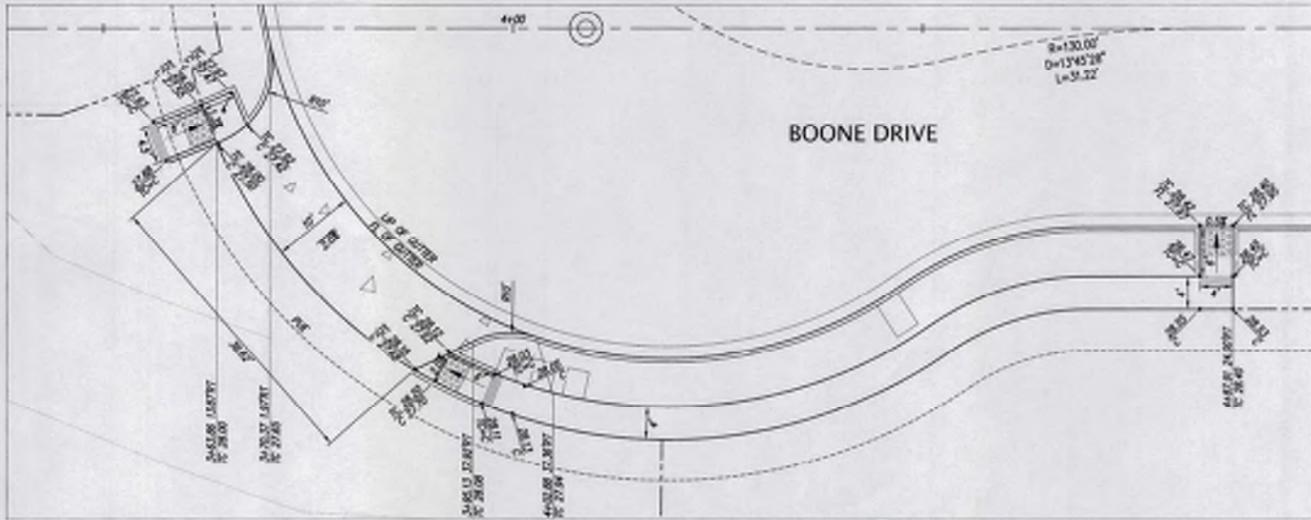
Professional Engineer Seal: No. 22309, State of California, Civil Engineering, Exp. 12/31/2019.

NO.	REVISION	BY	DATE
1	2018.04.23 - 1ST CITY SUBMITTAL	JAM	JAM
2	2018.04.23 - 8TH CITY SUBMITTAL	JAM	JAM
3	2018.06.27 - 2ND CITY SUBMITTAL	JAM	JAM
4	2018.08.16 - 3RD CITY SUBMITTAL	JAM	JAM
5	2018.11.06 - 4TH CITY SUBMITTAL	JAM	JAM
6	2019.02.22 - 5TH CITY SUBMITTAL	JAM	JAM
7	2019.04.12 - 6TH CITY SUBMITTAL	JAM	JAM
8	2019.06.28 - CHD MANDATED REVISIONS	JAM	JAM

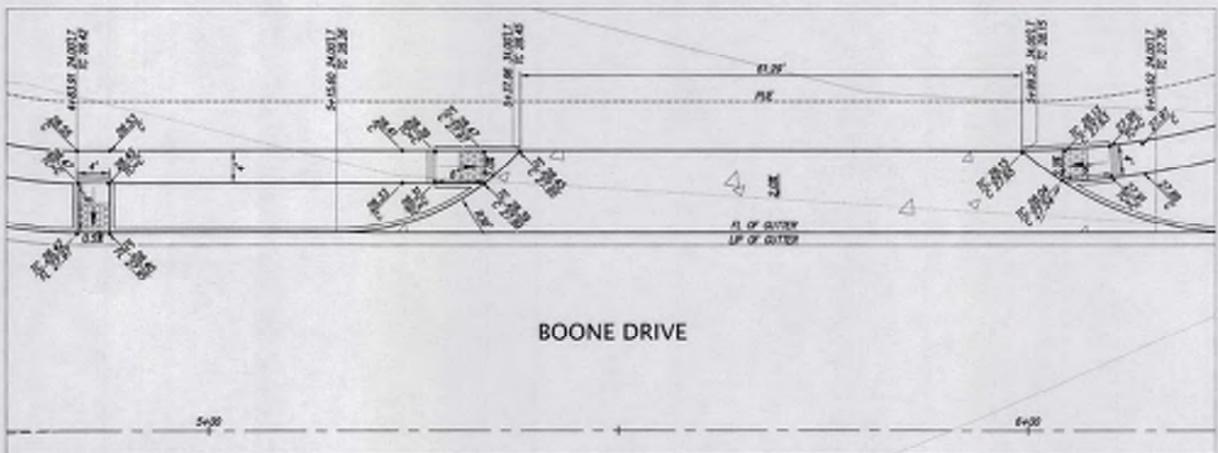
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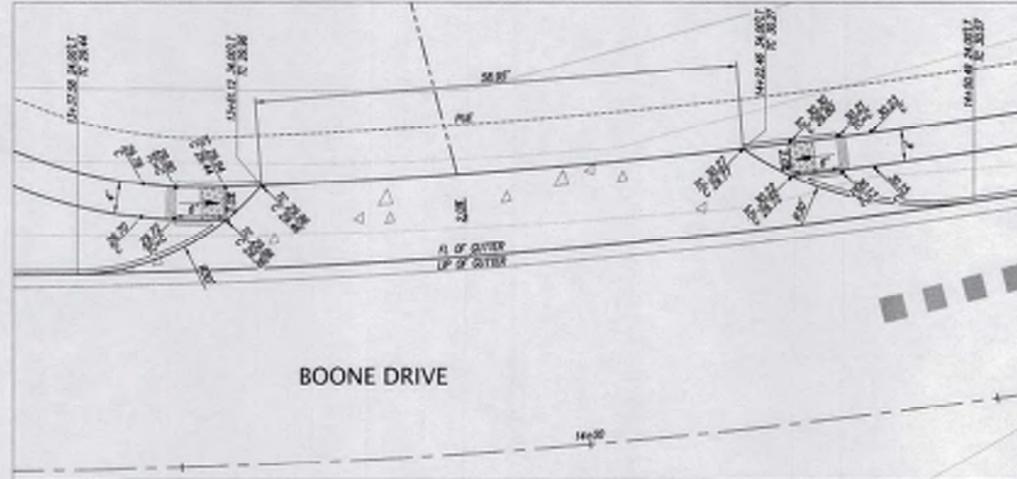
62' DRIVEWAY ①



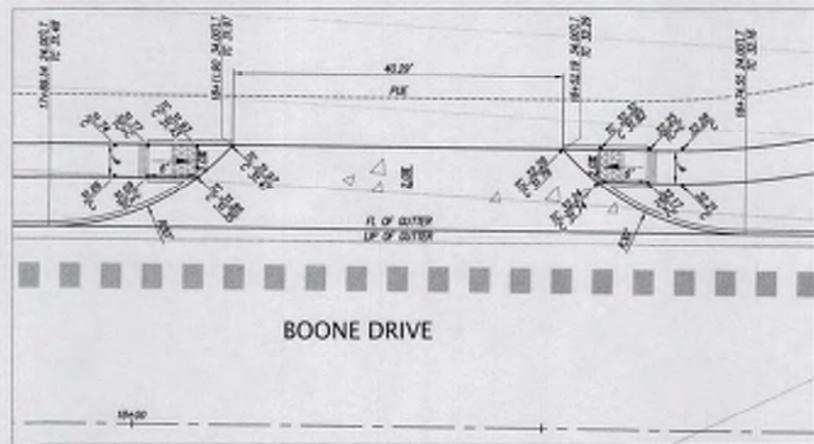
36.6' DRIVEWAY ②



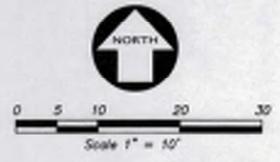
61.29' DRIVEWAY ③



58.95' DRIVEWAY ④



40.3' DRIVEWAY ⑤



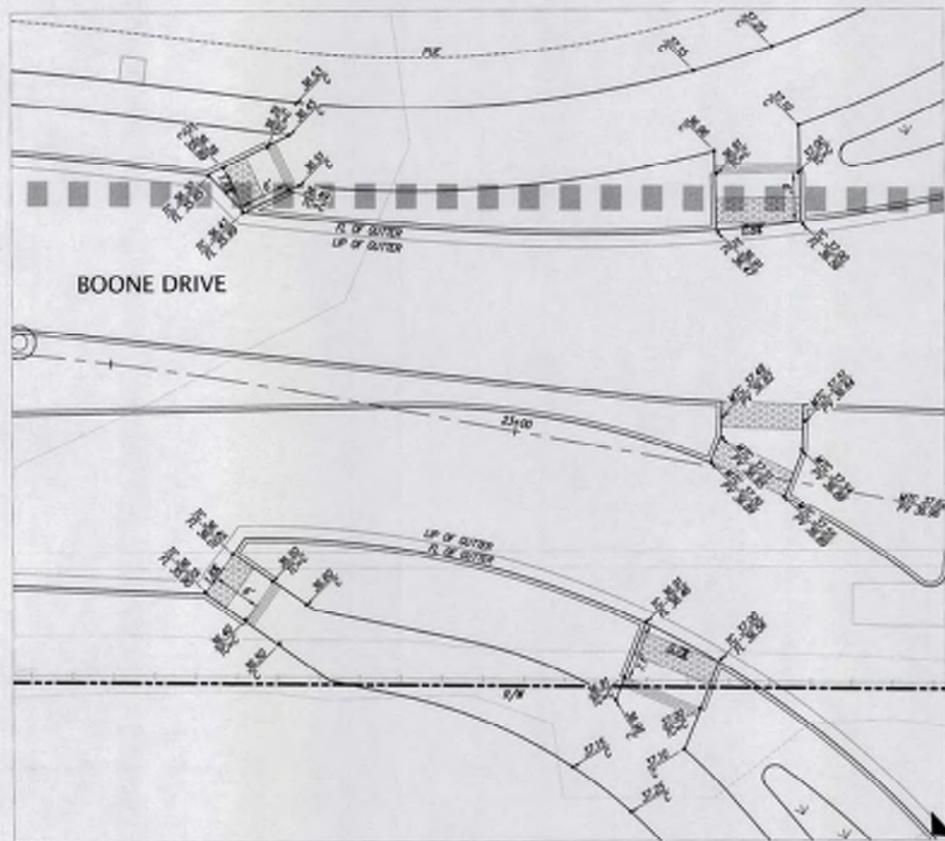
KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2810 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 245-8788
 Fax (925) 245-8796

STREET IMPROVEMENT PLAN
DRIVEWAY AND ADA RAMP DETAILS

AMERICAN CANYON, CALIFORNIA

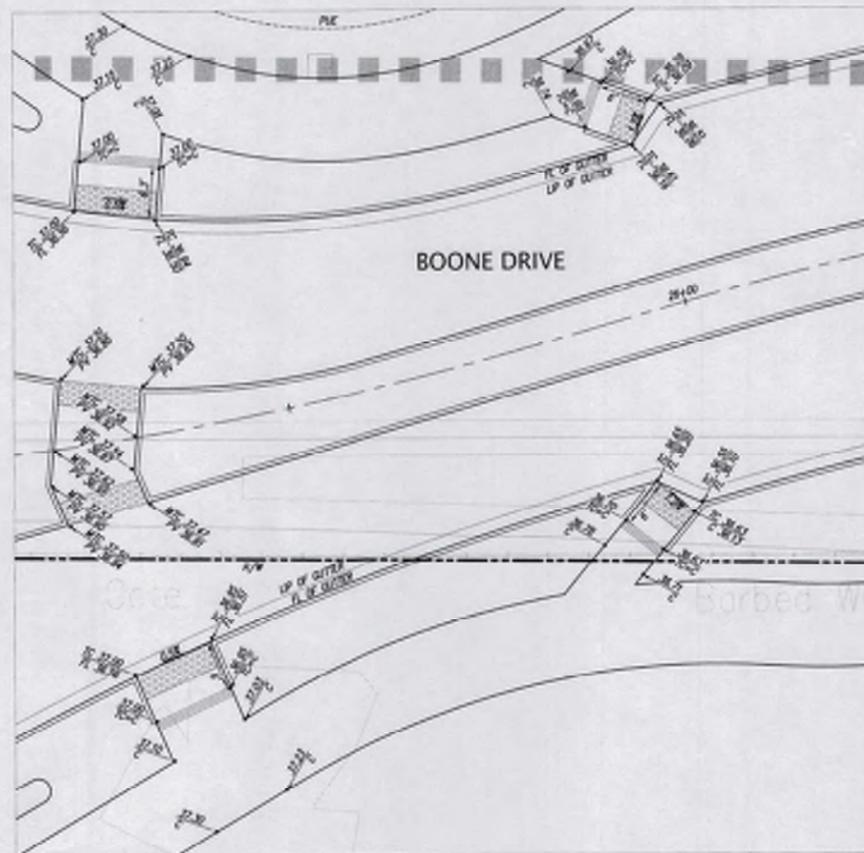
DATE	APRIL 2019
SCALE	AS SHOWN
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.9
OF	60 SHEETS

NO.	REVISION	BY	DATE
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	2018.04.20
2	2018.04.27 - 2ND CITY SUBMITTAL	JAM	2018.04.27
3	2018.04.26 - 3RD CITY SUBMITTAL	JAM	2018.04.26
4	2018.11.06 - 4TH CITY SUBMITTAL	JAM	2018.11.06
5	2018.02.22 - 5TH CITY SUBMITTAL	JAM	2018.02.22
6	2019.04.12 - 6TH CITY SUBMITTAL	JAM	2019.04.12



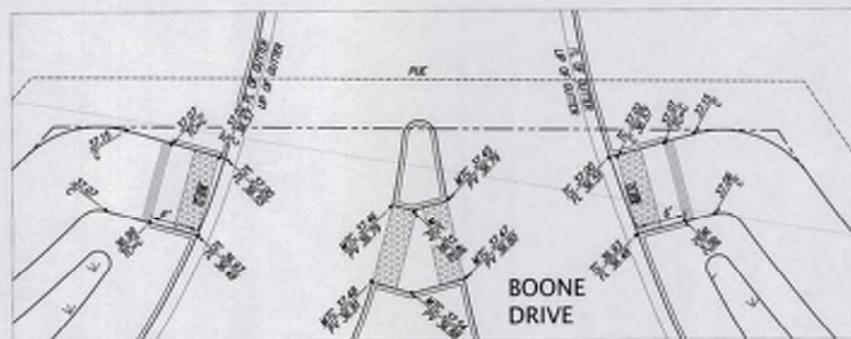
ROUNDABOUT WEST LEG

1



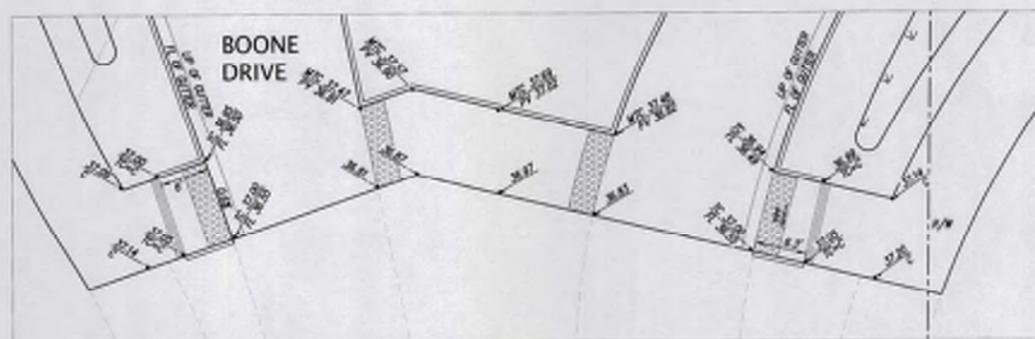
ROUNDABOUT EAST LEG

4



ROUNDABOUT NORTH LEG

2



ROUNDABOUT SOUTH LEG

3



INTERSECTION

5



NO.	REVISION	BY	NO.	REVISION
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	1	2019.04.12 - 6TH CITY SUBMITTAL
2	2018.06.27 - 2ND CITY SUBMITTAL	JAM	2	2019.06.28 - CHD MANDATED REVISIONS
3	2018.08.28 - 3RD CITY SUBMITTAL	JAM	3	
4	2018.11.06 - 4TH CITY SUBMITTAL	JAM	4	
5	2019.02.22 - 5TH CITY SUBMITTAL	JAM	5	



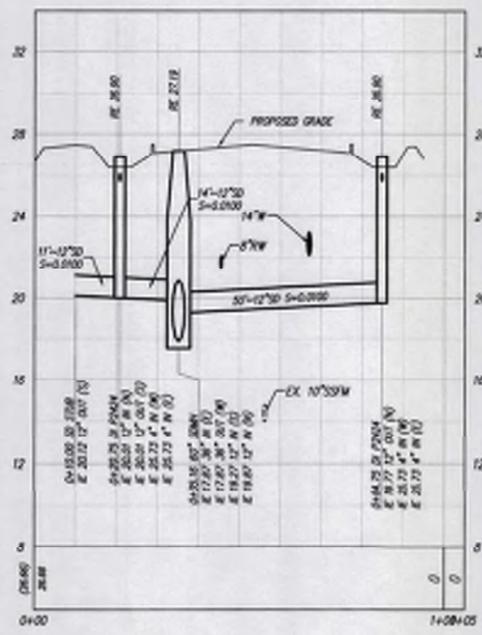
KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2850 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 245-4788
 Fax (925) 245-4796

STREET IMPROVEMENT PLAN
DRIVEWAY AND ADA RAMP DETAILS

CALIFORNIA

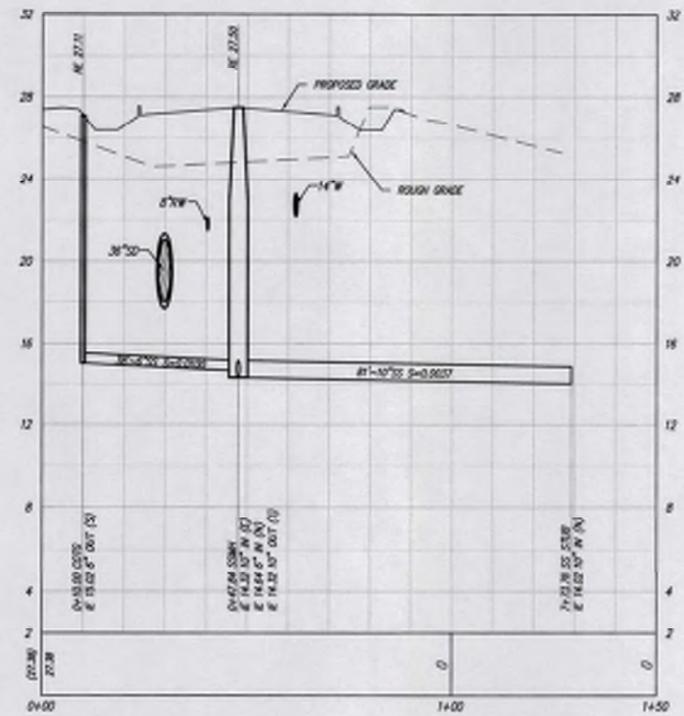
AMERICAN CANYON

DATE	APRIL, 2019
SCALE	AS SHOWN
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.10
OF	60 SHEETS



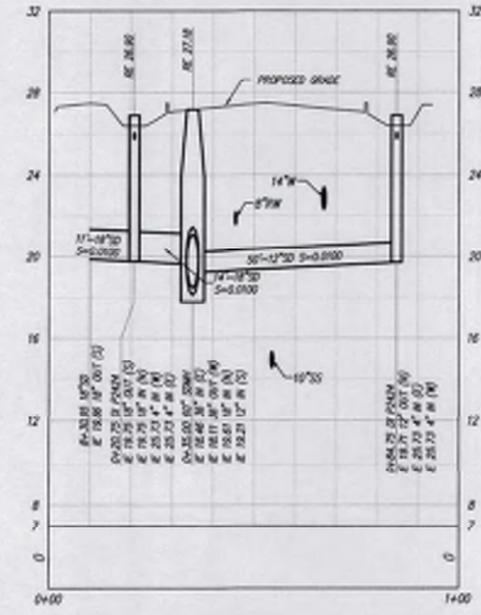
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 6+90.65



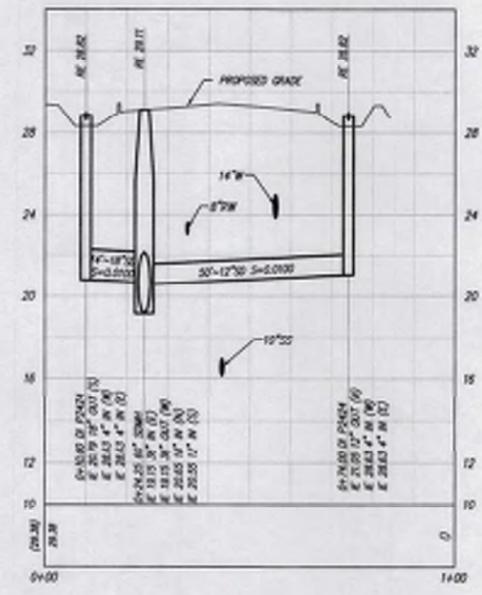
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1" = 4' VERT.

SS LATERAL BOONE DR 7+76.29



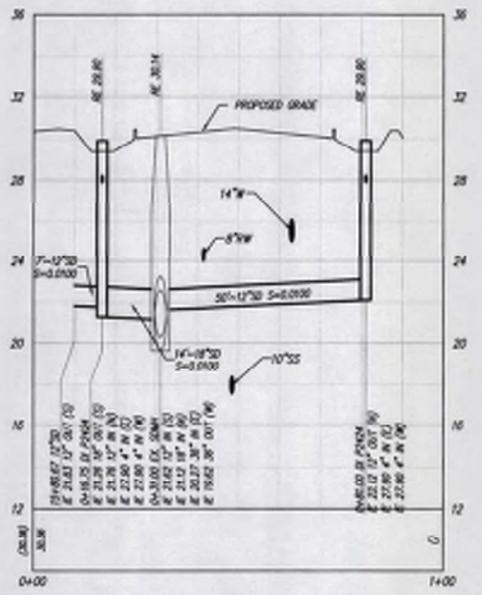
PROFILE
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SD LATERAL BOONE DR 8+30.95



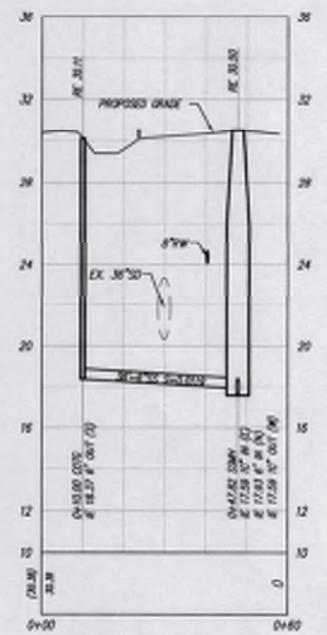
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 12+36.61



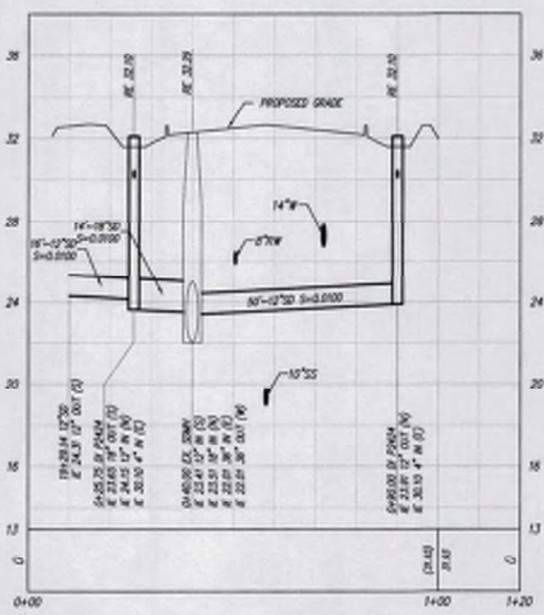
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 15+80.68



PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SS LATERAL BOONE DR 15+94.24



PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 19+29.69

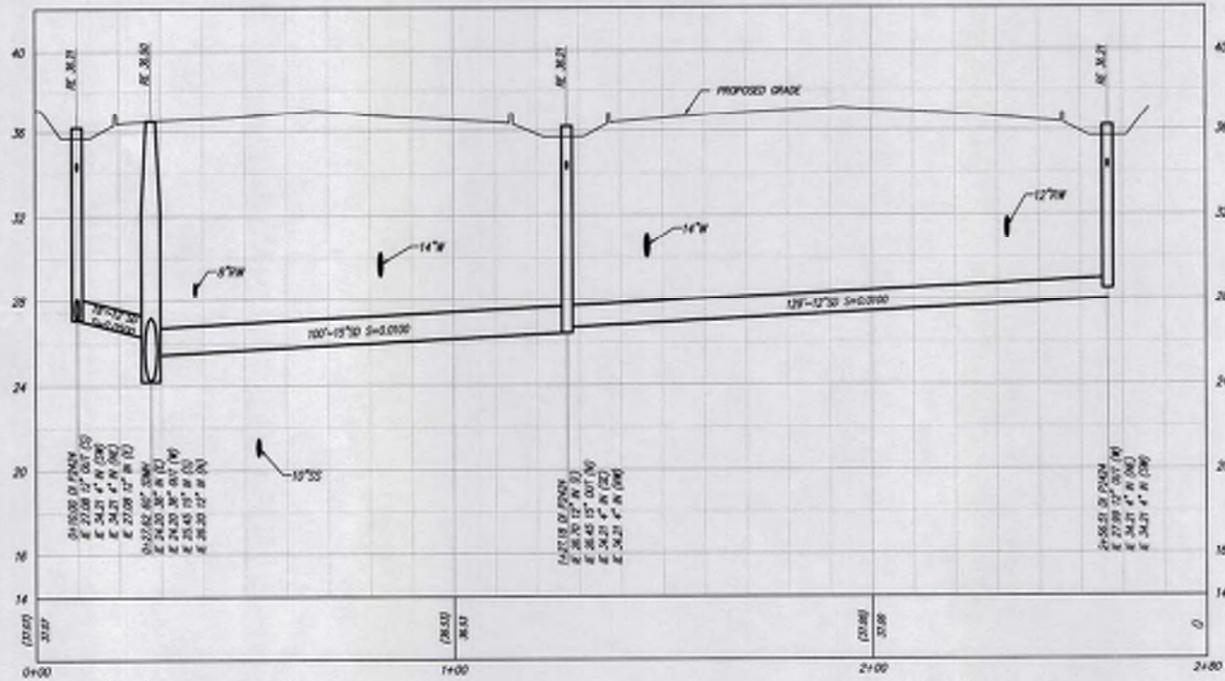
NO.	DATE	BY	CHKD.	REVISION
1	JAM	JAM	JAM	2019.04.12 - 6TH CITY SUBMITTAL
2	JAM	JAM	JAM	2019.04.20 - 1ST CITY SUBMITTAL
3	JAM	JAM	JAM	2019.06.27 - 2ND CITY SUBMITTAL
4	JAM	JAM	JAM	2019.08.29 - 3RD CITY SUBMITTAL
5	JAM	JAM	JAM	2019.11.06 - 4TH CITY SUBMITTAL
6	JAM	JAM	JAM	2019.02.22 - 5TH CITY SUBMITTAL



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2855 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-4758
Fax (925) 245-4756

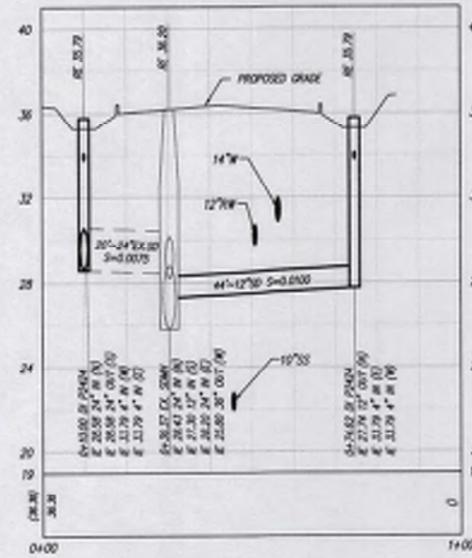
STREET IMPROVEMENT PLAN
UTILITY CROSSINGS BOONE DR
AMERICAN CANYON, CALIFORNIA

DATE	APRIL, 2019
SCALE	1" = 4'
DESIGNER	JAM
JOB NO.	A11631-8
SHEET	C4.11
OF	60 SHEETS



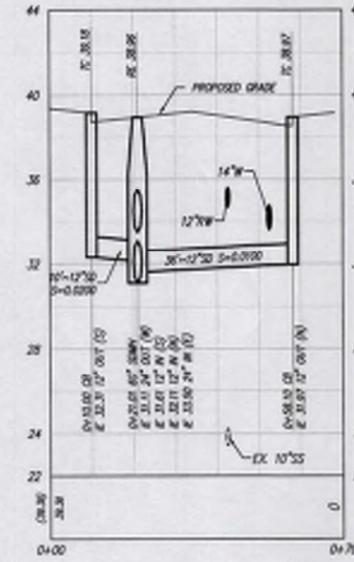
PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 23+64.69



PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 26+94.95



PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 30+48.19

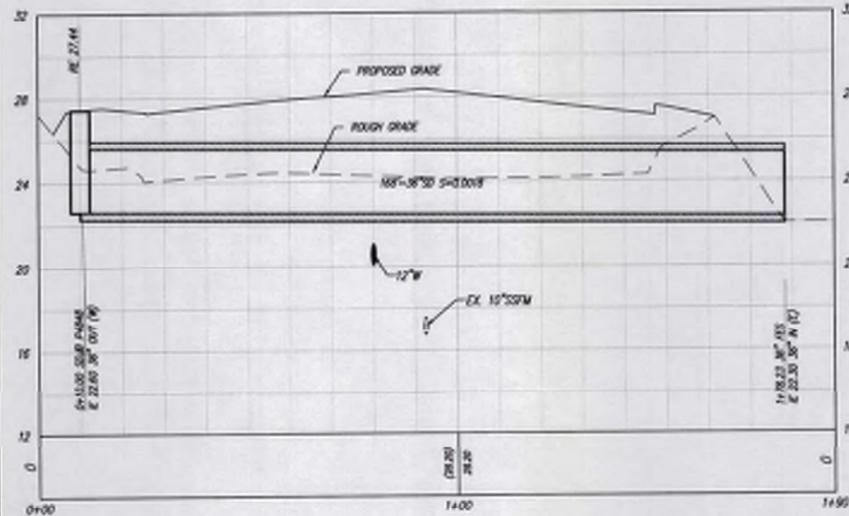
NO.	REVISION	BY	NO.	REVISION
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	2	2018.04.12 - 8TH CITY SUBMITTAL
2	2018.06.27 - 2ND CITY SUBMITTAL	JAM	3	
3	2018.08.26 - 3RD CITY SUBMITTAL	JAM	4	
4	2018.11.06 - 4TH CITY SUBMITTAL	JAM	5	
5	2019.02.22 - 5TH CITY SUBMITTAL	JAM		



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2899 Collier Canyon Road
Livermore, California 94551
Phone: (925) 245-8788
Fax: (925) 245-8796

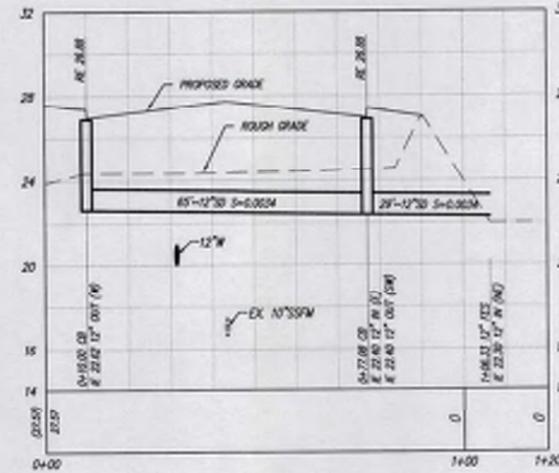
STREET IMPROVEMENT PLAN
UTILITY CROSSINGS BOONE DR
AMERICAN CANYON,
CALIFORNIA

DATE	APRIL, 2019
SCALE	1" = 40'
DESIGNER	JAM
JOB NO.	A19531-8
SHEET	C4.12
OF	60 SHEETS



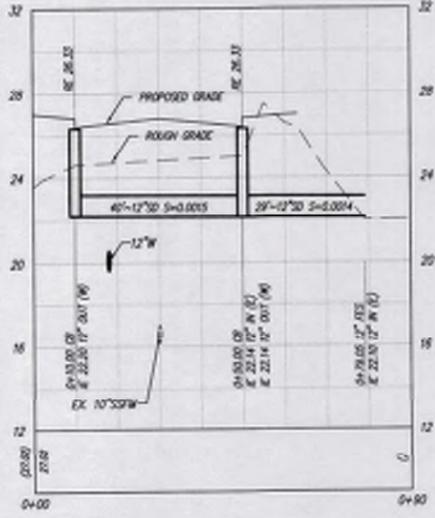
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 2+39.09



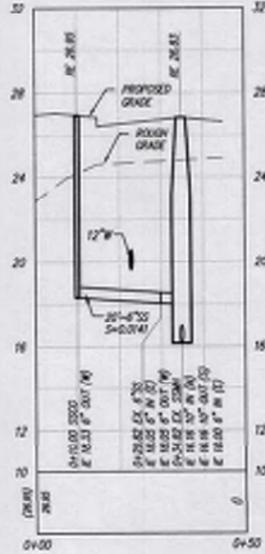
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 2+62.87



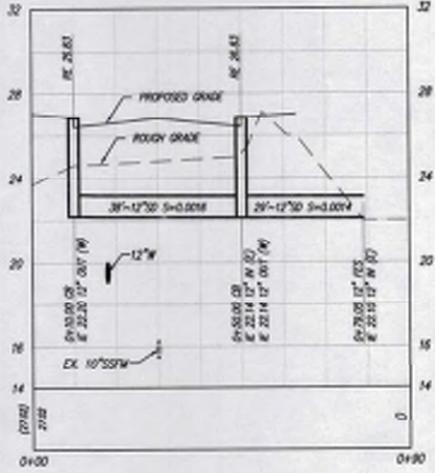
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 4+45.0



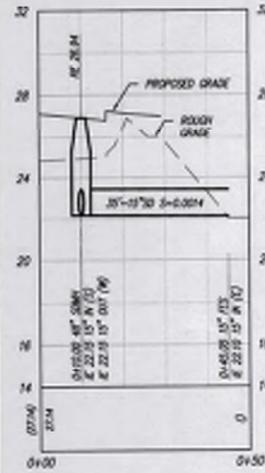
PROFILE
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1" = 4' VERT.

SS LATERAL BOONE DR 4+50.03



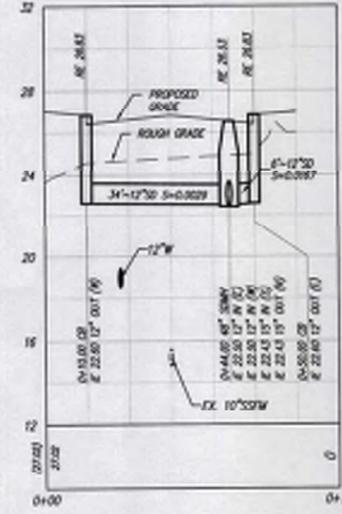
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 7+25.0



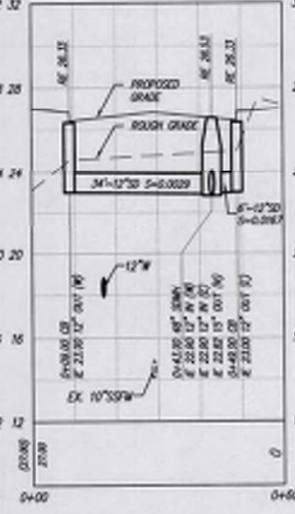
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 8+07.7



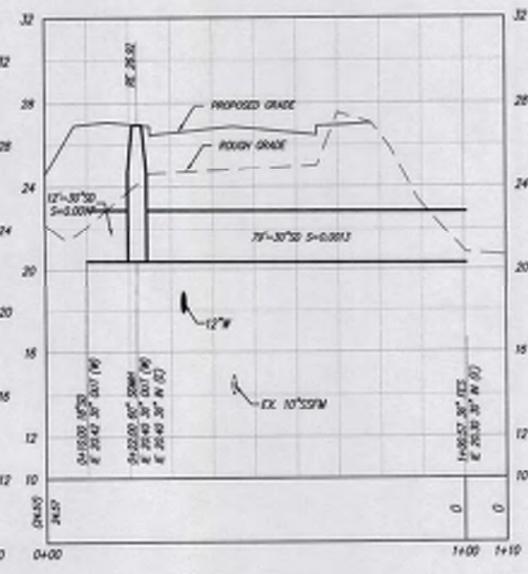
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 10+05.0



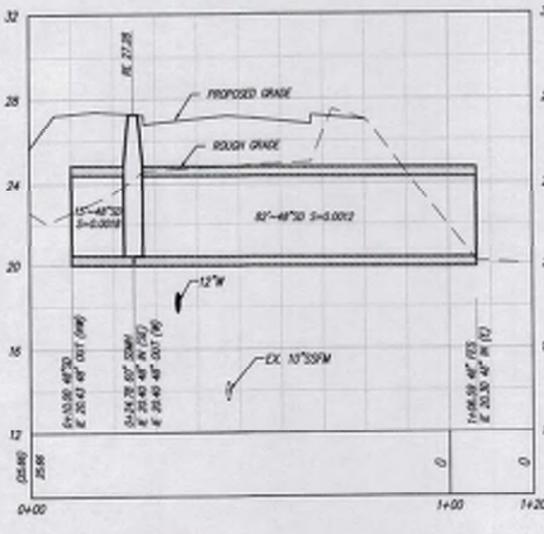
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 12+85.



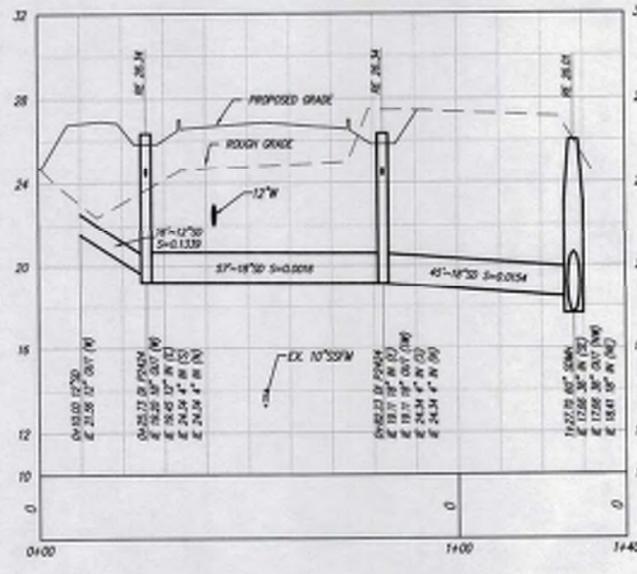
PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 12+93.0



PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 14+84.79



PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 16+15.56

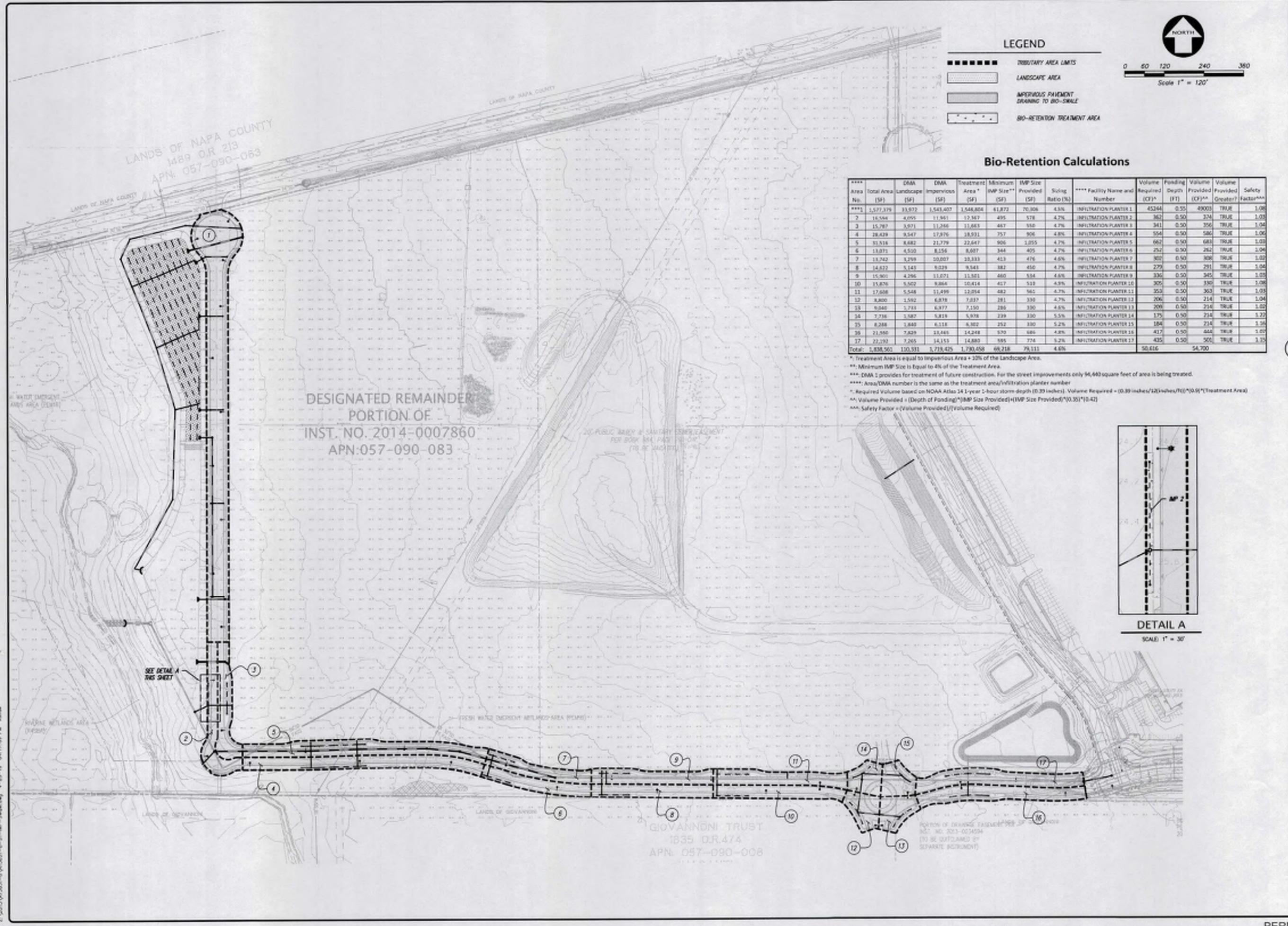
REV.	NO.	DATE	BY	CHK.	DESCRIPTION
1	1	JAN 2018	JAM	JAM	1ST CITY SUBMITTAL
2	2	JAN 2018	JAM	JAM	2ND CITY SUBMITTAL
3	3	JAN 2018	JAM	JAM	3RD CITY SUBMITTAL
4	4	JAN 2018	JAM	JAM	4TH CITY SUBMITTAL
5	5	JAN 2019	JAM	JAM	5TH CITY SUBMITTAL



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2009 Collier Canyon Road
Livermore, California 94551
Phone (925) 942-8700
Fax (925) 942-8706

STREET IMPROVEMENT PLAN
UTILITY CROSSINGS BOONE DR
AMERICAN CANYON, CALIFORNIA

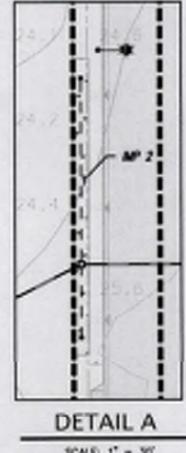
DATE	APRIL 2019
SCALE	1" = 40'
DESIGNER	JAM
JOB NO.	A13631-B
SHEET	C4.13
OF	60 SHEETS



Bio-Retention Calculations

Area No.	Total Area (SF)	DMA Landscape (SF)	DMA Impervious (SF)	Treatment Area* (SF)	Minimum IMP Size** (SF)	IMP Size Provided (SF)	Sloping Ratio (%)	**** Facility Name and Number	Volume Required (CF)*	Ponding Depth (FT)	Volume Provided (CF)**	Volume Provided Greater?	Safety Factor***
****	1,577,379	11,972	1,565,407	1,566,858	61,872	70,306	4.3%	INFILTRATION PLANTER 1	45244	0.55	49003	TRUE	1.08
1	16,584	4,055	11,561	12,567	495	578	4.2%	INFILTRATION PLANTER 2	362	0.50	374	TRUE	1.03
2	15,787	3,971	11,246	11,663	467	510	4.7%	INFILTRATION PLANTER 3	341	0.50	356	TRUE	1.04
3	28,429	9,547	17,876	18,931	757	906	4.8%	INFILTRATION PLANTER 4	554	0.50	580	TRUE	1.06
4	31,518	8,682	21,779	22,647	906	1,055	4.7%	INFILTRATION PLANTER 5	662	0.50	683	TRUE	1.03
5	11,071	4,500	6,156	6,607	344	405	4.7%	INFILTRATION PLANTER 6	252	0.50	262	TRUE	1.04
6	13,742	3,269	10,207	10,333	413	476	4.6%	INFILTRATION PLANTER 7	302	0.50	308	TRUE	1.02
7	14,632	5,145	9,029	9,549	382	450	4.7%	INFILTRATION PLANTER 8	279	0.50	291	TRUE	1.04
8	15,900	4,296	11,071	11,501	460	534	4.6%	INFILTRATION PLANTER 9	336	0.50	345	TRUE	1.03
9	15,876	5,502	9,864	10,414	457	510	4.3%	INFILTRATION PLANTER 10	305	0.50	330	TRUE	1.08
10	17,608	5,548	11,499	12,014	482	545	4.7%	INFILTRATION PLANTER 11	353	0.50	363	TRUE	1.03
11	8,800	1,592	6,818	7,037	281	339	4.7%	INFILTRATION PLANTER 12	206	0.50	214	TRUE	1.04
12	9,640	1,713	6,877	7,150	286	330	4.6%	INFILTRATION PLANTER 13	209	0.50	216	TRUE	1.03
13	7,716	1,587	5,819	5,978	239	280	5.5%	INFILTRATION PLANTER 14	175	0.50	214	TRUE	1.22
14	8,288	1,840	6,118	6,302	252	300	5.2%	INFILTRATION PLANTER 15	184	0.50	214	TRUE	1.24
15	21,590	7,839	13,445	14,248	670	684	4.8%	INFILTRATION PLANTER 16	417	0.50	444	TRUE	1.07
16	22,292	7,265	14,151	14,880	585	724	5.2%	INFILTRATION PLANTER 17	435	0.50	500	TRUE	1.25
17	1,838,563	120,531	1,718,425	1,730,058	69,218	79,113	4.6%		50,616		54,700		

* Treatment Area is equal to Impervious Area + 32% of the Landscape Area.
 ** Minimum IMP Size is Equal to 4% of the Treatment Area.
 *** DMA 1 provides for treatment of future construction. For the street improvements only 96,440 square feet of area is being treated.
 **** Area/DMA number is the same as the treatment area/infiltration planter number.
 * Required Volume based on NOAA Atlas 14 1-year 1-hour storm depth (0.39 inches). Volume Required = (0.39 inches/12 inches/ft) * (0.9) * (Treatment Area)
 ** Volume Provided = (Depth of Ponding) * (IMP Size Provided) * (IMP Size Provided) * (0.35) * (10.4)
 *** Safety Factor = (Volume Provided) / (Volume Required)

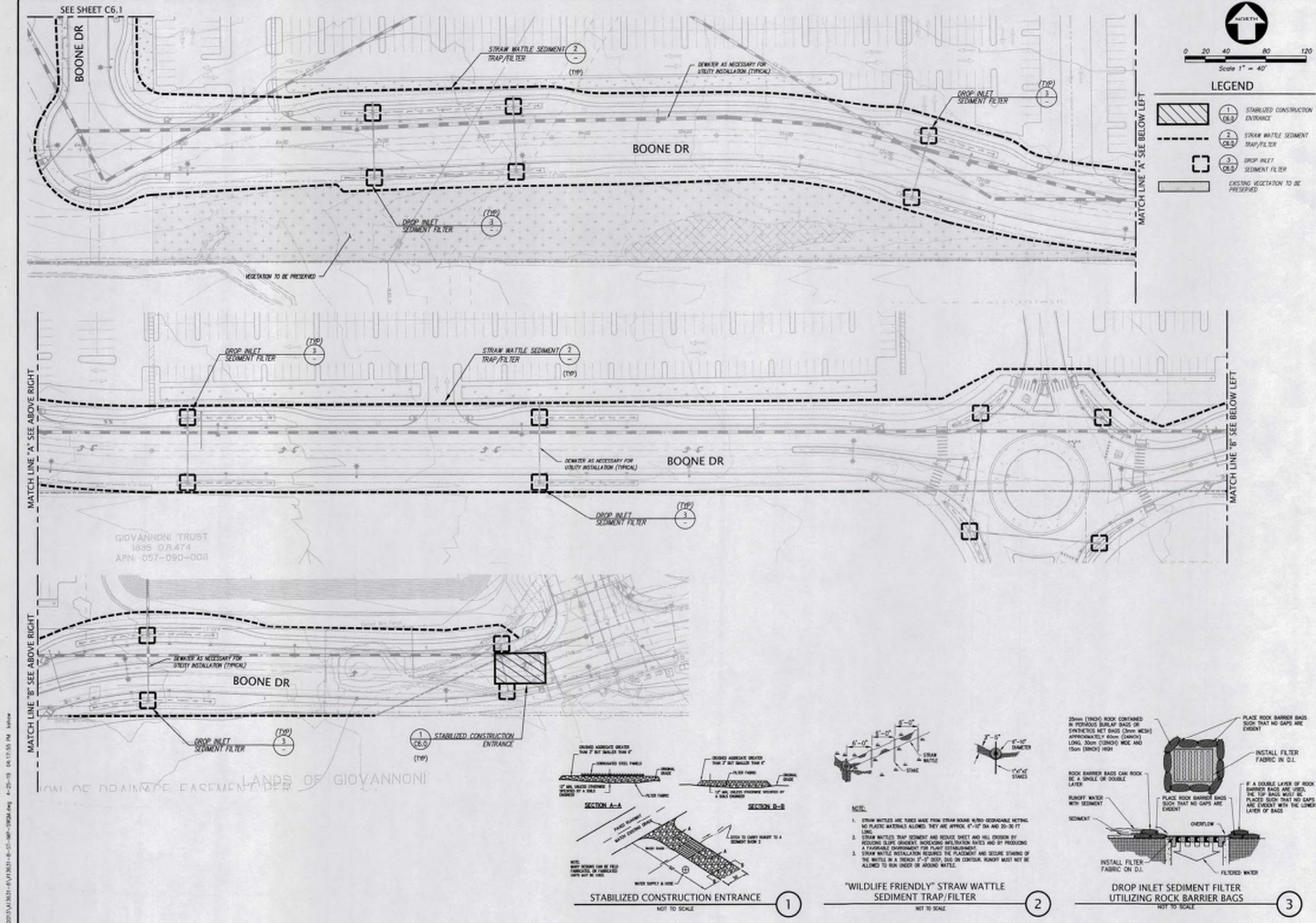


NO.	NO.	NO.	NO.	NO.
BY	BY	BY	BY	BY
REVISION	REVISION	REVISION	REVISION	REVISION
2019.04.12 - 6TH CITY SUBMITTAL	2018.04.20 - 1ST CITY SUBMITTAL	2018.06.27 - 2ND CITY SUBMITTAL	2018.08.26 - 3RD CITY SUBMITTAL	2018.11.06 - 4TH CITY SUBMITTAL
JAM	JAM	JAM	JAM	JAM
△	△	△	△	△
2019.02.22 - 5TH CITY SUBMITTAL				
JAM				
△				

KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2850 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 245-8788
 Fax (925) 245-8786

STREET IMPROVEMENT PLAN
STORM WATER QUALITY CONTROL PLAN
 AMERICAN CANYON, CALIFORNIA

DATE: APRIL, 2019
 SCALE: 1" = 120'
 DESIGNER: JAM
 JOB NO.: A13631-8
 SHEET: **C5.0**
 OF 60 SHEETS



LEGEND

	1 C6.0	STABILIZED CONSTRUCTION ENTRANCE
	2 C6.0	STRAW WATTLE SEDIMENT TRAP/FILTER
	3 C6.0	DROP INLET SEDIMENT FILTER
		EXISTING VEGETATION TO BE PRESERVED

NO.	BY	DATE	REVISION
1	JAM	JAN	2019.04.12 - 6TH CITY SUBMITTAL
2	JAM	JAN	2018.04.20 - 1ST CITY SUBMITTAL
3	JAM	JAN	2018.06.27 - 2ND CITY SUBMITTAL
4	JAM	JAN	2018.08.28 - 3RD CITY SUBMITTAL
5	JAM	JAN	2018.11.06 - 4TH CITY SUBMITTAL
6	JAM	JAN	2019.02.22 - 5TH CITY SUBMITTAL

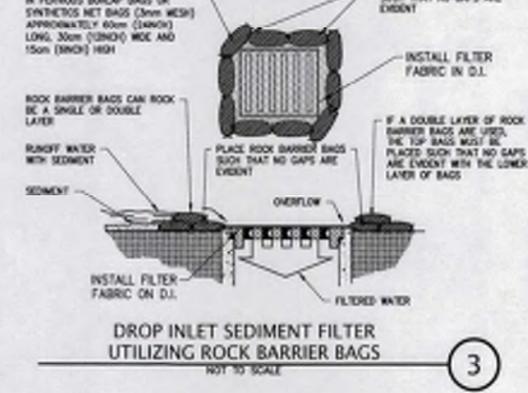
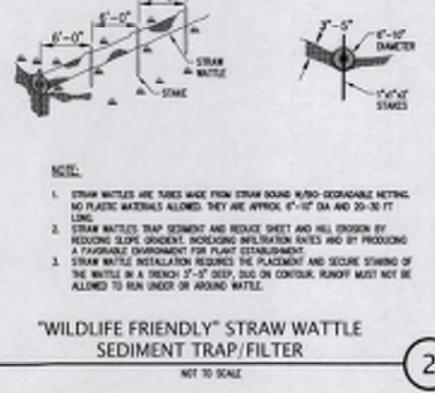
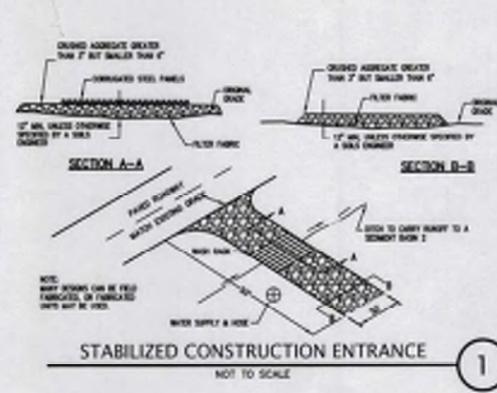


KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2810 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 245-1788
 Fax (925) 245-1796

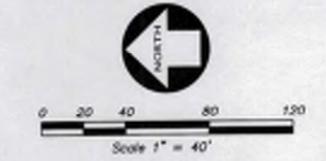
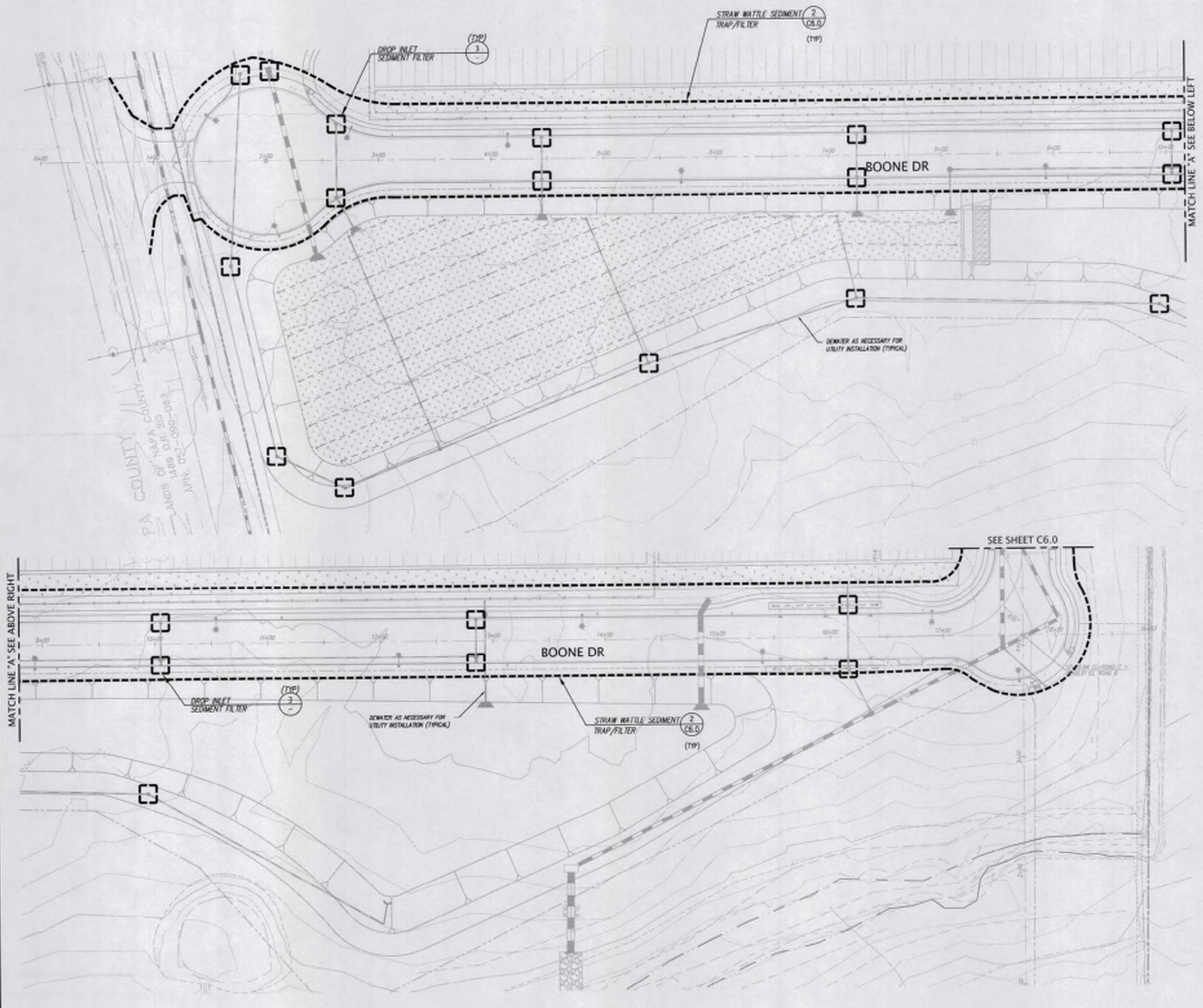
STREET IMPROVEMENT PLAN
EROSION CONTROL PLAN

DATE: APRIL, 2019
 SCALE: 1" = 40'
 DESIGNER: JAM
 JOB NO.: A13631-8
 SHEET: **C6.0**
 OF 60 SHEETS

AMERICAN CANYON, CALIFORNIA



106



LEGEND

	1 (C6.0)	STABILIZED CONSTRUCTION ENTRANCE
	2 (C6.0)	STRAW WATTLE SEDIMENT TRAP/FILTER
	3 (C6.0)	DROP INLET SEDIMENT FILTER

REV	NO.	REVISION	DATE
1	1	2019.04.12 - 6TH CITY SUBMITTAL	JAM
2	1	2018.04.20 - 1ST CITY SUBMITTAL	JAM
3	1	2018.06.27 - 2ND CITY SUBMITTAL	JAM
4	1	2018.08.16 - 3RD CITY SUBMITTAL	JAM
5	1	2018.11.06 - 4TH CITY SUBMITTAL	JAM
6	1	2019.02.22 - 5TH CITY SUBMITTAL	JAM



KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2855 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 251-8788
 Fax (925) 251-8796

STREET IMPROVEMENT PLAN	
EROSION CONTROL PLAN	
AMERICAN CANYON,	CALIFORNIA
DATE	APRIL 2019
SCALE	1" = 40'
DESIGNER	JAM
JOB NO.	A13531-8
SHEET	C6.1
OF	60 SHEETS

CITY OF AMERICAN CANYON NOTES:

VEGETATION NOTE:

ALL DISTURBED AREAS NOT RECEIVING PLANTING AS SHOWN ON LANDSCAPING PLANS SHALL BE RESEED WITH THE MIX DESIGN PROVIDED BELOW. AN ATTEMPT HAS BEEN MADE ON THESE PLANS TO DETAIL THESE AREAS, BUT DUE TO CONSTRUCTION TECHNIQUES CANNOT BE CONSIDERED COMPLETE OR EXHAUSTIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADDITIONAL HYDRO SEEDING IF REQUIRED.

HYDROSEED MIX - NATIVE CALIFORNIA HERBACEOUS SPECIES

SEED MIX SHALL BE APPLIED AT A MINIMUM RATE OF 51.5 POUNDS PER ACRE. USE A MINIMUM OF THREE OF THESE NATIVE GRASS SPECIES IN THE SEED MIX. SEEDING RATE

BLUE WILDRIE (DIPLOPSIS LAUCUS)	5 LBS/ACRE
CALIFORNIA CATGRASS (DANthonIA CALIFORNICA)	5 LBS/ACRE
CALIFORNIA MELIC (MELICA CALIFORNICA)	12.5 LBS/ACRE
CALIFORNIA BROME (BROMUS CARINATUS VAR. CARINATUS)	12.5 LBS/ACRE
MEADOW BARTLEY (HORDEUM BRACHYANTHERUM)	12 LBS/ACRE
OROPHEUS WILDRIE (DIPLOPSIS TRICOIDES SPP. TRICOIDES)	5 LBS/ACRE
SMALL-FLOWERED MELIC (MELICA IMPERFECTA)	5 LBS/ACRE

HERBACEOUS FLOWERING PLANTS (SHOWY PLANTS THAT ARE OPTIONAL)

CALIFORNIA POPPY (ESCHSCHOLZIA CALIFORNICA)	2.5 LBS/ACRE
SKY LUPINE (LUPINUS NANUS)	4 LBS/ACRE
WHITE YARROW (ACHILLEA MILLEFOLIUM)	2.5 LBS/ACRE
BICOLORED LUPINE (LUPINUS BICOLOR)	2.5 LBS/ACRE

THE MINIMUM SEED PURITY SHALL BE 90 PERCENT. GERMINATION RATES SHALL BE AT LEAST 75 PERCENT.

FERTILIZER SHALL BE 16-20-0 WITH 1.3% SULFUR AND APPLIED AT A RATE OF 500 POUNDS PER ACRE.

STRAW OR WOOD MULCH SHALL BE PLACED OVER HYDROSEED MIX ON SLOPES BETWEEN 4 AND 9 PERCENT TO PREVENT WINTER EROSION. MULCH SHALL BE APPLIED AT A RATE OF 500 LBS PER ACRE. STRAW SHALL BE APPLIED AT A RATE OF 2 TONS PER ACRE. JUTE MATINGS OR EQUIVALENT SHALL BE LANDSCAPE STAPLED ON SLOPES GREATER THAN 9 PERCENT.

FOLLOWING THE SPREADING OF STRAW OR MULCH AS MIXED INTO THE HYDROSEED MULCH MIX, AN ORGANIC TACKIFIER SUCH AS M-BINDER OR N-BINDER SHALL BE SPRAYED USING THE TECHNIQUES AND APPLICATION RATE SPECIFIED BY THE MANUFACTURER.

A SOURCE OF SEEDS FOR THE HYDROSEED MIX IS:

PACIFIC COAST SEED, INC.	PHONE: (800) 733-3462
531 HAWTHORNE PLACE	FAX: (925) 373-6855
LIVERMORE, CALIFORNIA 94550-2742	
LA BALLISTERS	PHONE: (707) 526-6733
1250 ZENASTOPOL ROAD	
SANTA ROSA, CALIFORNIA 95407	
CLISE ROBIN SEED COMPANY	PHONE: (510) 785-0425
3670 ENTERPRISE AVENUE	
AMBRIDGE, CA 94545	

EROSION AND SEDIMENT CONTROL/SWPPP PLAN NOTES

THE FOLLOWING NOTES REPRESENT MINIMUM ENFORCEMENT NOTES. THE DEVELOPER IS RESPONSIBLE TO ENFORCE THE BEST MANAGEMENT PRACTICES AT THE SITE ALONG WITH OTHER SOURCES.

- IN CASE OF EMERGENCY, CALL **ERNE HMOORE** AT 24-HOUR TELEPHONE: (415) 272-8252
- A STAFF OR CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES. NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN IS IMMINENT.
- EROSION CONTROL DEVICES SHOWN ON THIS PLAN MAY BE REMOVED WHEN APPROVED BY CITY OFFICIAL IF THE GRADING OPERATION HAS PROCEEDED TO THE POINT WHERE THEY ARE NO LONGER REQUIRED.
- GRADED AREAS ADJACENT TO FILL SLOPES LOCATED AT THE SITE PERMETER MUST DRAIN AWAY FROM THE TOP OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY. ALL LOOSE SOILS AND DEBRIS THAT MAY CREATE A POTENTIAL HAZARD TO OFF-SITE PROPERTY SHALL BE STABILIZED OR REMOVED FROM THE SITE ON A DAILY BASIS.
- ALL SALT AND DEBRIS SHALL BE REMOVED FROM ALL DEVICES WITHIN 24 HOURS AFTER EACH RAINSTORM AND BE DISPOSED OF PROPERLY.
- A GUARD SHALL BE POSTED ON THE SITE WHENEVER THE DEPTH OF WATER IN ANY DEVICES EXCEEDS TWO FEET. THE DEVICE SHALL BE DRAINED OR PUMPED WITHIN 24 HOURS AFTER EACH RAINSTORM. PUMPING AND DRAINING OF ALL BASINS AND DRAINAGE DEVICES MUST COMPLY WITH THE APPROPRIATE BMP FOR DEWATERING OPERATIONS.
- THE PLACEMENT OF ADDITIONAL DEVICES TO REDUCE EROSION DAMAGE AND CONTROL POLLUTANTS WITHIN THE SITE IS LEFT TO THE DISCRETION OF THE FIELD ENGINEER. ADDITIONAL DEVICES AS NEEDED SHALL BE INSTALLED TO RETAIN SEDIMENTS AND OTHER POLLUTANTS ON SITE.
- DESILTING BASINS MAY NOT BE REMOVED OR MADE INOPERABLE BETWEEN NOVEMBER 1 AND APRIL 15 OF THE FOLLOWING YEAR WITHOUT THE APPROVAL OF THE BUILDING OFFICIAL.
- STORMWATER POLLUTION AND EROSION CONTROL DEVICES ARE TO BE MODIFIED, AS NEEDED, AS THE PROJECT PROGRESSES. THE DESIGN AND PLACEMENT OF THESE DEVICES IS THE RESPONSIBILITY OF THE QUALIFIED SWPPP DEVELOPER/FIELD ENGINEER. PLANS REPRESENTING CHANGES MUST BE SUBMITTED FOR APPROVAL IF REQUESTED BY THE BUILDING OFFICIAL.
- EVERY EFFORT SHOULD BE MADE TO ELIMINATE THE DISCHARGE OF NON-POINT POLLUTANTS FROM THE PROJECT SITE AT ALL TIMES.
- ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES, OR WIND.
- STACKPILES OF EARTH AND OTHER CONSTRUCTION-RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.
- CONTRACTOR TO FOLLOW CITY OF NAPA STANDARDS AND SPECIFICATIONS 1.20.02 WATER POLLUTION CONTROL.

EROSION AND SEDIMENT CONTROL/SWPPP PLAN NOTES CONT'D.

- FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED-UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
- EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC RIGHT-OF-WAY OR ANY OTHER DRAINAGE SYSTEM. PROVIDORS SHALL BE MADE TO AS LUMP CONCRETE WASTES ON SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
- DEVELOPER/CONTRACTOR/QUALIFIED SWPPP DEVELOPER (QSD)/QUALIFIED SWPPP PRACTITIONER (QSP), ARE RESPONSIBLE TO INSPECT ALL EROSION CONTROL DEVICES AND BMPs ARE INSTALLED AND FUNCTIONING PROPERLY. IF THERE IS A 50% CHANCE OF 0.25 INCHES OR GREATER OF PROJECTED PRECIPITATION, AND AFTER ACTUAL PRECIPITATION, A CONSTRUCTION SITE INSPECTION CHECKLIST AND INSPECTION LOGS SHALL BE MAINTAINED AT THE PROJECT SITE AT ALL TIMES AND AVAILABLE FOR REVIEW BY THE CITY OFFICIAL. SELF-INSPECTION CHECK LIST AND INSPECTION LOGS PER STATE SWPPP REQUIREMENTS. INCIDENTS OF NON-COMPLIANCE MUST BE REPORTED TO THE FIELD ENGINEER.
- TRASH AND CONSTRUCTION-RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.
- SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO PREVENT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC RIGHT-OF-WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEEPED UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
- ANY SLOPES WITH DISTURBED SOILS OR DENuded OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.
- PROVIDE STORMWATER CONVEYANCE SYSTEM STENCILING AND SIGNAGE FOR BOTH PRIVATE DEVELOPMENT AND PUBLIC RIGHT OF WAY.
 - PROVIDE CONCRETE STAMPING, OR EQUIVALENT, OF ALL STORMWATER CONVEYANCE SYSTEM INLETS AND CATCH BASINS WITHIN THE PROJECT AREA WITH PROHIBITIVE LANGUAGE (E.G., "NO DUMPING DRAINS TO NAPA RIVER").
 - POST SIGNS AND PROHIBITIVE LANGUAGE AND/OR GRAPHICAL ICONS, WHICH PROHIBIT ILLEGAL DUMPING AT PUBLIC ACCESS POINTS ALONG CHANNELS AND CREEKS WITHIN THE PROJECT AREA, TRAILHEADS, PARKS, BUILDING ENTRANCES AND BOWTIE/TRENCH FACILITIES.

THE FOLLOWING BMPs FROM THE "CALIFORNIA STORM WATER BMP CONSTRUCTION HANDBOOK"- NOVEMBER 2009, OR LATEST EDITION, OR EQUIVALENT, MUST BE IMPLEMENTED FOR ALL CONSTRUCTION ACTIVITIES AS APPLICABLE. ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY CITY INSPECTORS. ONLY INCLUDE BMP'S REFERENCED-PROJECT ON THE SITE MAP.

EROSION AND SEDIMENT CONTROL/SWPPP PLAN NOTES CONT'D.

NON-STORMWATER MANAGEMENT

- W01 - WATER CONSERVATION PRACTICES
- W02 - DEWATERING OPERATIONS
- W03 - PAVING AND GRADING OPERATIONS
- W04 - TEMPORARY UREAN CROSSING
- W05 - CLEAR WALKER DIVERSION
- W06 - SLUIC CONNECTION/DISCHARGE
- W07 - PORTABLE WATER/IRRIGATION
- W08 - VEHICLE AND EQUIPMENT CLEANING
- W09 - VEHICLE AND EQUIPMENT FUSING
- W10 - VEHICLE AND EQUIPMENT MAINTENANCE
- W11 - FILL DRAINING OPERATIONS
- W12 - CONCRETE CURING
- W13 - CONCRETE FINISHING
- W14 - MATERIAL AND EQUIPMENT USE
- W15 - DEMOLITION ADJACENT TO WATER
- W16 - TEMPORARY BATCH PLANTS

WASTE MANAGEMENT & MATERIAL POLLUTION CONTROL

- WM1 - MATERIAL DELIVERY AND STORAGE
- WM2 - MATERIAL USE
- WM3 - STOCKPILE MANAGEMENT
- WM4 - SPILL PREVENTION AND CONTROL
- WM5 - SOLID WASTE MANAGEMENT
- WM6 - HAZARDOUS WASTE MANAGEMENT
- WM7 - CONTAMINATION SOIL MANAGEMENT
- WM8 - CONCRETE WASTE MANAGEMENT
- WM9 - SANITARY/SEPTIC WASTE MANAGEMENT
- WM10 - LIQUID WASTE MANAGEMENT

EROSION AND SEDIMENT CONTROL/SWPPP PLAN NOTES CONT'D.

EROSION CONTROL

- EC1 - SCHEDULING
- EC2 - PRESERVATION OF EXISTING VEGETATION
- EC3 - HYDRAULIC MULCH
- EC4 - HYPERMEDIATION
- EC5 - SOIL BARRIERS
- EC6 - STRAW MULCH
- EC7 - GEOTEXTILES & MATS
- EC8 - WOOD MULCHING
- EC9 - EARTH Dikes AND DRAINAGE SWALES
- EC10 - VELOCITY DISSIPATION DEVICES
- EC11 - SLOPE DRAINS
- EC12 - STRAWBANK STABILIZATION
- EC13 - POLYACRYLAMIDE

TEMPORARY SEDIMENT CONTROL

- SE1 - SILT FENCE
- SE2 - SEDIMENT BASIN
- SE3 - SEDIMENT TRAP
- SE4 - CHECK DAM
- SE5 - RUBBER ROLLS
- SE6 - GRAVEL BAG BERM
- SE7 - STREET SWEEPING AND VACUUMING
- SE8 - SANDRAG BARRIER
- SE9 - STRAW BALE BARRIER
- SE10 - STORM DRAIN INLET PROTECTION

WIND EROSION CONTROL

- WE1 - WIND EROSION CONTROL

EQUIPMENT TRACKING CONTROL

- TC1 - STABILIZED CONSTRUCTION ENTRANCE EXIT
- TC2 - STABILIZED CONSTRUCTION ROADWAY
- TC3 - ENTRANCE/OUTLET TIRE WASH

NO.	REVISION	BY	NO.	REVISION	BY
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	1	2019.04.12 - 6TH CITY SUBMITTAL	JAM
2	2018.06.27 - 2ND CITY SUBMITTAL	JAM	2		
3	2018.08.26 - 3RD CITY SUBMITTAL	JAM	3		
4	2018.11.06 - 4TH CITY SUBMITTAL	JAM	4		
5	2019.02.22 - 5TH CITY SUBMITTAL	JAM	5		



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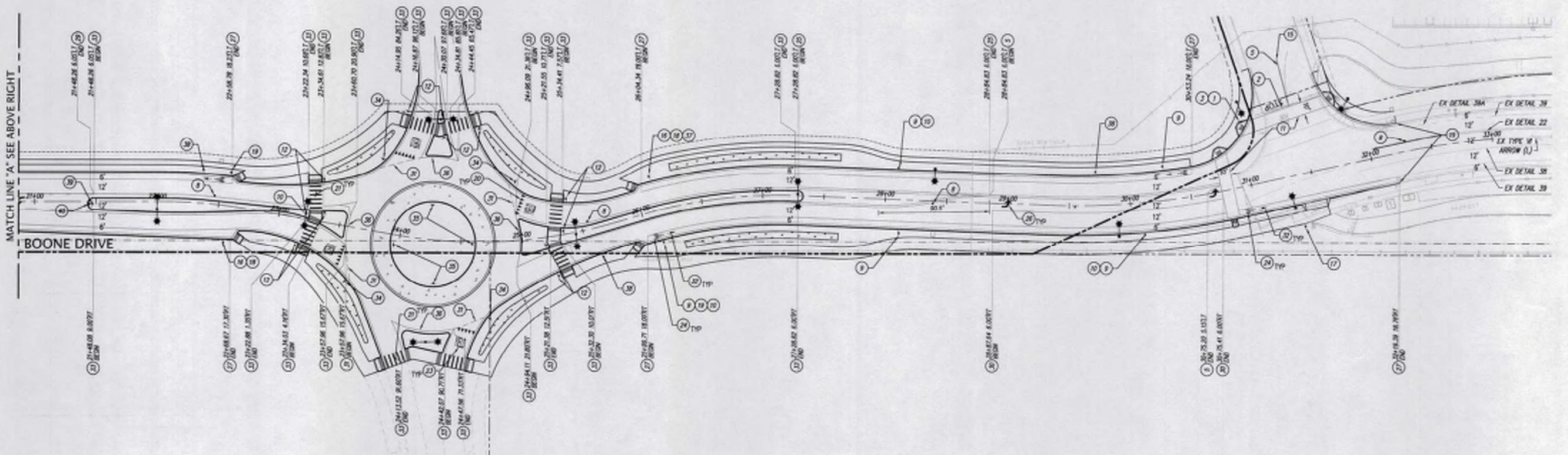
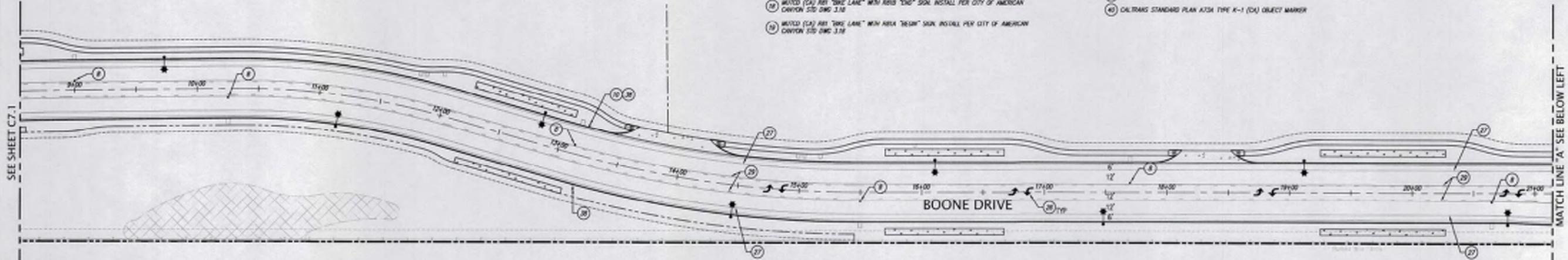
STREET IMPROVEMENT PLAN
EROSION CONTROL NOTES

AMERICAN CANYON, CALIFORNIA

DATE: APRIL, 2019
 SCALE: 1" = 40'
 DESIGNER: JAM
 JOB NO.: A13611-B
 SHEET: **C6.2**
 OF 66 SHEETS

KEY NOTES

- 1) RELOCATE MATED (CA) R1-1 "STOP" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18 & 3.19
- 2) STOP MARKING PER CITY OF AMERICAN CANYON STD DWG 3.20
- 3) RELOCATE STREET SIGN PER CITY OF AMERICAN CANYON STD DWG 3.21
- 4) MATED (CA) W3-1 "STOP AHEAD" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 5) CALTRANS RSP A254 DETAIL 21
- 6) MATED (CA) R26 "NO PARKING" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 7) MATED (CA) W14-2 "NO OUTLET" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 8) 7X BLUE REFLECTOR MARKER PER CITY OF AMERICAN CANYON STD DWG 7.07
- 9) MATED (CA) R7-9 "NO PARKING BIKE LAKE" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 10) INSTALL SIGN ON STREET LIGHT POLE
- 11) 10" WIDE "BASIC" CROSS WALK WITH 1" WIDE STRIPES SPACED 10' APART PER CALTRANS A247
- 12) MATED (CA) W11-2 WITH W16-1 (P993) "CROSS WALK" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 13) MATED (CA) W11-2 WITH W16-1P "CROSS WALK AHEAD" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 14) REMOVE STRIPE
- 15) MATCH EXISTING PAVEMENT MARKINGS
- 16) MATED (CA) 11-15 "BIKES WAY USE SIDEWALK" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 17) MATED (CA) W14C "BIKES MUST EXIT" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 18) MATED (CA) R11 "BIKE LANE WITH BIKES END" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 19) MATED (CA) R11 "BIKE LANE WITH AREA BEHIND" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 20) YELLOW LINE PER CALTRANS A246
- 21) 10" WIDE "CONVENTIONAL" CROSSWALK WITH 1" WIDE STRIPES SPACED 2.5' APART PER CALTRANS A247
- 22) "STOP" LEGEND PER CALTRANS A240
- 23) "YIELD" LEGEND PER CALTRANS A240
- 24) BIKE LANE STRIPE WITH PERSON PER CALTRANS A246
- 25) CALTRANS RSP A258 DETAIL 28
- 26) TYPE IV ARROW (L) PER CALTRANS A244
- 27) CALTRANS RSP A250 DETAIL 39
- 28) CALTRANS RSP A250 DETAIL 38A
- 29) CALTRANS RSP A250 DETAIL 31
- 30) CALTRANS RSP A250 DETAIL 38A
- 31) WIDENED CALTRANS RSP A250 DETAIL 40 2" WIDE WHITE THERMOPLASTIC STRIPE
- 32) BIKE LANE ARROW PER CALTRANS A244
- 33) CALTRANS RSP A250 DETAIL 24
- 34) MATED (CA) R1-2 "YIELD" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 35) MATED (CA) R6-4A "ROUNDABOUT DIRECTION ARROW" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 36) CALTRANS RSP A258 DETAIL 27B
- 37) MATED (CA) W15-1P "SHARE THE ROAD" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 38) MATED R2-1 "SPEED LIMIT 25 MPH" SIGN
- 39) MATED (CA) R4-7 SIGN
- 40) CALTRANS STANDARD PLAN A254 TYPE K-1 (CA) OBJECT MARKER

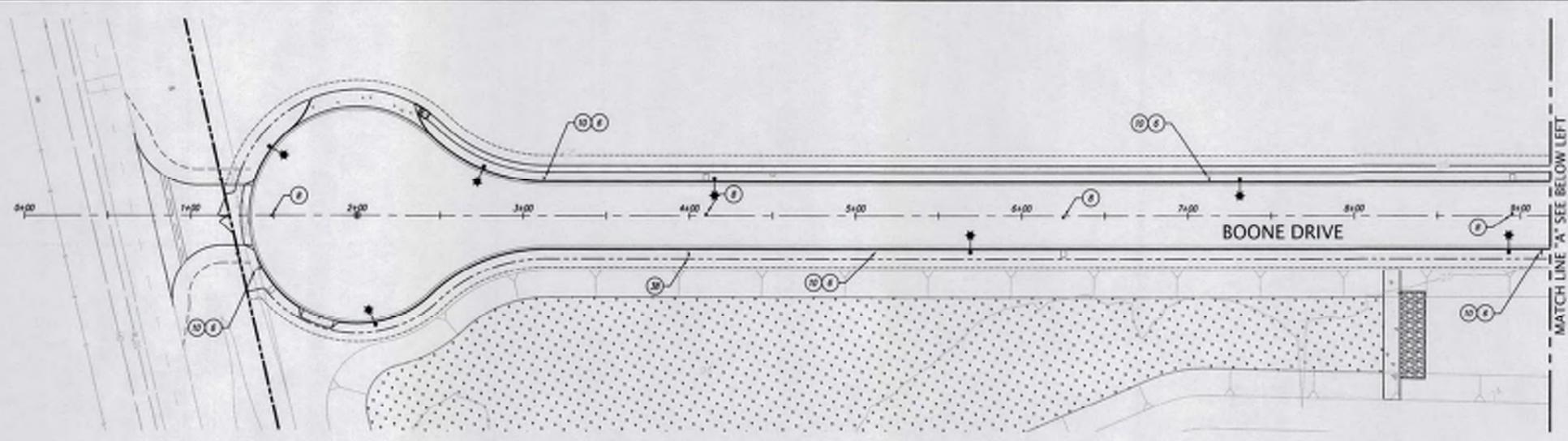


NO.	REVISION	BY	DATE
1	2018.04.20 - 1ST CITY SUBMITTAL	JAM	JAM
2	2018.05.27 - 2ND CITY SUBMITTAL	JAM	JAM
3	2018.06.26 - 3RD CITY SUBMITTAL	JAM	JAM
4	2018.11.06 - 4TH CITY SUBMITTAL	JAM	JAM
5	2019.02.22 - 5TH CITY SUBMITTAL	JAM	JAM



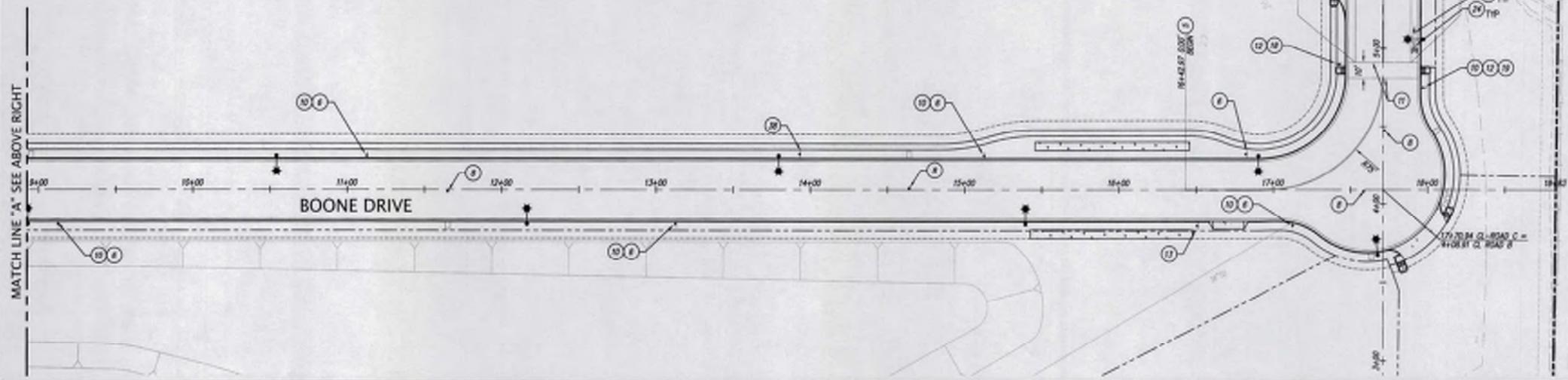
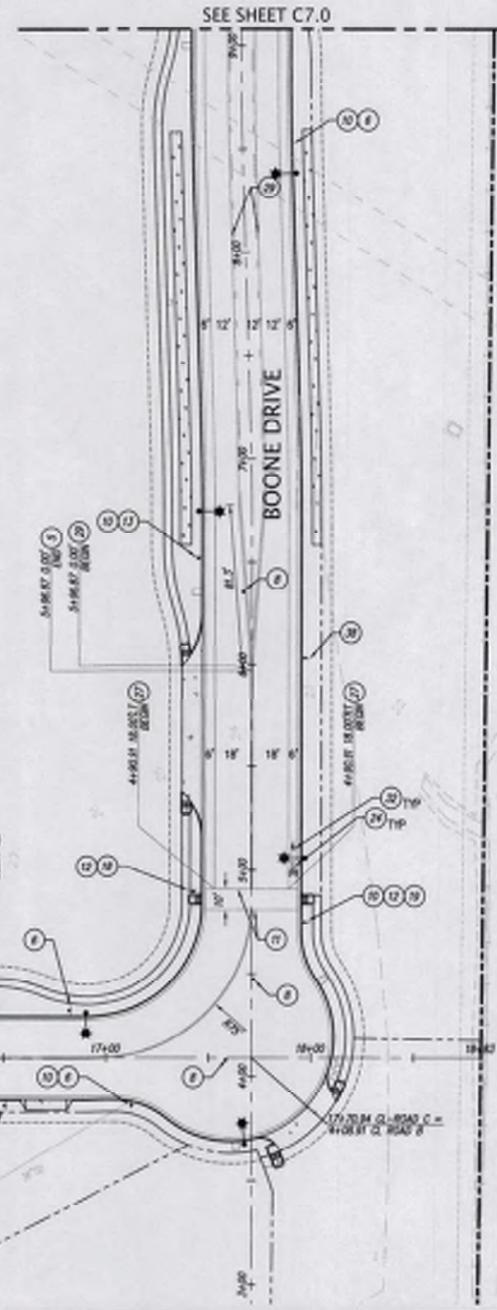
KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2859 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 342-8788
 Fax (925) 342-8796

STREET IMPROVEMENT PLAN	
SIGNING & STRIPING PLAN	
DATE	APRIL, 2019
SCALE	1" = 40'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C7.0
OF	69 SHEETS



KEY NOTES

- 1 RELOCATE MUTED (CA) R1-1 "STOP" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18 & 3.19
- 2 STOP WARNING PER CITY OF AMERICAN CANYON STD DWG 3.20
- 3 RELOCATE STREET SIGN PER CITY OF AMERICAN CANYON STD DWG 3.21
- 4 MUTED (CA) W3-1 "STOP AHEAD" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 5 CALTRANS RSP A334 DETAIL 21
- 6 MUTED (CA) R26 "NO PARKING" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 7 MUTED (CA) W4-2 "NO OUTLET" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 8 IV BLUE REFLECTOR WARNING PER CITY OF AMERICAN CANYON STD DWG 7.07
- 9 MUTED (CA) R3-3 "NO PARKING BKE LANE" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 10 INSTALL SIGN ON STREET LIGHT POLE
- 11 10' WIDE "BASIC" CROSS WALK WITH 1" WIDE STRIPES SPACED 1' APART PER CALTRANS A247
- 12 MUTED (CA) W1-1 WITH W1-1P(S/L) "CROSS WALK" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 13 MUTED (CA) W1-2 WITH W1-2P "CROSS WALK AHEAD" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 14 REMOVE STRIPE
- 15 MATCH EXISTING PAVEMENT MARKINGS
- 16 MUTED (CA) 11-15 "BIKES MAY USE SIDEWALK" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 17 MUTED (CA) R40C "BIKES MUST EXIT" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 18 MUTED (CA) R81 "BIKE LANE" WITH R81P "END" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 19 MUTED (CA) R81 "BIKE LANE" WITH R81P "BEGIN" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 20 FIELD LINE PER CALTRANS A246
- 21 10' WIDE "CONTINENTAL" CROSSWALK WITH 1" WIDE STRIPES SPACED 2.5' APART PER CALTRANS A247
- 22 "STOP" LEGEND PER CALTRANS A240
- 23 "YIELD" LEGEND PER CALTRANS A240
- 24 BIKE LANE SYMBOL WITH PERSON PER CALTRANS A240
- 25 CALTRANS RSP A330 DETAIL 28
- 26 TYPE IV ARROW (L) PER CALTRANS A244
- 27 CALTRANS RSP A330 DETAIL 29
- 28 CALTRANS RSP A330 DETAIL 30A
- 29 CALTRANS RSP A330 DETAIL 31
- 30 CALTRANS RSP A330 DETAIL 30A
- 31 CALTRANS RSP A330 DETAIL 40
- 32 BIKE LANE ARROW PER CALTRANS A244
- 33 CALTRANS RSP A330 DETAIL 24
- 34 MUTED (CA) R1-2 "YIELD" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 35 MUTED (CA) R5-4A "ROUNDABOUT DIRECTION ARROW" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 36 CALTRANS RSP A330 DETAIL 27B
- 37 MUTED (CA) W6-1P "SHARE THE ROAD" SIGN INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 38 MUTED R2-1 "SPEED LIMIT 25 MPH" SIGN



NO.	BY	DATE	DESCRIPTION
1	JAM	2019.04.12	0TH CITY SUBMITTAL
2	JAM	2019.04.29	1ST CITY SUBMITTAL
3	JAM	2019.06.27	2ND CITY SUBMITTAL
4	JAM	2019.08.26	3RD CITY SUBMITTAL
5	JAM	2019.11.06	4TH CITY SUBMITTAL
6	JAM	2019.02.22	5TH CITY SUBMITTAL

KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2850 Collier Canyon Road
 Livermore, California 94551
 Phone: (925) 245-0788
 Fax: (925) 245-0796

STREET IMPROVEMENT PLAN
SIGNING & STRIPING PLAN

AMERICAN CANYON, CALIFORNIA

DATE	APRIL, 2019
SCALE	1" = 40'
DESIGNER	JAM
JOB NO.	A13631-R
SHEET	C7.1
OF	60 SHEETS



August 9, 2022

CITY OF AMERICAN CANYON
Attn: Engineering Department
4381 Broadway, Suite 201
American Canyon, CA 94503

**RE: Napa Logistics Phase II
Project No. DV18-0007**

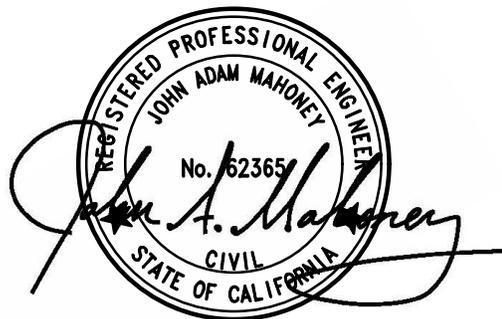
To Whom it May Concern,

This letter is to confirm that we are the Civil Engineer of Record for the above referenced project. Based on our observations, the completed project is in conformance with the civil drawings prepared by our office, specifications, local codes, and ordinances. Below are the items that were observed during construction:

1. Grading and paving
2. Storm drainage
3. Storm water treatment
4. Domestic and fire water systems
5. Sanitary sewer
6. Building setbacks
7. Pad/Finished floor elevations

Should you have any questions or concerns, please do not hesitate to contact us.

Sincerely,
KIER & WRIGHT



8/9/2022

Adam Mahoney, PE, PLS

ASSOCIATE
amahoney@kierwright.com
925.412.3053

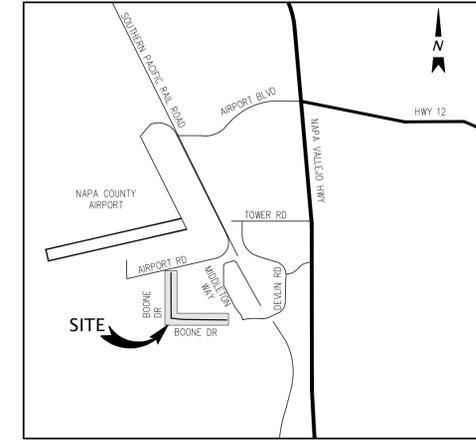
NAPA LOGISTICS PARK PHASE II IMPROVEMENT PLANS

AMERICAN CANYON

APRIL 12, 2019

CALIFORNIA

WDID #2 28C382692



VICINITY MAP

NOT TO SCALE

SHEET INDEX

SHEET	DESCRIPTION
CIVIL	
C1.0	COVER SHEET
C1.1	NOTES
C1.2	NOTES AND DETAILS
C1.3	TYPICAL SECTIONS
C1.4	DETAILS
C1.5	CATHODIC PROTECTION DETAILS
C1.6	CATHODIC PROTECTION DETAILS
C1.7	CATHODIC PROTECTION DETAILS
C1.8	CATHODIC PROTECTION DETAILS
C1.9	MODIFIED CITY STANDARD DETAILS
C2.0	BOONE DRIVE
C2.1	BOONE DRIVE
C2.2	BOONE DRIVE
C3.0	BOONE DRIVE
C3.1	BOONE DRIVE
C4.0	BASIN GRADING & DRAINAGE PLAN
C4.1	BASIN GRADING & DRAINAGE PLAN
C4.2	SD LINE A PROFILE
C4.3	BORE AND JACK PLAN AND PROFILE
C4.4	CURB RETURN PROFILE
C4.5	CURB RETURN PROFILE
C4.6	BTA GRADING DETAILS
C4.7	BTA GRADING DETAILS
C4.8	ROUNDABOUT GRADING
C4.9	DRIVEWAY AND ADA RAMP DETAILS
C4.10	DRIVEWAY AND ADA RAMP DETAILS
C4.11	UTILITY CROSSINGS BOONE DR
C4.12	UTILITY CROSSINGS BOONE DR
C4.13	UTILITY CROSSINGS BOONE DR
C5.0	STORM WATER QUALITY CONTROL PLAN
C6.0	EROSION CONTROL PLAN
C6.1	EROSION CONTROL PLAN
C6.2	EROSION CONTROL NOTES
C7.0	SIGNING & STRIPING PLAN
C7.1	SIGNING & STRIPING PLAN

LANDSCAPE

L1.0-L1.3	LANDSCAPE PLAN
L2.0-L2.3	IRRIGATION PLAN
L3.0-L3.3	LANDSCAPE & IRRIGATION DETAILS
L3.4	IRRIGATION CALCULATIONS

JOINT TRENCH

1	CONSTRUCTION NOTES
2	PG&E SPECIFICATIONS
3-5	PRELIMINARY ELECTRIC
6-7	PRELIMINARY NATURAL GAS
8-9	PRELIMINARY AT&T

ELECTRICAL

SL-1	ELECTROLIER TITLE SHEET
SL-2	ELECTROLIER SITE PLAN
SL-3	ELECTROLIER SITE PLAN

APPROVED FOR CONFORMANCE TO CITY ENGINEERING STANDARDS, SPECIFICATIONS, AND APPURTENANT CONDITIONS OF APPROVAL.

ERICA AHMANN SMITHIES, PE
PUBLIC WORKS DIRECTOR / CITY ENGINEER
CITY OF AMERICAN CANYON, CALIFORNIA

DATE

BEFORE EXCAVATING
CALL U.S.A.
811
48-HOURS BEFORE ALL
PLANNED WORK OPERATIONS



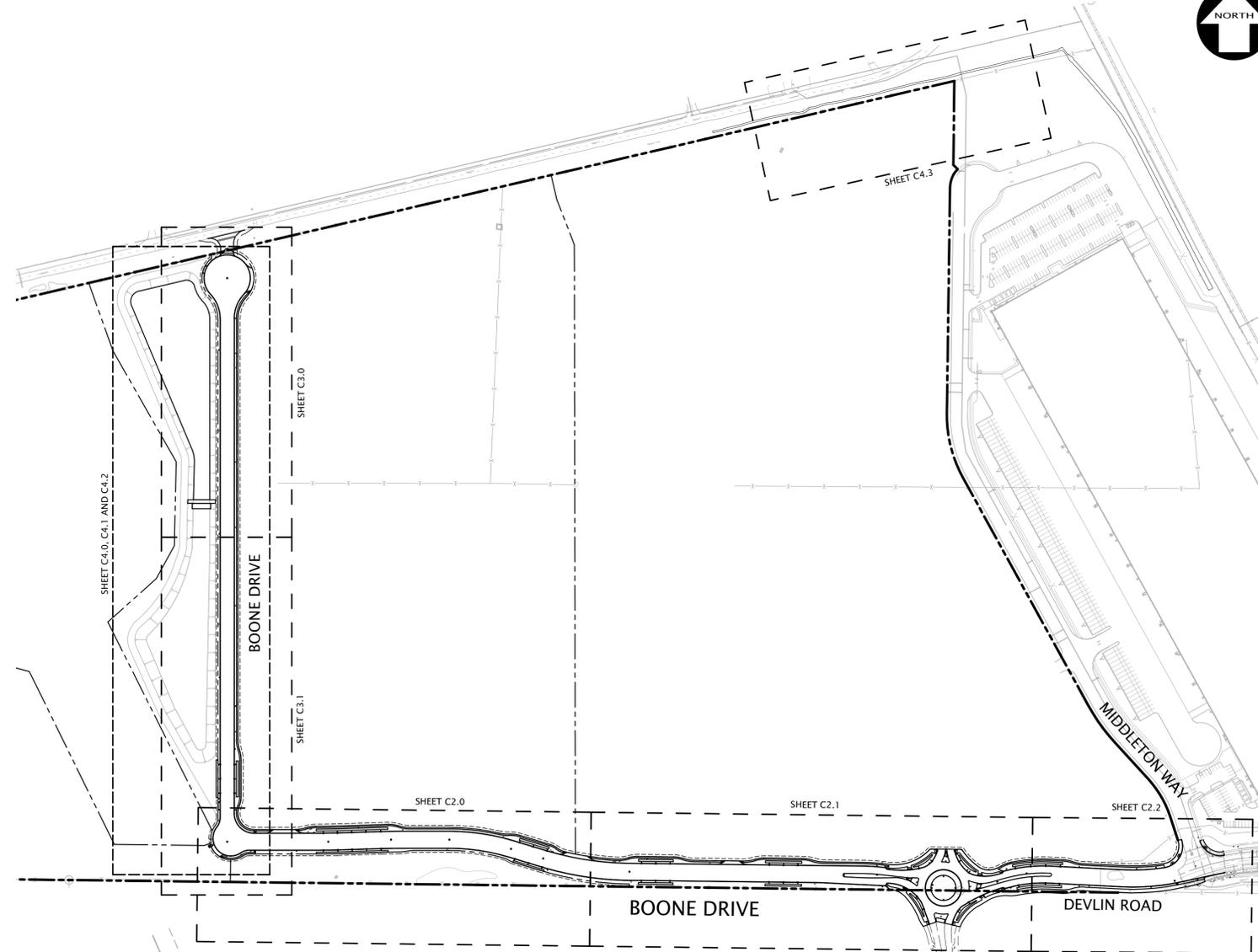
Know what's below.
Call before you dig.

ABBREVIATIONS

AD	AREA DRAIN
AP	ANGLE POINT
ARV	AIR RELEASE VALVE
ASR	AUTOMATIC SPRINKLER RISER
AVP	AIR VALVE POST
BC	BEGIN OF CURVE
BFPD	BACKFLOW PREVENTION DEVICE
BFV	BUTTERFLY VALVE
BL	BUILDING LINE
BLDG	BUILDING
BOV	BLOWOFF VALVE
BTA	BIO-TREATMENT AREA
BW	BACK OF WALK
C	CONCRETE
CATVB	CABLE TELEVISION BOX
CB	CATCH BASIN
CL	CENTERLINE
COTG	CLEANOUT TO GRADE
CTB	CALTRANS BOX
DI	DRAINAGE INLET
DS	DOWN SPOUT
EB	ELECTRIC BOX
EC	END OF CURVE
EG	EXISTING GROUND
ESMT	EASEMENT
EW	EDGE OF WALK
EX	EXISTING
FB	FACE OF BERM
FC	FACE OF CURB
FES	FLARED END STRUCTURE
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FL	FLOW LINE
FOM	FIBER OPTICS MARKER
GA	GUY ANCHOR
GB	GRADE BREAK
GM	GAS METER
GV	GAS VALVE
HDWL	HEADWALL
HP	HIGH POINT
IB	IRRIGATION BOX
IE	INVERT ELEVATION
JP	JOINT POWER POLE
LP	LOW POINT
LT	LIGHT
OF	OVERFLOW
PIV	POST INDICATOR VALVE
POC	POINT OF CONNECTION
PP	POWER POLE
PPC	POINT OF REVERSE CURVATURE
PUE	PUBLIC UTILITY EASEMENT
PV	PAVEMENT
R	RIDGE
RD	ROOF DRAIN
RE	RIM ELEVATION
RSP	REVISED STANDARD PLAN
RT	RIGHT
SD	RAIN WATER LEADER
SD	STORM DRAIN
SDCO	STORM DRAIN CLEANOUT
SDJB	STORM DRAIN JUNCTION BOX
SDMH	STORM DRAIN MANHOLE
SL	STREET LIGHT
SLB	STREET LIGHT BOX
SM	SPRINT MARKER
SMH	SPRINT MANHOLE
SOCB	SIDE OPEN CATCH BASIN
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEANOUT
SSFM	SANITARY SEWER FORCE MAIN
SSMH	SANITARY SEWER MANHOLE
SWL	SWALE
T	TRANSFORMER
TB	TELEPHONE BOX
TE	TOP OF CURB
TE	TRASH ENCLOSURE
TSB	TRAFFIC SIGNAL BOX
TSP	TRAFFIC SIGNAL POLE
WB	WATER BOX
WM	WATER METER
WV	WATER VALVE

LEGEND

PROPOSED	EXISTING



SOILS ENGINEER

THIS GRADING PLAN HAS BEEN REVIEWED BY THE UNDERSIGNED AND FOUND TO BE IN CONFORMANCE WITH THE RECOMMENDATIONS AS OUTLINED IN THE SOILS REPORT DATED JUNE 7 2016, FILE NO. 582-2-2, BY CORNERSTONE EARTH GROUP. THE GEO-TECHNICAL REPORT SHALL BE CONSIDERED AS PART OF THE PLAN AND ALL GRADING WORK SHALL BE IN ACCORDANCE WITH SAID GEO-TECHNICAL REPORT.

FIRM: CORNERSTONE EARTH GROUP, INC.

BY: DANH T. TRAN, P.E.

DATE: 4/12/2019

AMERICAN CANYON FIRE MARSHAL

THIS PLAN HAS BEEN REVIEWED FOR PERMIT ISSUANCE. ALL WORK SHALL COMPLY WITH THE REQUIREMENTS OF STATE LAW AND CITY OF AMERICAN CANYON CODE, ORDINANCE, RESOLUTION OR PROJECT CONDITIONS. ANY OMISSION OR DEVIATION FROM THESE REQUIREMENTS OR ALTERNATE METHODS SHALL BE REQUESTED IN WRITING AND APPROVED BY THE FIRE DEPARTMENT. ONE SET OF APPROVED PLANS SHALL BE AVAILABLE ON THE PROJECT SITE AT ALL TIMES. FINAL APPROVAL IS SUBJECT TO FIELD INSPECTION.

BY: AMERICAN CANYON FIRE DEPARTMENT DATE:

UTILTIY PROVIDERS

WATER:	CITY OF AMERICAN CANYON
SEWER:	CITY OF AMERICAN CANYON
GAS & ELECTRIC:	PACIFIC GAS AND ELECTRIC
TELEPHONE:	AT&T
CABLE TELEVISION:	COMCAST CABLE

BASIS OF BEARINGS

THE BEARING OF SOUTH 88°52'35" EAST, TAKEN ON THE MONUMENT LINE OF TOWER ROAD AS SHOWN ON MAP NO. 4929, FILED FOR RECORD IN BOOK 31 OF SURVEYS AT PAGES 8-10, NAPA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

PROJECT BENCH MARK

BENCHMARK: MONUMENT ON DEVLIN ROAD NORTH OF KELLY ROAD. ELEVATION= 56.22 NGVD 29

DEVELOPER: ERNIE KNODEL
ORCHARD PARTNERS, LLC
3697 MT. DIABLO BOULEVARD, SUITE 200
LAFAYETTE, CALIFORNIA 94549
(415) 272-5252

ARCHITECT: JIM TERRY, AIA, LEED AP
WARE MALCOMB
2400 CAMINO RAMON, SUITE 390
SAN RAMON, CALIFORNIA 94563
(925) 244-9620

CIVIL ENGINEER: ADAM MAHONEY
KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
2850 COLLIER CANYON ROAD
LIVERMORE, CALIFORNIA 94551
(925) 245-8788

SURVEYOR: JOSEPH D. THOMPSON
KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC.
2850 COLLIER CANYON ROAD
LIVERMORE, CALIFORNIA 94551
(925) 245-8788

BIOLOGIST: GEOFF MONK
MONK & ASSOCIATES, INC.
1136 SARANAP AVE, SUITE 0
WALNUT CREEK, CALIFORNIA 94595
(925) 947-4867

GEOTECHNICAL: DANH TRAN
CORNERSTONE EARTH GROUP
1259 DAKMEAD PKWY
SUNNYVALE, CALIFORNIA 94085
(408) 245-4600

LANDSCAPE ARCHITECT: BARBARA HATCH
GREENDESIGN LANDSCAPE ARCHITECTS, INC
1464 POPINJAY DRIVE
RENO, NEVADA 89509
(775) 501-9347

RECORD DRAWING

BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUOUS OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS. IT IS OUR PROFESSIONAL OPINION THAT THE DRAWING IS ACCURATE AND COMPLETE AS SHOWN. WE DO NOT WARRANT THE ACCURACY AND COMPLETENESS OF THE DRAWING. KIER & WRIGHT CANNOT AND DOES NOT WARRANT THE ACCURACY AND COMPLETENESS OF THE DRAWING. THE USER OF THIS DRAWING FOR ANY PURPOSES OTHER THAN THAT FOR WHICH IT WAS PREPARED SHALL BE RESPONSIBLE FOR ANY ERRORS AND OMISSIONS WHICH MAY BE INCURRED THEREBY AS A RESULT.



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

STREET IMPROVEMENT PLAN
COVER SHEET

DATE NOVEMBER, 2021

SCALE AS SHOWN

DESIGNER JAM

JOB NO. A13631-8

SHEET C1.0

OF 60 SHEETS

**CITY OF AMERICAN CANYON
CONSTRUCTION NOTES:**

- CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE CITY REPRESENTATIVES HARMLESS FROM ANY AND ALL LIABILITY, REAL AND/OR ALLEGED, IN CONJUNCTION WITH THE PERFORMANCE OF THIS PROJECT.
- CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT FROM THE CITY OF AMERICAN CANYON PRIOR TO PERFORMING ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY OR ON ANY PORTION OF THE CITY'S PUBLIC WATER, SEWER, OR STORMWATER SYSTEMS.
- CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY AND ALL DAMAGES TO EXISTING STRUCTURES AND UTILITIES DURING CONSTRUCTION.
- CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS, DISTANCES, AND FEATURES THAT MAY AFFECT THE WORK. SHOULD EXISTING CONDITIONS DIFFER FROM THOSE SHOWN OR INDICATED, OR IF IT APPEARS THAT THESE PLANS, STANDARD SPECIFICATIONS, AND SPECIAL PROVISIONS DO NOT ADEQUATELY DETAIL THE WORK TO BE DONE, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WITH ANY RELATED WORK. NO ALLOWANCE WILL BE MADE IN HIS BEHALF FOR ANY EXTRA EXPENSE RESULTING FROM FAILURE OR NEGLIGENCE IN DETERMINING THE CONDITIONS UNDER WHICH WORK IS TO BE PERFORMED. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALE.
- A SET OF SIGNED CONSTRUCTION DRAWINGS AND A SET OF SPECIFICATIONS SHALL BE KEPT AT ALL TIMES AT THE JOB SITE ON WHICH ALL CHANGES OR VARIATIONS IN THE WORK, INCLUDING ALL EXISTING UTILITIES, ARE TO BE RECORDED AND/OR CORRECTED DAILY AND SUBMITTED TO THE PUBLIC WORKS DIRECTOR WHEN THE WORK TO BE DONE IS COMPLETED.
- CONTRACTOR TO EXPOSE AND CHECK LOCATIONS OF EXISTING INVERTS PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL NOTIFY ALL PUBLIC OR PRIVATE UTILITY COMPANIES 48 HOURS PRIOR TO COMMENCEMENT OF WORK ADJACENT TO EXISTING UTILITY LINES UNLESS ENCROACHMENT PERMIT SPECIFIES OTHERWISE.
- CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS FOR APPROVAL. ALL TRAFFIC CONTROL SHALL CONFORM TO CALIFORNIA MUTCD. CONTRACTOR SHALL PROVIDE AND MAINTAIN SUFFICIENT BARRICADES TO PROVIDE FOR THE SAFETY OF THE GENERAL PUBLIC TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR.
- CONTRACTOR SHALL CONTACT THE PUBLIC WORKS DIRECTOR TO ARRANGE A PRE-CONSTRUCTION CONFERENCE FOR THE PURPOSE OF REVIEWING JOB REQUIREMENTS AND CITY PROCEDURES.
- PRIOR TO THE START OF CONSTRUCTION, CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT 811 OR 800-642-2444 FOR THE LOCATION OF EXISTING UTILITY FACILITIES.
- ALL MATERIALS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL COORDINATE ALL NECESSARY UTILITY RELOCATIONS, IF REQUIRED, WITH THE APPROPRIATE UTILITY COMPANIES.
- CONTRACTOR SHALL NOTIFY THE PUBLIC WORKS DIRECTOR AT LEAST 72 HOURS IN ADVANCE OF COMMENCEMENT OF ANY PART OF THE WORK.
- PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL LOCATE, BY EXCAVATION, EXISTING WATER FACILITIES TO ASCERTAIN VERTICAL AND HORIZONTAL POSITION. IF CONFLICTS ARISE, DEVELOPER'S ENGINEER SHALL SUBMIT AN ALTERNATE DESIGN ACCEPTABLE TO THE CITY'S DIRECTOR OF PUBLIC WORKS.
- THE CONTRACTOR SHALL COORDINATE AND SCHEDULE ALL INSPECTIONS AT LEAST 48 HOURS IN ADVANCE BY CONTACTING THE CITY OF AMERICAN CANYON PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION AT (707) 647-4562.
- CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE GRADING/IMPROVEMENT PLANS SHALL BE LIMITED TO BETWEEN 7:00 A.M. AND 6:00 P.M. MONDAY THROUGH FRIDAY. WORK ON WEEKENDS AND HOLIDAYS REQUIRE WRITTEN APPROVAL FROM THE PUBLIC WORKS DIRECTOR. IF WEEKENDS AND HOLIDAY WORK IS APPROVED, CONSTRUCTION AND GRADING ACTIVITIES SHALL BE LIMITED TO BETWEEN 8:00 A.M. TO 6:00 P.M. ON SATURDAYS, AND BETWEEN 10:00 A.M. AND 6 P.M. ON SUNDAYS AND HOLIDAYS.
- PRIOR TO FINAL INSPECTION, CONTRACTOR SHALL PROVIDE CITY WITH VIDEO INSPECTION OF ALL PUBLIC AND PRIVATE STORM DRAIN IMPROVEMENTS.
- WITH THE EXCEPTION OF WATER USED FOR LOADING AND TESTING OF POTABLE WATER LINES, ALL CONSTRUCTION WATER USED FOR THE PROJECT SHALL BE OBTAINED FROM A SOURCE OTHER THAN AMERICAN CANYON POTABLE WATER SOURCES. APPLICANT SHALL PROVIDE VERIFICATION THAT AN OUTSIDE SOURCE OF CONSTRUCTION WATER, E.G., RECYCLED WATER, HAS BEEN ESTABLISHED AND WILL BE AVAILABLE FOR THE DURATION OF THE PROJECT CONSTRUCTION.
- AT PROJECT COMPLETION, THE ENGINEER OF RECORD SHALL PROVIDE PLANS LABELED "AS-BUILT" TO THE CITY OF AMERICAN INDICATING ANY AND ALL CHANGES MADE DURING CONSTRUCTION. SUCH PLANS SHALL BE DELIVERED IN HARDCOPY (MYLAR) AND ELECTRONIC FORMAT (.PDF & .DWG).

**CITY OF AMERICAN CANYON
SANITARY SEWER SYSTEM**

- ALL MATERIAL AND WORKMANSHIP SHALL CONFORM TO THE CITY OF AMERICAN CANYON PUBLIC WORKS DEPARTMENT ENGINEERING STANDARD PLANS AND SPECIFICATIONS FOR PUBLIC IMPROVEMENTS (ENGINEERING STANDARDS), INCLUDING ALL ADDENDA, STANDARD PLAN REVISIONS, AND SPECIAL PROVISIONS.
- SEWER MAINS, SEWER LATERALS, AND CLEANOUTS SHALL CONFORM TO AND BE INSTALLED IN ACCORDANCE WITH THESE ENGINEERING STANDARDS.
- PRIOR TO BEGINNING ANY EXCAVATION, TO AVOID CONFLICTS, THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IN THE AREA OF THE PROPOSED WORK. SUCH EXISTING UTILITIES SHALL INCLUDE, BUT NOT BE LIMITED TO, ELECTRICAL, TELEPHONE AND CABLE T.V. CONDUITS; GAS LINES, WATER MAINS, SEWER MAINS AND DRAIN LINES.
- ALL TRENCHING, BACKFILL, AND RE-SURFACING REQUIRED FOR INSTALLATION OF SANITARY SEWER FACILITIES SHALL BE PER ENGINEERING STANDARD DRAWINGS 4.01 AND 4.02.
- THE LOCATION OF EACH SEWER LATERAL, THE LETTER 'S' SHALL BE INSCRIBED INTO THE FACE OF THE CURB. THE LETTER 'S' SHALL BE THREE INCHES (3") HIGH AND COMPLETELY LEGIBLE.
- CAUTION TAPE SHALL BE LAID ON THE TOP OF INITIAL BACKFILL, ALONG THE ENTIRE LENGTH OF ALL SEWERLINES. CAUTION TAPE SHALL BE GREEN PLASTIC TAPE, 3-INCH WIDE, MARKED "SEWERLINE BURIED BELOW".
- EACH LATERAL SHALL HAVE A CLEANOUT BEHIND PROPERTY LINE, AS WELL AS WITHIN FIVE (5) FEET OF THE BUILDING. CLEANOUT SHALL BE BROUGHT TO FINISH GRADE WITH AN APPROPRIATE COVER.
- ALL SANITARY SEWER MANHOLES SHALL RECEIVE A NEOPOXY 100% EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.

**CITY OF AMERICAN CANYON
WATER SYSTEM:**

- ALL MATERIAL AND WORKMANSHIP SHALL CONFORM TO THE CITY OF AMERICAN CANYON PUBLIC WORKS DEPARTMENT ENGINEERING STANDARD PLANS AND SPECIFICATIONS FOR PUBLIC IMPROVEMENTS (ENGINEERING STANDARDS) LATEST EDITION, INCLUDING ALL ADDENDA, STANDARD PLAN REVISIONS, AND SPECIAL PROVISIONS.
- PRIOR TO THE START OF CONSTRUCTION CONTRACTOR SHALL CONTACT THE CITY OF AMERICAN CANYON PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION AT (707) 647-4562 TO ARRANGE A PRE-CONSTRUCTION MEETING FOR THE PURPOSE OF REVIEWING JOB REQUIREMENTS AND CITY PROCEDURES.
- ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY OR ON ANY PORTION OF THE CITY'S PUBLIC WATER SYSTEM REQUIRES AN ENCROACHMENT PERMIT FROM THE CITY OF AMERICAN CANYON.
- THE CONTRACTOR SHALL CONTACT THE CITY OF AMERICAN CANYON PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION AT (707) 647-4562 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK FOR SCHEDULING OF CONSTRUCTION INSPECTIONS.
- PRIOR TO BEGINNING ANY EXCAVATION AND TO AVOID CONFLICTS, THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IN THE AREA OF THE PROPOSED WORK. SUCH EXISTING UTILITIES SHALL INCLUDE, BUT NOT BE LIMITED TO, ELECTRICAL, TELEPHONE AND CABLE T.V. CONDUITS; GAS LINES, WATER MAINS, SEWER MAINS AND DRAIN LINES.
- ALL TRENCHING, BACKFILL, AND RE-SURFACING REQUIRED FOR INSTALLATION OF WATER SYSTEM FACILITIES SHALL BE PER ENGINEERING STANDARD DRAWINGS 4.01 AND 4.02.
- START EXCAVATION BY EXPOSING END OF EXISTING MAIN TO DETERMINE ITS LINE AND GRADE. START NEW MAIN 8-10' FROM AND ON THE SAME LINE AND GRADE AS THE EXISTING MAIN. PIPE LAYING SHALL THEN BE ADJUSTED TO THE DEPTH OF THE NEW MAIN.
- NO. 12 INSULATED COPPER WIRE SHALL BE LAID ON THE TOP OF AND ALONG THE ENTIRE LENGTH OF ALL NON-METALLIC LINES AND SHALL BE EXTENDED TO THE SURFACE AT ALL VALVE LOCATIONS, BLOW-OFFS, AND METER BOXES SUFFICIENTLY FOR LOCATOR EQUIPMENT TO BE ATTACHED. FASTEN THE WIRE TO THE CENTER LINE AT THE TOP OF THE PIPE SO AS NOT TO BE DISPLACED BY BACKFILLING PROCEDURE.
- CAUTION TAPE SHALL BE LAID ON THE TOP OF INITIAL BACKFILL, ALONG THE ENTIRE LENGTH OF ALL WATERLINES. CAUTION TAPE SHALL BE BLUE PLASTIC TAPE, 3-INCH WIDE, MARKED "WATERLINE BURIED BELOW".
- AT THE LOCATION OF EACH WATER SERVICE LATERAL, THE LETTER "W" SHALL BE INSCRIBED INTO THE FACE OF THE CURB. THE LETTER "W" SHALL BE THREE INCHES HIGH AND COMPLETELY LEGIBLE.
- EXISTING WATER VALVES TO BE OPERATED BY CITY PERSONNEL ONLY.
- WATER LINES SHALL NOT BE PHYSICALLY CONNECTED TO THE AMERICAN CANYON WATER SYSTEM UNTIL DISINFECTED AND TESTED IN ACCORDANCE WITH CITY STANDARDS, AND APPROVED BY CITY PERSONNEL.
- ALL SALVAGEABLE APPURTENANCES SHALL BE RETURNED TO THE CITY OF AMERICAN CANYON CORPORATION YARD LOCATED AT 205 WETLANDS EDGE ROAD, UNLESS OTHERWISE DIRECTED.
- THERE SHALL BE NO UN-METERED CONNECTIONS TO THE CITY'S WATER SYSTEM, INCLUDING CONNECTIONS BYPASSING METERS FOR TESTING ON-SITE PLUMBING OR FOR OBTAINING CONSTRUCTION WATER. PRESSURE TESTING AGAINST VALVES WILL NOT BE ALLOWED.
- THE CONTRACTOR SHALL INSTALL A TWO-INCH (2") TEMPORARY REDUCED PRESSURE BACKFLOW PREVENTER ON THE END OF THE EXISTING MAIN FOR CONSTRUCTION WATER OR APPLY FOR TEMPORARY WATER METER THROUGH THE PUBLIC WORKS DEPARTMENT. ALTERNATIVELY, THE CONTRACTOR MAY OBTAIN A TEMPORARY HYDRANT METER THROUGH THE PUBLIC WORKS DEPARTMENT.
- ITEMS SPECIFIED IN THE ENGINEERING STANDARDS ARE APPROVED BY THE CITY ENGINEER. DEVIATIONS FROM THE ENGINEERING STANDARDS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL.
- VERTICAL AND HORIZONTAL DEFLECTIONS IN WATER MAINS SHALL NOT EXCEED MANUFACTURER'S RECOMMENDATIONS OR FITTINGS AND THRUST BLOCKS WILL BE REQUIRED.
- WATER SERVICES SHALL BE INSTALLED OVER THE TOP OF THE UNDERGROUND JOINT TRENCH UTILITIES. MAINTAIN MINIMUM COVER PER CITY STANDARD SPECIFICATIONS.
- PROVIDE STANDARD BOXES FOR ALL VALVES PER AMERICAN CANYON STANDARDS. OPERATING NUT EXTENSIONS REQUIRED ONLY WHERE MAIN IS MORE THAN TEN FEET (10') DEEP.
- ASBESTOS CEMENT PIPE (ACP) WILL NOT BE ALLOWED UNDER ANY CIRCUMSTANCES.
- PVC PIPE SHALL BE DR14 FOR PIPE SIZE 12" AND SMALLER AND DR18 FOR PIPE SIZES 14" AND LARGER.
- ALL DUCTILE IRON PIPE AND APPURTENANCES SHALL BE WRAPPED WITH 10 MILS THICK POLYETHYLENE TUBING, CAD WELDED BONDING WIRE, AND HAVE APPROVED CATHODIC PROTECTION. ANY APPURTENANCES REMAINING EXPOSED SHALL RECEIVE TWO COATS OF KOPPERS BITUMASTIC NO. 505, OR APPROVED ALTERNATE, APPLIED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
- WHEN A WATER MAIN AND A SEWER LINE ARE IN A PARALLEL ALIGNMENT, THERE SHALL BE MINIMUM TEN FEET (10') CLEAR SEPARATION BETWEEN THE WATER AND SEWER MAINS. . WHEN A WATER MAIN AND SEWER LINE ARE IN A PERPENDICULAR CROSSING ALIGNMENT, THERE SHALL BE MINIMUM TWELVE INCHES (12") CLEAR SEPARATION BETWEEN WATER AND SEWER MAINS, AND NO WATER MAIN JOINTS SHALL BE ALLOWED WITHIN TEN FEET (10') OF THE SEWER LINE.
- BACKFILL AROUND WATER LINES PROTECTED WITH POLYETHYLENE WRAP SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND SHALL BE LOW CHLORIDE, FINE SAND MATERIAL PLACED TO A MINIMUM OF SIX INCH (6") BEDDING AND TWELVE INCHES (12") ABOVE THE TOP OF THE PIPE.
- A MINIMUM OF TWO FEET (2') OF COVER ON WATER MAINS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION OF STREETS, UNLESS OTHERWISE SPECIFIED BY THE PUBLIC WORKS DIRECTOR.
- WATER SERVICES ARE TO BE INSTALLED AT EACH LOT. GALVANIZED MALLEABLE IRON FITTINGS ARE PROHIBITED.
- PRIOR TO FINAL INSPECTION, A CROSS-CONNECTION VERIFICATION INSPECTION MUST BE PERFORMED BETWEEN THE POTABLE AND RECYCLED WATER SYSTEMS.
- ALL WATER VALVES 12" AND LARGER SHALL BE BUTTERFLY VALVES. BUTTERFLY VALVES SHALL BE EQUIPPED WITH FLGMJ ADAPTER WHEN USING PVC PIPE, SEE DETAIL 2/C1.5.
- ALL HARDWARE USED FOR UNDERGROUND INSTALLATION OF VALVES, FITTINGS, AND ALL OTHER APPURTENANCES, SHALL BE STAINLESS STEEL.

ADDITIONAL WATER NOTES:

- FOR CHANGE IN DIRECTION OF THE WATER MAIN USE FITTINGS AND THRUST BLOCKS.
- VERTICAL DIFFERENCES IN ELEVATION AT THE POINT OF CONNECTION TO EXISTING WATER MAINS SHALL BE ACCOMPLISHED WITH THE USE OF APPROVED FITTINGS AND THRUST BLOCKS.
- PROVIDE STANDARD BOXES FOR ALL VALVES PER CITY OF AMERICAN CANYON STANDARD DRAWING 7.06.
- OPERATING NUT EXTENSIONS REQUIRED ONLY WHERE MAIN IS MORE THAN TEN FEET (10') DEEP.
- BLOW-OFFS ON 8" OR LARGER WATER MAINS SHALL BE 4".
- WATER MAIN SHALL BE PVC C 900 DR 14 EXCEPT WHERE NOTED ON PLANS.
- INSTALL ANODES FOR CATHODIC PROTECTION OF ALL DUCTILE IRON PIPE PER CITY OF AMERICAN CANYON REQUIREMENTS.
- THRUST BLOCKS ARE REQUIRED AT ALL BENDS PER CITY OF AMERICAN CANYON STANDARD 7.12. CONCRETE PIER BLOCKS ARE REQUIRED UNDER ALL TEES AND VALVES.
- SERVICE LAYOUTS SHALL BE PER CITY OF AMERICAN CANYON STANDARD DRAWINGS 7.01 - 7.03.
- ALL VALVES SHALL BE COATED INTERIOR AND EXTERIOR WITH FUSION BONDED EPOXY IN ACCORDANCE WITH AWWA C550 AND CERTIFIED PER NSF 61.

NOTES -GEOTECHNICAL REPORT

- THE PROJECT GEOTECHNICAL REPORT PREPARED BY CORNERSTONE EARTH GROUP, DATED JULY 26, 2016, FILE NO. 582-2-2, SHOULD BE USED AND REFERRED TO FOR ADDITIONAL RECOMMENDATIONS NOT PROVIDED IN THESE NOTES.
- SITE PREPARATION: AREAS TO BE DEVELOPED SHOULD BE CLEARED OF VEGETATION AND DEBRIS, INCLUDING THAT LEFT BY THE REMOVAL OF OBSOLETE STRUCTURES. TREES AND SHRUBS THAT WILL NOT BE PART OF THE PROPOSED DEVELOPMENT SHOULD BE REMOVED AND THEIR PRIMARY ROOT SYSTEM GRUBBED. CLEARED AND GRUBBED MATERIAL SHOULD BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH COUNTY HEALTH DEPARTMENT GUIDELINES.
- VOIDS CREATED DURING CLEARING SHOULD BE BACKFILLED WITH ENGINEERED FILL AS RECOMMENDED HEREIN.
- STRIPPING: AREAS TO BE GRADED SHOULD BE STRIPPED OF THE UPPER FEW INCHES OF SOIL CONTAINING ORGANIC MATTER. SOIL CONTAINING MORE THAN THREE PERCENT BY WEIGHT ORGANIC MATTER SHOULD BE CONSIDERED ORGANIC. SURFICIAL STRIPPING SHOULD EXTEND ABOUT 3 TO 6 INCHES BELOW EXISTING GRADE IN VEGETATED AREAS. THE ACTUAL STRIPPING DEPTHS SHOULD BE DETERMINED BY REPRESENTATIVE OF THE GEOTECHNICAL ENGINEER IN THE FIELD AT THE TIME OF STRIPPING. THE STRIPPING SHOULD BE REMOVED FROM THE SITE OR IS SUITABLE STOCKPILED FOR RE-USE AS TOPSOIL IN LANDSCAPING.
- AT ALL TIMES, TEMPORARY CONSTRUCTION EXCAVATIONS SHOULD CONFORM TO THE REGULATIONS OF THE DATE OF CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, DIVISIONS OF INDUSTRIAL SAFETY OR OTHER STRICTER GOVERNING REGULATIONS.
- ALL FILL MATERIALS SHOULD BE FREE OF PERISHABLE MATTER AND ROCKS OR LUMPS OVER 6 INCHES IN DIAMETER, AND MUST BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO USE.
- THE UPPER 6 INCHES OF FILL BENEATH THE BUILDING AREA SHALL CONSIST OF NON-EXPANSIVE, CRUSHED GRANULAR BASE HAVING AN R-VALUE OF AT LEAST 50 AND NO MORE THAN 10 PERCENT PASSING THE NO. 200 SIEVE, SUCH AS A CLASS 2 AGGREGATE BASE.
- WE JUDGE THE ON-SITE SOILS GENERALLY SUITABLE FOR USE AS GENERAL FILL BUT WILL NOT BE SUITABLE FOR USE AS NON-EXPANSIVE FILL UNLESS THEY ARE CHEMICALLY TREATED.
- IN GENERAL, IMPORTED FILL, IF NEEDED SHOULD BE INORGANIC WITH A PLASTICITY INDEX (PI) OF 15 OR LESS, AND NOT CONTAIN RECYCLED ASPHALT CONCRETE WHERE IT WILL BE USED WITHIN THE BUILDING AREA. THE GEOTECHNICAL ENGINEER SHOULD APPROVE IMPORTED MATERIAL PRIOR TO USE AS COMPACT FILL. THE GRADING CONTRACTOR IS RESPONSIBLE FOR SUBMITTING, AT LEAST 5 DAYS IN ADVANCE OF ITS INTENDED USE, SAMPLES OF THE PROPOSED IMPORT MATERIALS FOR LABORATORY TESTING AND APPROVAL BY THE SOIL ENGINEER.
- APPROVED FILL MATERIAL SHALL BE PLACED IN 8-INCH LIFTS. UNIFORMLY MOISTURE-CONDITIONED TO NEAR OPTIMUM AND PROPERLY COMPACTED. FILL PLACEMENT, MOISTURE CONDITIONING, AND COMPACTION SHOULD BE IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.
- ALL STRUCTURE FILLS, INCLUDING THOSE PLACED TO ESTABLISH SITE SURFACE DRAINAGE, SHOULD BE COMPACTED TO AT LEAST 90 PERCENT RELATIVE COMPACTION OR PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.
- EXPANSIVE SOILS USED AS FILL SHOULD BE MOISTURE-CONDITIONED TO AT LEAST 3 PERCENT ABOVE OPTIMUM PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.
- IN GENERAL, CUT AND FILL SLOPES SHOULD BE DESIGNED AND CONSTRUCTED AT SLOPE GRADIENTS OF 3:1 (HORIZONTAL TO VERTICAL) OR FLATTER, UNLESS OTHERWISE APPROVED BY THE GEOTECHNICAL ENGINEER IN SPECIFIED AREAS.

DUST ABATEMENT NOTES:

THE CONSTRUCTION CONTRACTOR IS REQUIRED TO IMPLEMENT A DUST ABATEMENT PROGRAM. ELEMENTS OF THIS PROGRAM SHALL INCLUDE THE FOLLOWING.

- WATER ALL ACTIVE CONSTRUCTION AREAS AT LEAST TWICE DAILY;
- COVER ALL TRUCKS HAULING SOIL, SAND, AND OTHER LOOSE MATERIALS OR REQUIRE ALL TRUCKS TO MAINTAIN AT LEAST TWO FEET OF FREEBOARD (I.E. THE MINIMUM REQUIRED SPACE BETWEEN THE TOP OF THE LOAD AND THE TOP OF THE TRAILER);
- PAVE, APPLY WATER THREE TIMES DAILY, OR APPLY (NON-TOXIC) SOIL STABILIZERS ON ALL UNPAVED ACCESS ROADS, PARKING AREAS AND STAGING AREAS AT CONSTRUCTION SITE;
- SWEEP DAILY (PREFERABLY WITH WATER SWEEPERS) ALL PAVED ACCESS ROADS, PARKING AREAS, AND AREAS AT CONSTRUCTION SITE;
- SWEEP STREETS DAILY (PREFERABLY WITH WATER SWEEPERS) IF VISIBLE SOIL MATERIAL IS CARRIED ONTO ADJACENT PUBLIC STREETS;
- HYDROSEED OR APPLY (NON-TOXIC) SOIL STABILIZERS TO INACTIVE CONSTRUCTION AREAS (PREVIOUSLY GRADED AREAS INACTIVE FOR TEN DAYS OR MORE);
- ENCLOSE, COVER, WATER TWICE DAILY OR APPLY (NON-TOXIC) SOIL STABILIZER TO EXPOSED STOCKPILES (DIRT, SAND, ETC.);
- LIMIT TRAFFIC SPEEDS ON UNPAVED ROADS TO 15 MILES PER HOUR;

CULTURAL RESOURCE NOTES:

- THE PROJECT SPONSOR WILL HIRE A QUALIFIED ARCHAEOLOGIST TO MONITOR ALL EXCAVATION ACTIVITIES, INCLUDING GRADING AND TRENCHING ACTIVITIES, WHO WILL ADVISE THE SPONSOR ON APPROPRIATE EXCAVATION LEVELS, AND CONDUCT SPOT CHECKS OF ALL EXCAVATED MATERIALS AND OPEN EXCAVATION AREAS. THE ARCHAEOLOGIST WILL ALSO BRIEF PROJECT PERSONNEL AND CONSTRUCTION WORKERS ON THE POTENTIAL FOR FINDING ARCHAEOLOGICAL RESOURCES AT THE SITE, PREPARE MATERIALS THAT DESCRIBE THE APPURTENANCE OF POTENTIAL RESOURCES, AND APPRISE PERSONNEL OF THE PROCEDURES TO FOLLOW IF SUCH RESOURCES ARE FOUND.
- IF ARCHAEOLOGICAL RESOURCES ARE UNCOVERED, WORK AT THE PLACE OF DISCOVERY SHALL BE HALTED IMMEDIATELY, FOR A PERIOD NOT TO EXCEED FOUR WEEKS, AND A QUALIFIED ARCHAEOLOGIST WILL EVALUATE THE FIND. PREHISTORIC ARCHAEOLOGICAL SITE INDICATORS INCLUDE; OBSIDIAN AND CHART FLAKES AND CHIPPED STONE TOOLS; GRINDING AND MASHING IMPLEMENTS SUCH AS SLABS AND HANDSTONES, AND MORTARS AND PESTLES; AND LOCALLY DARKENED MIDDEN SOILS CONTAINING SOME OF THE PREVIOUSLY LISTED ITEMS PLUS FRAGMENTS OF BONE AND FIRE AFFECTED STONES. IF THE ARCHAEOLOGICAL RESOURCES ARE DETERMINED BY THE ARCHAEOLOGIST TO BE SIGNIFICANT, THE PROJECT SPONSOR WILL, AFTER CONSULTATION WITH NAPA COUNTY, CONSTRUCT A PUBLICLY ACCESSIBLE HISTORIC DISPLAY THAT DOCUMENTS THE FIND AT THE PROJECT SITE.
- IF HUMAN REMAINS ARE ENCOUNTERED DURING PROJECT CONSTRUCTION, THE PROJECTS SPONSOR AND/OR ITS EMPLOYEES SHALL NOTIFY THE NAPA COUNTY CORNER'S OFFICE IMMEDIATELY. UPON DETERMINATION BY THE COUNTY CORNER'S THAT THE REMAINS ARE NATIVE AMERICAN, THE CORONER SHALL CONTACT THE CALIFORNIA NATIVE AMERICAN HERITAGE COMMISSION, PURSUANT TO SUBDIVISION(C) OF SECTION 7050.5 OF THE HEALTH AND SAFETY CODE, AND THE COUNTY COORDINATOR OF INDIAN AFFAIRS.

JACK & BORE NOTES:

- CASING TO BE SMOOTH STEEL PER SCHEDULE SHOWN IN DETAIL 1 SHEET C1.3. CONTRACTOR SHALL VERIFY THE INNER DIAMETER OF THE CASING 4" GREATER THAN OUTER DIAMETER OF CARRIER PIPE ASSEMBLY (BELLS).
- ANY VOIDS CREATED BY BORING, JACK OR TUNNELING SHALL BE FILLED BY PRESSURE CEMENT GROUTING
- WATER CARRIER PIPE SHALL BE PVC C900 DR 14 WITH RESTRAINED JOINTS.
- SEWER CARRIER PIPE SHALL BE PVC SDR-35 WITH RESTRAINED JOINTS.
- RESTRAINED JOINTS SHALL BE INTEGRAL TO PIPE: LOK-21 BY DIAMOND PLASTICS, CERTA-LOK C900/RJ OR APPROVED ALTERNATE.
- CARRIER PIPE SHALL BE SUPPORTED BY POLYETHYLENE CASING INSULATORS SPACED AT MANUFACTURER'S RECOMMENDATIONS
- SEAL EACH END OF CASING WITH CASING END SEAL
- CARRIER PIPE SHALL BE TESTED PRIOR TO SEALING OF CASING

CATHODIC PROTECTION NOTES:

- CONTRACTOR SHALL PROVIDE CATHODIC PROTECTION ON ALL AIR RELEASE VALVES AS DETAILED FOR WATER SERVICES ON DETAIL 1 SHEET C1.5
- ALL UNDER GROUND METALLIC FITTINGS FOR THE ON-SITE AND OFF-SITE WATER SYSTEM SHALL RECEIVE CATHODIC AS DETAILED IN RECOMMENDATIONS PROVIDED BY TRIDENT ENVIRONMENTAL AND ENGINEERING, INC. UNLESS OTHERWISE NOTED ON THESE PLANS.
- CATHODIC PROTECTION FOR VERTICAL PIPE DROPS SHALL BE ONE 60 POUND ANODE PER 10 FEET OF PIPE. ANODES SHALL BE INSTALLED VERTICAL OR HORIZONTAL AT LEAST 10 FEET APART. SEE SHEET C1.5 FOR ANODE SPECIFICATION AND INSTALLATION INFORMATION.

BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUOUS OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS. IT IS OUR PROFESSIONAL OPINION THAT THE INFORMATION PROVIDED HEREIN IS A REASONABLE BASIS FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. WE DO NOT WARRANT THE ACCURACY AND COMPLETENESS OF THE DRAWING, SPECIFICATIONS, OR REVISED FIELD NOTES TO PERTAIN TO THE PROJECT. OUR LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT. WE DO NOT WARRANT THE ACCURACY AND COMPLETENESS OF THE DRAWING, SPECIFICATIONS, OR REVISED FIELD NOTES TO PERTAIN TO THE PROJECT. OUR LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT.

RECORD DRAWING

John A. Mahoney
P.E. & WRIGHT, JOHN



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

STREET IMPROVEMENT PLAN
NOTES

AMERICAN CANYON, CALIFORNIA

DATE	NOVEMBER, 2021
SCALE	AS SHOWN
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C1.1
OF	60 SHEETS

KIER & WRIGHT GENERAL NOTES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ELEVATIONS OF THE EXISTING STORM DRAINS, SEWERS AND WATER PRIOR TO COMMENCING THE WORK. NOTIFY THE ENGINEER IF ACTUAL IS DIFFERENT FROM PLANS.
- CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THE PROJECT, EXPECTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.
- TOPOGRAPHY SHOWN ON THE PLANS REPRESENTS APPROXIMATE CONDITIONS AS OF SEPTEMBER 2013.
- CONTRACTOR SHALL REPLACE OR REPAIR, AT CONTRACTOR'S OWN EXPENSE, ALL DAMAGED, REMOVED, OR OTHERWISE DISTURBED WALLS, FENCES, SERVICES, UTILITIES, IMPROVEMENTS OF FEATURES OF WHATEVER NATURE TO THEIR ORIGINAL CONDITION WHETHER SHOWN ON THE PLANS OR NOT; PROVIDED SUCH REPAIR OR REPLACEMENT IS CAUSED BY CONTRACT WORK OPERATORS.
- UNAUTHORIZED CHANGES AND USES: THE ENGINEER PREPARING THESE PLAN WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARE OF THESE PLANS.
- LOCATIONS OF EXISTING UNDERGROUND FACILITIES AND UTILITIES SHOWN ARE APPROXIMATE AND ARE BASED ON FIELD SURVEY AND/OR AVAILABLE UTILITY COMPANY INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE ACTUAL LOCATION OF UTILITIES PRIOR TO THE COMMENCEMENT OF WORK. AS REQUIRED, PHYSICAL VERIFICATION OF UTILITY LOCATION SHALL BE PERFORMED BY POT HOLING OR HAND DIGGING AND CAREFUL SUBSURFACE PROBING IN CONFORMANCE WITH ARTICLE 6 OF THE CAL/OSHA CONSTRUCTION SAFETY ORDER. ANY DEVIATIONS FROM LOCATIONS SHOWN ON THE PLANS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION BEFORE STARTING CONSTRUCTION.
- CONSTRUCTION CONTRACTORS SHALL MUFFLE AND SHIELD INTAKES AND EXHAUSTS, SHROUD OR SHIELD IMPACT TOOLS, AND USE ELECTRIC-POWERED RATHER THAN DIESEL-POWERED CONSTRUCTION EQUIPMENT (AS FEASIBLE).
- ALL STATIONARY NOISE-GENERATING EQUIPMENT SHALL BE LOCATED AS FAR AWAY AS POSSIBLE FROM NEIGHBORING PROPERTY LINES.
- ALL CONSTRUCTION EQUIPMENT SHALL BE MAINTAINED AND OPERATED ACCORDING TO MANUFACTURER'S MAINTENANCE SCHEDULES AND RECOMMENDATIONS TO MINIMIZE NOISE AND EXHAUST EMISSIONS (PARTICULAR NITROGEN OXIDES).
- THE DEVELOPER SHALL BE RESPONSIBLE FOR SECURING AND COMPLYING WITH APPROPRIATE PERMITS FROM THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT FOR ANY EQUIPMENT OR PROCESSES THAT COULD RESULT IN EMISSIONS OF CRITERIA, TOXIC OR ODOROUS EMISSIONS.
- THE CONTRACTOR IS REQUIRED TO HIRE A TESTING LABORATORY TO PERFORM COMPACTION TESTS. THE TEST RESULTS SHALL BE SUBMITTED TO THE CITY'S CONSTRUCTION ENGINEER PRIOR TO ANY OFF-SITE PAVING.
- GRADING CONTRACTOR SHALL MAINTAIN A WATER TRUCK ON SITE DURING ALL GRADING ACTIVITY TO WATER GRADE MATERIAL AND CONTROL DUST. CONTRACTOR SHALL COVER STOCKPILED DIRT WITH PLASTIC AND ANCHOR THE PLASTIC TO THE GROUND. ALL GRADING, EARTH-MOVING OR EXCAVATION SHALL CEASE WHEN WINDS EXCEED 20 MPH.

CONDITIONS OF APPROVAL:

- ANY HAZARDOUS MATERIAL IS ENCOUNTERED DURING THE CONSTRUCTION OF THIS PROJECT, ALL WORK SHALL BE IMMEDIATELY STOPPED AND THE FIRE DEPARTMENT, NAPA COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES OR OTHER DESIGNATED AGENCY, AND THE CITY INSPECTOR SHALL BE NOTIFIED IMMEDIATELY. WORK SHALL NOT PROCEED UNTIL CLEARANCE HAS BEEN ISSUED BY ALL OF THESE AGENCIES.
- WHERE SOIL OR GEOLOGIC CONDITIONS ENCOUNTERED IN GRADING OPERATIONS ARE DIFFERENT FROM THAT ANTICIPATED IN THE SOIL AND/OR GEOLOGIC INVESTIGATION REPORT, OR WHERE SUCH CONDITIONS WARRANT CHANGES TO THE RECOMMENDATIONS CONTAINED IN THE ORIGINAL SOIL INVESTIGATION, A REVISED SOIL OR GEOLOGIC REPORT SHALL BE SUBMITTED FOR APPROVAL BY THE CITY ENGINEER. ADDITIONALLY, IF FIELD CONDITIONS WARRANT INSTALLATION OF ANY SUBDRAINS, THE LOCATION, SIZE AND CONSTRUCTION DETAILS MUST BE PROVIDED TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
- ALL NEW FIRE HYDRANTS SHALL BE COVERED WITH BURLAP SACKS UNTIL THE HYDRANTS HAVE BEEN TESTED AND FOUND TO BE IN CONFORMANCE WITH CITY FLOW REQUIREMENTS. NO STORAGE OF COMBUSTIBLE MATERIALS OR CONSTRUCTION OF BUILDING SHALL BE PERMITTED UNTIL ALL HYDRANTS MEET CITY FLOW REQUIREMENTS.
- PRIOR TO PLACING THE FINAL LIFT OF ASPHALT, ALL PUBLIC STORM DRAIN AND SANITARY SEWER LINES SHALL BE VIDEO INSPECTED AT THE APPLICANT'S EXPENSE. ALL VIDEO TAPES SHALL BE SUBMITTED TO THE CITY. IF ANY INADEQUACIES ARE FOUND, THEY SHALL BE REPAIRED PRIOR TO THE PLACEMENT OF THE FINAL LIFT OF ASPHALT.

GRADING NOTES

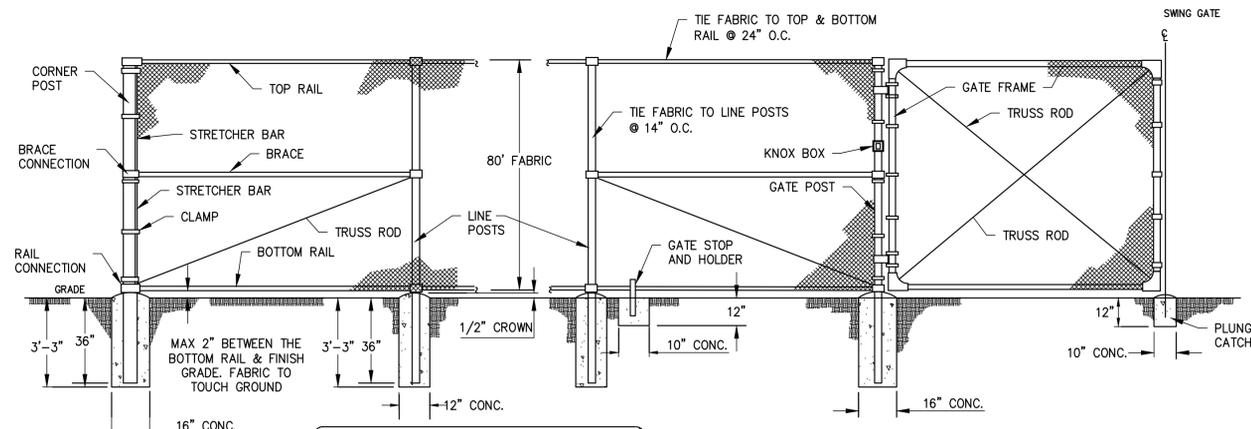
- ALL GRADING SHALL BE PERFORMED IN ACCORDANCE WITH RECOMMENDATIONS IN THE GEOTECHNICAL AND FOUNDATION INVESTIGATION PREPARED FOR THIS SITE.
- CONTRACTOR SHALL DETERMINE HIS OWN EARTH QUANTITIES AND BASE HIS BID ACCORDINGLY.
- TOP OF CURB ELEVATION IS 0.5' ABOVE THE A.C. PAVING AND SPOT ELEVATIONS ARE TO FINISHED SURFACE (UNLESS OTHERWISE NOTED).
- COMPACTION TO BE DETERMINED USING ASTM D1557, LATEST EDITION LABORATORY TEST PROCEDURE.
- STORM DRAIN PIPE WITHIN THE PUBLIC OR PRIVATE STREET RIGHT OF WAY SHALL BE RCP CLASS III OR BETTER UNLESS OTHERWISE NOTED. BEDDING SHALL BE PER THE CITY OF AMERICAN CANYON STANDARDS.
- STORM DRAIN PIPE FOR THE BIO-TREATMENT UNDER DRAIN SYSTEM SHALL BE SDR 35 PVC.
- THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE IMPROVEMENT PLANS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE ENGINEER CAN NOT ASSUME RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF THEIR DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT ARE NOT SHOWN ON THESE DRAWINGS.
- CONTRACTOR SHALL UNCOVER AND EXPOSE ALL EXISTING UTILITY AND SEWER LINES WHERE THEY ARE TO BE CROSSED, ABOVE OR BELOW, BY THE NEW FACILITY BEING CONSTRUCTED IN ORDER TO VERIFY THE GRADE AND TO ASSURE THAT THERE IS SUFFICIENT CLEARANCE. PIPE SHALL NOT BE STRUNG NOR TRENCHING COMMENCED UNTIL ALL CROSSINGS HAVE BEEN VERIFIED FOR CLEARANCE. IF THE CONTRACTOR FAILS TO FOLLOW THIS PROCEDURE, HE WILL BE SOLELY RESPONSIBLE FOR ANY EXTRA WORK OR MATERIAL REQUIRED IF MODIFICATIONS TO THE DESIGN ARE NECESSARY.
- THE CONTRACTOR SHALL SET HIS STRING OR WIRE THROUGH AT LEAST THREE GRADE STAKES TO VERIFY GRADE. IF THE STAKES DO NOT PRODUCE A UNIFORM GRADE, NOTIFY THE ENGINEER IMMEDIATELY AND HAVE THE GRADES CHECKED PRIOR THE TRENCHING OR PLACEMENT OF CONCRETE.
- ADJUSTMENTS TO BUILDING PAD ELEVATIONS OR PARKING LOT GRADES TO ACHIEVE EARTHWORK BALANCE SHALL BE MADE ONLY WITH APPROVAL OF THE ENGINEER.
- ALL WORK, ON-SITE AND IN THE PUBLIC RIGHT-OF-WAY, SHALL CONFORM TO THE CITY OF AMERICAN CANYON STANDARDS AND REQUIREMENTS.

EROSION AND SEDIMENT CONTROL MEASURES

- EROSION AND SEDIMENT CONTROL MEASURES SHALL BE EFFECTIVE FOR THE DURATION OF CONSTRUCTION.
- AFTER THE UNDERGROUND STORM DRAIN SYSTEM IS INSTALLED, THE CATCH BASINS WILL BE INSTALLED (AS SOON AS PRACTICAL) AND ROCK BARRIER BAGS WILL BE PLACED AROUND THOSE CATCH BASINS AS SHOWN ON THIS PLAN UNTIL THIS SITE IS PAVED.
- SHOULD THE ON-SITE STORM DRAINS NOT BE INSTALLED COMPLETELY BY OCTOBER 15, THE CONTRACTOR SHALL CONSTRUCT TEMPORARY SEDIMENT BASINS AT THE EXISTING STORM PIPES STUBBED TO THE SITE.
- PERSON RESPONSIBLE FOR IMPLEMENTATION OF EROSION AND SEDIMENTATION PLAN.
NAME: TBD
ADDRESS:
TELEPHONE:
- THE CONTRACTOR SHALL PLACE STABILIZED ENTRANCE PER DETAIL 1/06.0 AT EACH D/W ENTRANCE TO SITE. ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THAT SAME DAY AND AS REQUIRED BY THE CITY OF AMERICAN CANYON.
- ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED AND CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF THE CITY ENGINEER.
- ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LADEN RUN-OFF TO ANY STORM DRAINAGE SYSTEM.
- THIS PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING. PLANS ARE TO BE RESUBMITTED FOR CITY APPROVAL PRIOR TO THE SEPTEMBER FIRST OF EACH SUBSEQUENT YEAR UNTIL THE SITE IMPROVEMENTS ARE ACCEPTED BY THE CITY.
- ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY.
- SEDIMENT BASINS SHALL BE CLEANED OUT WHENEVER SEDIMENT REACHES THE SEDIMENT CLEANOUT LEVEL INDICATED ON THE PLANS.
- BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
- ALL CUT AND FILL SLOPES ARE TO BE PROTECTED TO PREVENT OVERBANK FLOW.
- INLETS WHICH ARE NOT USED IN CONJUNCTION WITH ROCK BARRIER BAGS OR SEDIMENT BASINS SHOULD BE COVERED, OR OTHERWISE ADJUSTED TO PREVENT INFLOW, UNLESS THE AREA DRAINED IS UNDISTURBED OR STABILIZED.
- THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO ANTICIPATED FIELD CONDITIONS. VARIATIONS MAY BE MADE TO THE PLAN IN THE FIELD SUBJECT TO THE APPROVAL OF THE ENGINEER.
- DETAILS FOR THE CONSTRUCTION OF FACILITIES ARE SHOWN ON THESE PLANS.
- THIS PLAN IS INTENDED TO BE USED FOR EROSION CONTROL ONLY. OTHER INFORMATION SHOWN HEREIN MAY NOT BE THE MOST CURRENT.

UTILITY NOTES

- BACKFILLING AND COMPACTION FOR ALL TRENCHES SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER AND CITY REPRESENTATIVE.
 - CONTRACTOR TO VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO ANY SITE WORK. ALL WORK FOR STORM DRAIN AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. THIS WILL ALLOW FOR ANY NECESSARY ADJUSTMENTS TO BE MADE PRIOR TO THE INSTALLATION OF THE ENTIRE LINE. IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSTREAM CONNECTION POINT AND WORKS UPSTREAM, HE SHALL PROCEED AT HIS OWN RISK AND BE RESPONSIBLE FOR ANY ADJUSTMENTS NECESSARY.
 - ALL WORK ON-SITE AND IN THE PUBLIC RIGHT OF WAY, SHALL CONFORM TO THE CITY OF AMERICAN CANYON STANDARDS AND REQUIREMENTS.
 - GENERAL CONTRACTOR SHALL COORDINATE ALL UNDERGROUND UTILITIES. PROVIDE 6" MINIMUM BETWEEN PIPES CROSSING ELECTRICAL LINES HORIZONTALLY AND 12" MINIMUM BETWEEN PIPES PARALLEL TO ELECTRICAL LINES.
 - FOR UTILITY MATERIALS AND TYPES, SEE THE PROJECT SPECIFICATIONS.
 - WATER LINES SHALL BE 12" MINIMUM ABOVE SANITARY SEWER LINE AT ALL CROSSINGS.
 - MINIMUM COVER FOR WATER LINES IS 3.0 FEET.
 - MINIMUM COVER FOR FIRE SERVICE LINES IS 4.0 FEET.
 - SANITARY SEWER SHALL BE PVC SDR 35 EXCEPT WHERE DUCTILE IRON PIPE (DIP) IS NOTED. DUCTILE IRON PIPE (DIP) SHALL BE CLASS 50.
 - ASBESTOS CEMENT (A.C.P.) PIPE SHALL NOT BE ALLOWED UNDER ANY CIRCUMSTANCES.
 - TRENCHING AND BACKFILL SHALL COMPLY WITH AMERICAN CANYON STANDARDS. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY STANDARDS FOR TRENCH SAFETY. ALL PIPES HAVING LESS THAN 3' OF COVER SHALL BE BACKFILLED WITH CLASS II AGGREGATE BASE.
 - CONTRACTOR SHALL CONTACT THE CITY OF AMERICAN CANYON TO ARRANGE A PRE-PROJECT CONFERENCE FOR THE PURPOSE OF REVIEWING JOB REQUIREMENTS AND CITY PROCEDURES.
- PIPING MATERIALS (UNLESS OTHERWISE NOTED)**
- DOMESTIC WATER 12" AND SMALLER DR 14, C 900
14" AND LARGER DR 18, C 900
- FIRE SERVICE PVC DR 14, C 900
- STORM DRAIN SEE GRADING NOTE #5 & #6
- SEWER PVC SDR 35
- RECLAIMED WATER PVC DR 14, C900 (PURPLE)
13. ALL STORMWATER INLETS SHALL HAVE TRASH CAPTURE DEVICE PER DETAIL 9/C1.4.



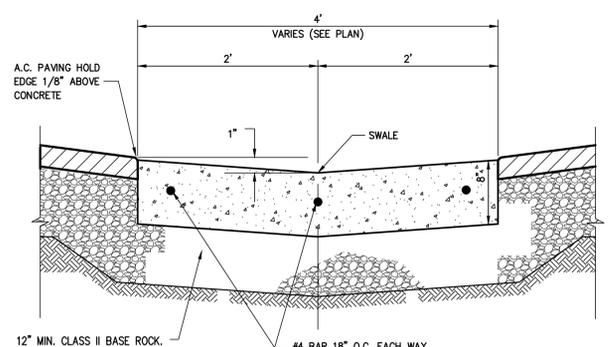
CONTRACTOR TO OBTAIN SEPARATE BUILDING PERMIT APPROVAL FOR FENCE/GATE INSTALLATION.

SPECIFICATIONS:

- HEIGHT (OVERALL): FENCE TO STAND 8 FEET HIGH ABOVE GRADE WHEN ERRECTED.
 - FABRIC: "GALV-AFTER" CHAIN LINK, HEAVILY ZINC COATED (GALVANIZED) BY HOT-DIP PROCESS AFTER HEAVING 96 INCHES HIGH, NUMBER 11 GAUGE WIRE, WOVEN IN A 2 INCH MESH. TOP AND BOTTOM SELVAGES TO HAVE A TWISTED AND BARBED FINISH; BARBING TO BE DONE BY CUTTING WIRE ON A BIAS, THUS CREATING SHARP POINTS.
 - LINE POSTS: HOT-DIP GALVANIZED PIPE, 2.5" O.D., PIPES 3.65 POUNDS PER LINEAL FOOT.
 - TERMINAL POSTS: END, CORNER AND PULL POSTS HOT-DIP GALVANIZED PIPE 3" O.D., 5.79 POUNDS PER LINEAL FOOT. GATE POSTS HOT-DIP GALVANIZED PIPE IN ACCORDANCE WITH THE FOLLOWING TABULATION.
- | GATE FRAME | GATE OPENING | GATE POST | WEIGHT PER LIN. FT. |
|------------|---|-----------|---------------------|
| 2" O.D. | SINGLE TO 6' OR DOUBLE TO 12' INCL. | 3" O.D. | 5.79 |
| 2" O.D. | SINGLE OVER 6' TO 13' OR DOUBLE OVER 12' TO 20' INCL. | 4" O.D. | 9.11 |
- POST SPACING: POSTS TO BE SPACED IN LINE OF FENCE NOT FARTHER APART THAN 10 FOOT CENTERS.
 - POST SETTING: ALL POSTS TO BE SET 36" IN CONCRETE FOOTINGS OF THE SIZE AND SHAPE SHOWN ON THE DRAWING.
 - LINE POST ARMS OF PRESSED STEEL, END AND CORNER POST ARMS OF MALLEABLE IRON OR PRESSED STEEL.
 - TOP RAIL: HOT-DIP GALVANIZED PIPE 1-5/8" O.D., WEIGHT 2.27 POUNDS PER LINEAL FOOT; PROVIDED WITH COUPLINGS APPROXIMATELY EVERY 20 FEET/ COUPLINGS TO BE OUTSIDE SLEEVE TYPE AND AT LEAST 7 INCHES LONG; ONE COUPLING IN EVERY FIVE TO HAVE A HEAVY SPRING TO TAKE UP EXPANSION AND CONTRACTION OF TOP RAIL. TOP RAIL TO PASS THROUGH BASE OF LINE POST TOPS AND FORM A CONTINUOUS BRACE FROM END TO END OF EACH STRETCH OF FENCE. TOP RAIL TO BE SECURELY FASTENED TO TERMINAL POSTS BY PRESSED STEEL CONNECTIONS.
 - BOTTOM RAIL: HOT-DIP GALVANIZED PIPE, 1-5/8" O.D., WEIGHT 2.27 POUNDS PER LINEAL FOOT SECURELY FASTENED TO POSTS BY SUITABLE PRESSED STEEL CONNECTIONS.
 - BRACES: HOT-DIP GALVANIZED. BRACE MATERIAL SAME AS TOP RAIL. TO BE SPACED MIDWAY BETWEEN TOP RAIL AND GROUND AND TO EXTEND FROM TERMINAL POST TO FIRST ADJACENT LINE POST. BRACES TO BE SECURELY FASTENED TO POSTS BY SUITABLE PRESSED STEEL CONNECTIONS, AND THEN TRUSSSED FROM LINE POST BACK TO TERMINAL POST WITH 3/8" ROUND GALVANIZED ROD.
 - FITTINGS: HOT-DIP GALVANIZED. ALL FITTINGS TO BE MALLEABLE, CAST IRON OR PRESSED STEEL.
 - FABRIC BANDS: FABRIC TO BE FASTENED TO FRAME WITH 11 GAUGE GALVANIZED STEEL TIE WIRES AT 14 INCHES ON CENTER TO LINE POSTS AND AT 24 INCHES ON CENTER TO THE TOP RAIL AND BOTTOM TENSION WIRE.
 - STRETCHER BARS: GALVANIZED STRETCHER BARS, 1/4" TO 3/4" FLAT BARS SHALL BE USED TO ATTACH FABRIC TO CORNER, GATE, AND TERMINAL POSTS. STRETCHER BARS SHALL BE FASTENED TO POSTS WITH FIVE STRETCHER BAR BANDS PER BAR.
 - GATES: GATE FRAMES TO BE MADE OF 2" O.D. HOT-DIP GALVANIZED PIPE; WEIGHT 2.72 POUNDS PER LINEAL FOOT. CORNER FITTINGS HEAVY PRESSED STEEL OR MALLEABLE CASTINGS. FABRIC SAME AS IN FENCE. GATES TO BE COMPLETE WITH MALLEABLE IRON BALL AND SOCKET HINGES, CATCH, STOPS AND CENTER REST. HINGES TO PERMIT GATE TO SWING BACK AGAINST FENCE 180°, AND FULL VERTICAL ADJUSTMENT. ALL POSTS, RAILS AND BRACES HEAVILY HOT-DIP GALVANIZED.
 - CONCRETE: CONCRETE SHALL BE READY-MIX AT 2500 PSI AT 28 DAYS. CONCRETE TO BE CROWNED SLIGHTLY AROUND EACH POST TO PROVIDE A WATER RUNOFF. CONCRETE SHALL BE ALLOWED TO SET A MINIMUM OF THREE DAYS ON ALL "FABRIC PULLING" POSTS BEFORE STRETCHING FABRIC.
 - LINE AND GRADE: AREA TO BE FENCED SHALL BE STAKED OUT FROM DIMENSIONS GIVEN ON THESE DRAWINGS. FENCE SHALL BE INSTALLED PLUMB AND TRUE. THE BOTTOM OF THE FENCE SHALL CONFORM TO EXISTING CONTOURS WITH CLEARANCE BETWEEN GRADE AND BOTTOM OF FENCE TO BE 1/4 INCHES MAXIMUM. BOTTOM OF GATES TO BE A MAXIMUM OF TWO INCHES ABOVE GRADE WHEN CLOSED.
 - PROVIDE KNOX BOX MOUNTED TO FENCE PER FIRE DEPARTMENTS REQUIREMENTS

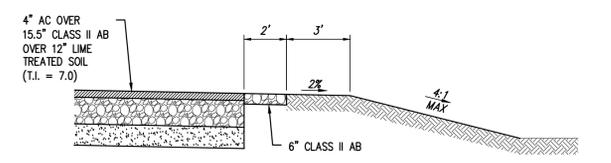
TYPICAL SECURITY FENCE

NOT TO SCALE



VALLEY GUTTER

NOT TO SCALE



AIRPORT CONNECTOR TYPICAL HALF SECTION

NOT TO SCALE

RECORD DRAWING

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DATE: 08-09-2022

John A. Mahoney
KIER & WRIGHT, CIVIL ENGINEERS

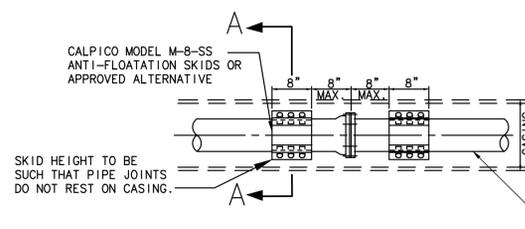
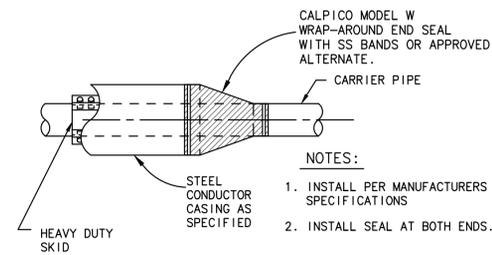
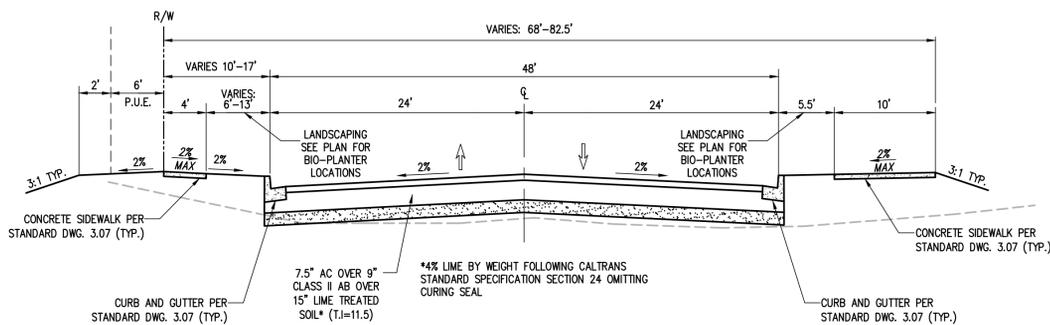
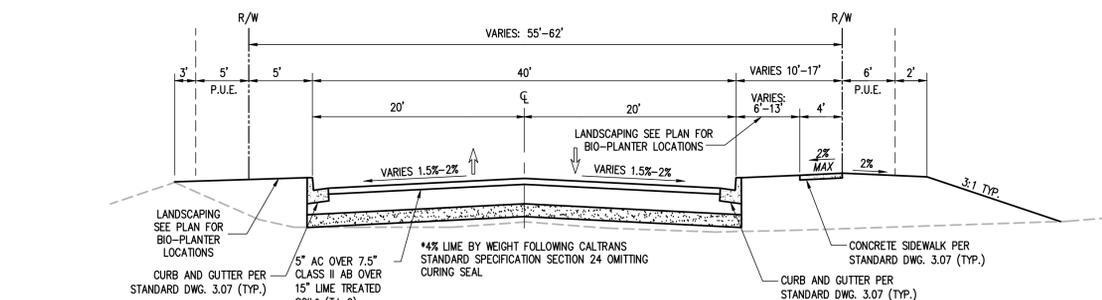
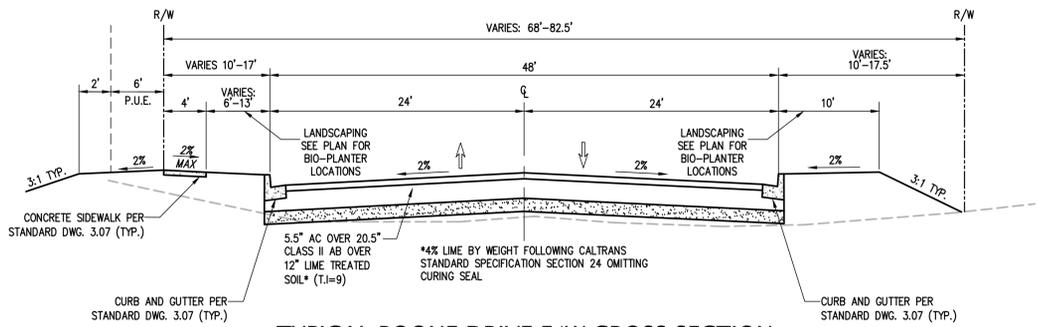
REGISTERED PROFESSIONAL ENGINEER
No. 62365
8-9-2022
CIVIL
STATE OF CALIFORNIA

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

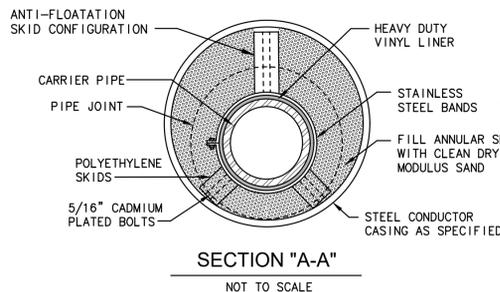
STREET IMPROVEMENT PLAN
NOTES AND DETAILS

CALIFORNIA

DATE: NOVEMBER, 2021
SCALE: AS SHOWN
DESIGNER: JAM
JOB NO.: A13631-8
SHEET: C1.2
OF 60 SHEETS

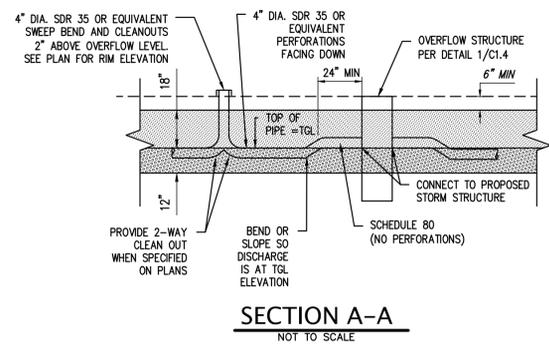
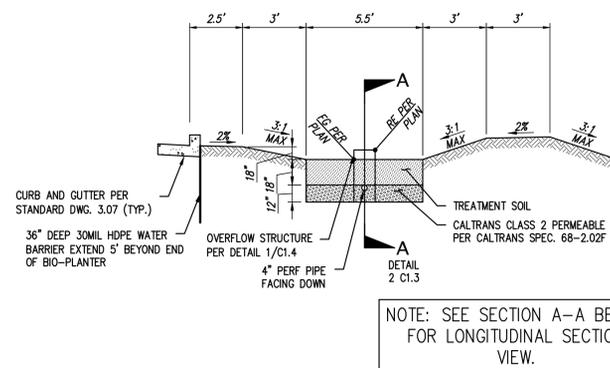
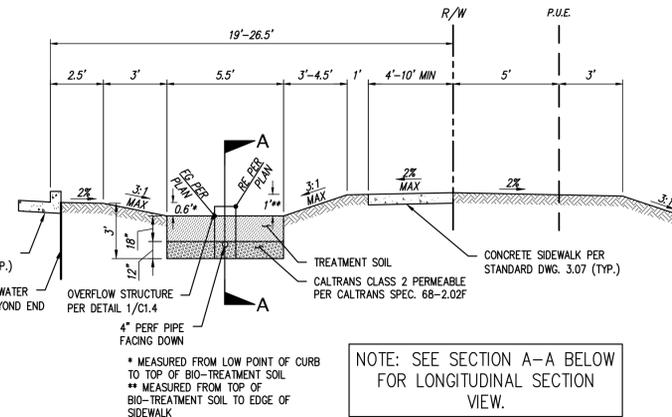


CARRIER PIPE SHALL BE:
WATER - 12" PVC C900 DR14 WITH RESTRAINED JOINTS
SEWER - 10" PVC SDR-35 WITH RESTRAINED JOINTS
RESTRAINED JOINTS SHALL BE CERTA-LOK C900/RJ, LOK-21 BY DIAMOND PLASTICS OR APPROVED ALTERNATE.



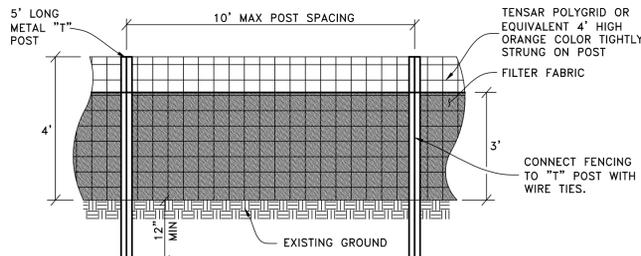
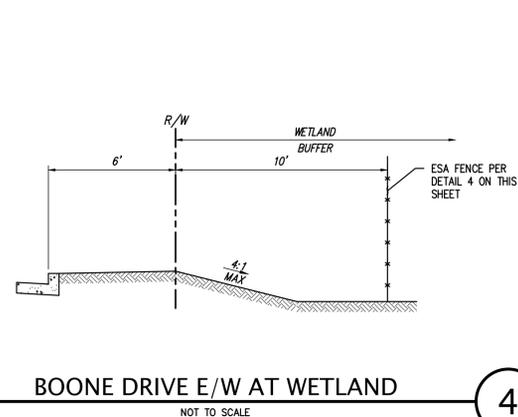
WELDED STEEL CASING REQUIREMENTS

PIPE SIZE	10"	12"
MINIMUM CASING SIZE	20"	24"
MINIMUM WALL THICKNESS	0.375"	0.375"

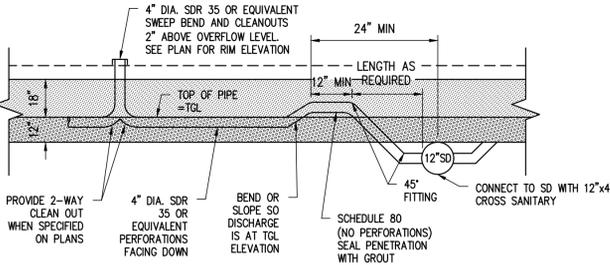
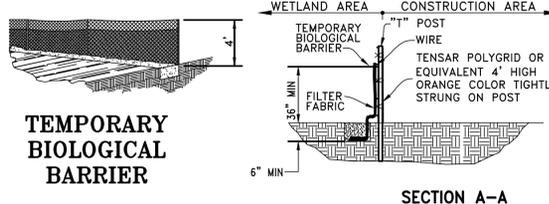


BIO-PLANTER NOTES:

- PRIOR TO DELIVERY OF BIO-TREATMENT SOIL MIX, THE CONTRACTOR MUST PROVIDE REQUIRED DOCUMENTATION TO THE ENGINEER DEMONSTRATING THAT THE BIO-TREATMENT BASMAA SOIL MIX COMPLIES WITH SPECIFICATIONS INCLUDED IN THE MOST RECENT VERSION OF THE CLEAN WATER PROGRAM'S C.3 STORMWATER TECHNICAL MANUAL FOR THE BASMAA SOIL MIX. RECEIPTS OR DELIVERY TICKETS FOR THE BIO-TREATMENT BASMAA SOIL MIX AND CLASS II PERM MUST BE RETAINED FOR REVIEW BY THE ENGINEER AND INSPECTOR.
- SEE SECTIONS FOR ACTUAL SIDE SLOPE.
- BIO-RETENTION AREAS SHALL BE CONSTRUCTED TO MEET THE AREA REQUIREMENT DETAILED ON SHEET CS.
- SURFACE OF BIO-TREATMENT SOIL SHALL BE LEVEL SET AT THE GRADE SHOWN IN SECTIONS CATCH BASINS, SHALL BE SET TO PROVIDE 6" MIN OF PONDING.
- COBBLE SPILLWAYS/ SPLASH BLOCKS SHALL EXTEND AT A MINIMUM FROM CURB NOTCH/ DOWN SPOUT TO TOE OF SLOPE AT BIO-RETENTION SOIL.
- CONTRACTOR IS RESPONSIBLE FOR STRUCTURAL INTEGRITY OF ALL CURBS AND SIDE SLOPES DURING CONSTRUCTION OF BIO-RETENTION AREAS.
- PROVIDE 20 MIL SQUEEZE LINER BETWEEN CLASS II PERM. ROCK AND NATIVE SOIL WHERE SPECIFIED ON THIS PLAN.
- ALL PERFORATED PIPE SHALL HAVE A MINIMUM OF THREE 3/8" DIA. HOLES EVENLY SPACED ALONG THE INVERT OF THE PIPE AND NO LESS THAN THREE HOLES PER LINEAR FOOT OFF PIPE.
- SEE SHEET CS.0 FOR DETAILED STORMWATER TREATMENT CALCULATIONS.



- SET POSTS AND EXCAVATE A 4"x4" TRENCH UPSLOPE ALONG THE LINE OF POSTS.
- ATTACH 5 STRANDS OF 12.5 GA WIRE TO "T" POST
- ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.
- BACKFILL AND COMPACT THE EXCAVATED SOIL.



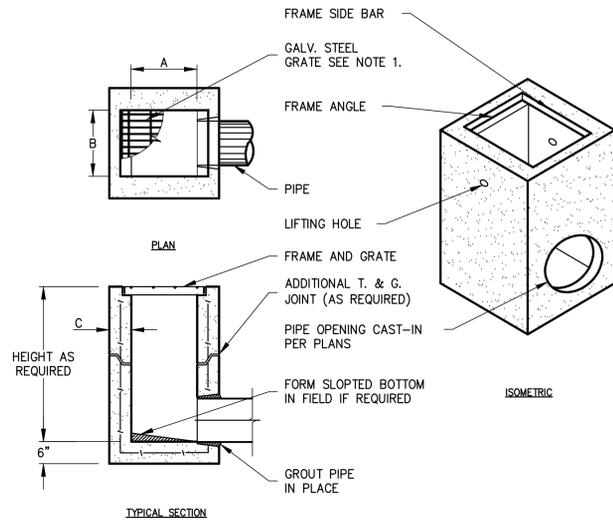
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CIVIL ENGINEERS & SURVEYORS, INC.
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Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

STREET IMPROVEMENT PLAN
TYPICAL SECTIONS

DATE: NOVEMBER, 2021
SCALE: AS SHOWN
DESIGNER: JAM
JOB NO.: A13631-8
SHEET: C1.3
OF 60 SHEETS

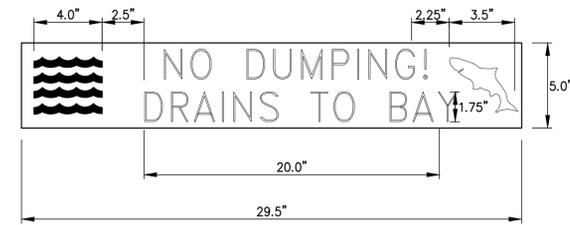


- NOTES:
- FRAMES AND GRATES TO BE PEDESTRIAN TYPE. ALL GRATES ARE BICYCLE PROOF. OPTIONAL GRATE LOCKING DEVICE AVAILABLE ON REQUEST SEE DRAWING "LOCK" ON PAGE 1-7 OF THE CENTRAL PRECAST CATALOG. CAST IRON FRAME AND GRATES TO BE USED.
 - FOR SURFACE AND DISCHARGE OPTIONS AVAILABLE SEE DRAWING NO. "DI-SO" PAGE 1-6 AND "DI-DO" PAGE 1-5 OF THE CENTRAL PRECAST CATALOG.
 - FRAMES AND GRATES DETAILS SEE PAGES 1-8, 1-9, AND 1-10 OF THE CENTRAL PRECAST CATALOG.
 - WALL THICKNESSES ON ALL D.I.'S CAN BE CHANGED UPON REQUEST.
 - 18" WIDE D.I.'S REPLACE THE OLD 16" WIDE BOX BK & 1K.

DROP INLET TABLE

MODEL No.	CPC MODEL NAME	A IN	A MM	B IN	B MM	C IN	C MM
CP1212	EK	12	300	12	300	4	100
CP1818	CK	18	450	18	450	5	125
CP1824	1K*	18	450	24	600	5	125
CP2424	2K	24	600	24	600	5	125
CP2430	3K	24	600	30	750	5	125
CP3030	5K	30	750	30	750	6	150
CP2436	1L	24	600	36	900	6	150
CP3636	1M	36	900	36	900	6	150
CP2448	3L	24	600	48	1200	6	150
CP3648	3M	36	900	48	1200	6	150
CP4848	1R	48	1200	48	1200	6	150

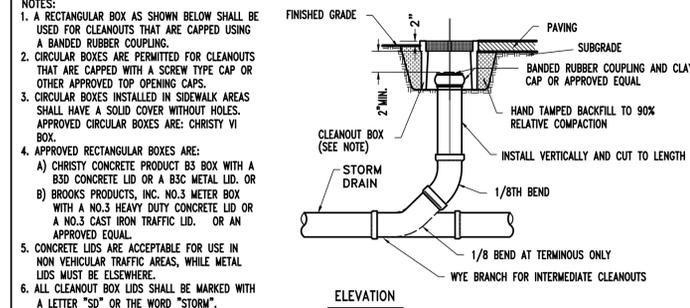
DROP INLET US CONCRETE PRECAST GROUP
NOT TO SCALE



- NOTES:
- NEW CONCRETE SURFACES MUST BE SANDBLASTED TO ENTIRELY REMOVE THE CURING COMPOUND.
 - THE RETRO REFLECTIVE THERMOPLASTIC PREFORMED PAVEMENT MARKING SHALL BE APPLIED TO CONCRETE OR ASPHALT BY MEANS OF HEAT FUSION IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE MARKING SHALL BE OBTAINED FROM FLINT TRADING, INC., (916) 424-1332, OR SIMONITE CORPORATION, (916) 933-6375.
 - THE THERMOPLASTIC SHALL BE A TWO PART APPLICATION: PART ONE SHALL BE BLUE AND PART TWO SHALL BE WHITE.

"NO DUMPING" CATCH BASIN STENCIL
NOT TO SCALE

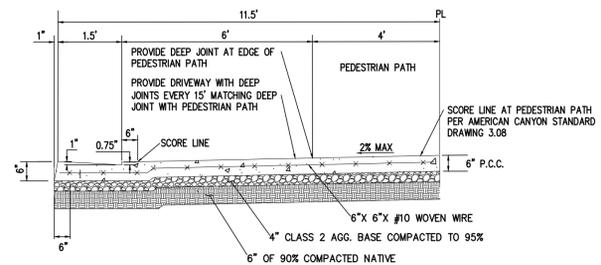
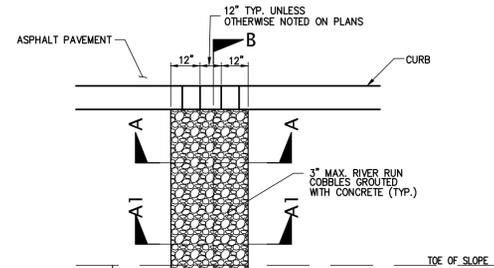
3



TERMINATE CLEANOUT AT CLOSEST JOINT TO SURFACE WITH TEMPORARY PLUG. AFTER ALL BACKFILL IS COMPLETE AND SUB-GRADE MADE IN AREAS TO BE PAVED THE FINAL RISER PIPE AND BOX SHALL BE INSTALLED AS SHOWN.

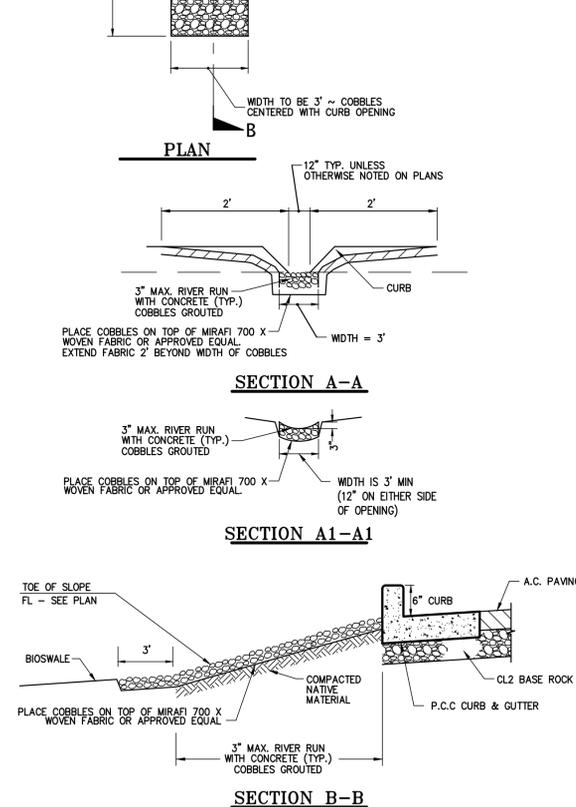
STORM DRAIN CLEANOUT
NOT TO SCALE

5



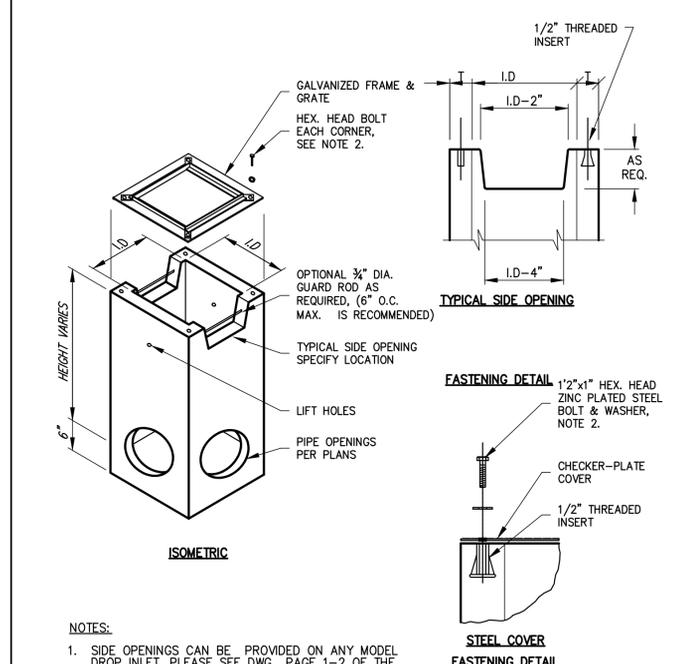
DRIVEWAY SECTION
NOT TO SCALE

6



SPILLWAY DETAIL
NOT TO SCALE

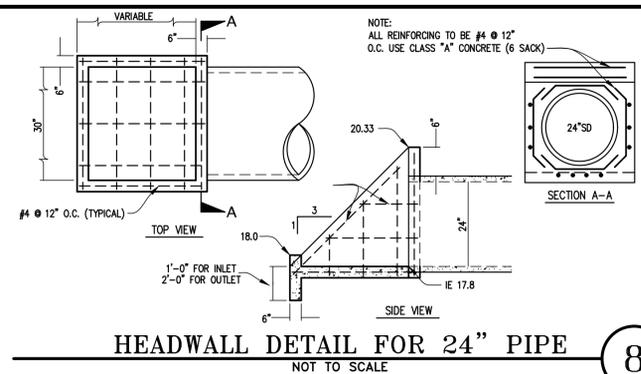
4



- NOTES:
- SIDE OPENINGS CAN BE PROVIDED ON ANY MODEL DROP INLET. PLEASE SEE DWS, PAGE 1-2 OF THE CENTRAL PRECAST CATALOG.
 - COUNTERSUNK BOLTS AVAILABLE ON REQUEST, FOR CHECKER-PLATE OPTION.

DROP INLET W/SIDE OPENING US CONCRETE PRECAST GROUP
NOT TO SCALE

7



HEADWALL DETAIL FOR 24" PIPE
NOT TO SCALE

8

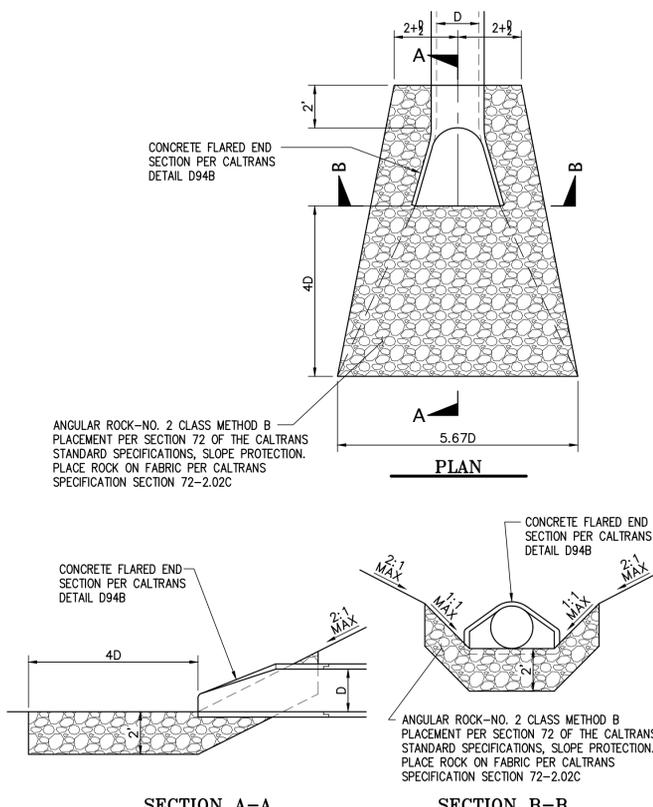
Catchbasin Insert, Full Capture Device
KS-1 Flo Gard Plus catchbasin filter Inserts, combination inlet style, stainless steel only (C3)
Drop in Basket



<p>Company Contact: Krislar Enterprises, Inc., Santa Rosa, CA Sales contact: Sue Lillo, 800-579-8819 sue@krislar.com http://www.krislar.com</p>	<p>Replacement Parts: Available</p>
<p>Storage capacity: 1.8, 2.7 or 4.1 cubic feet depending on size of inlet</p>	<p>Warranty: 5 years</p>
<p>Vendor's maintenance estimate: "Depends on the amount of runoff, pollutant loading and interference from debris"</p>	<p>Delivery Time: Typically 1 week for standard products; 3 weeks for customized products</p>
<p>Material: 304 stainless steel</p>	<p>Pricing: See over.</p>
<p>Installed: FloGard inserts are in use in County of Sonoma, Alameda County Transit, Santa Clara Valley Transit Authority, Riverside County-TLMA</p>	

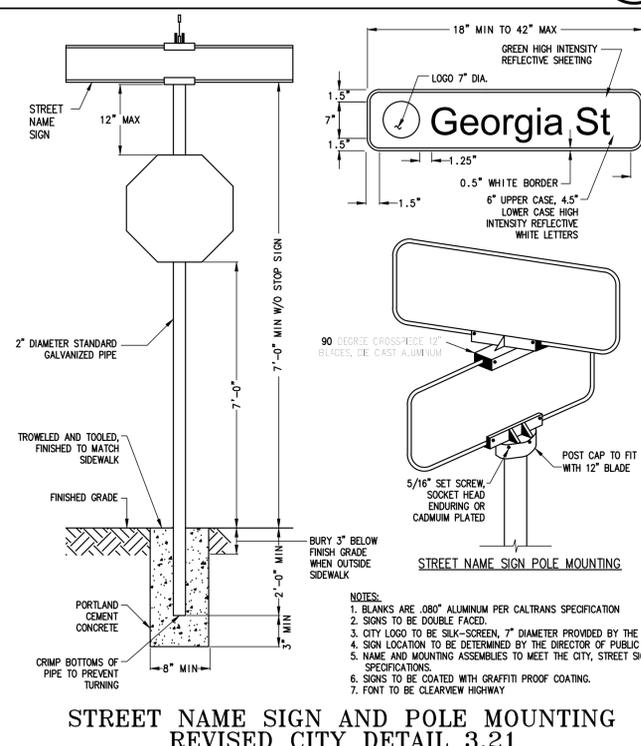
KS-1 TRASH CAPTURE DROP INLET
NOT TO SCALE

9



FLARED END SECTION OUTFALL
NOT TO SCALE

2



STREET NAME SIGN AND POLE MOUNTING REVISED CITY DETAIL 3.21
NOT TO SCALE

RECORD DRAWING

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DATE: 08-09-2022

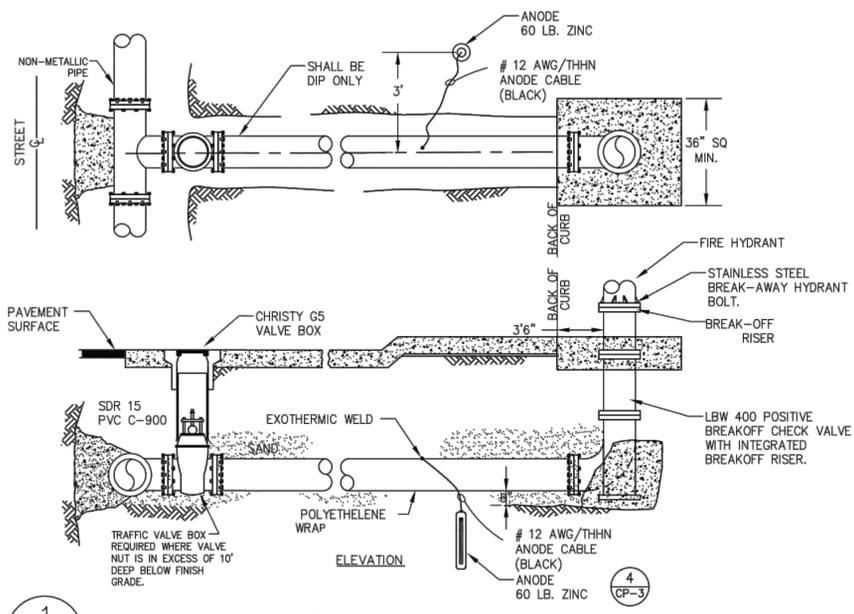
John A. Mahoney
REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

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Phone (925) 245-8788
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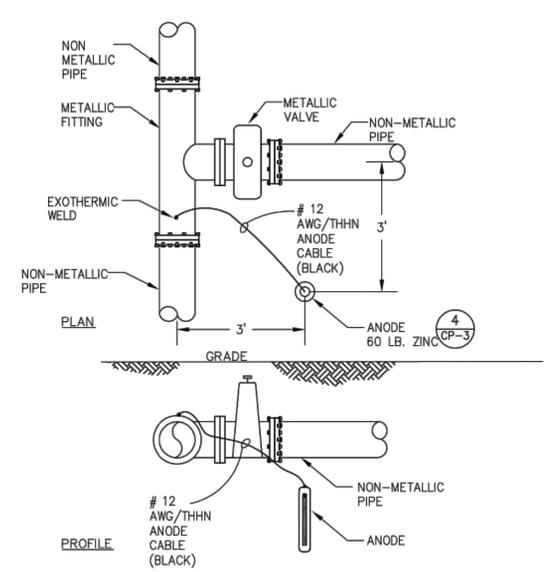
STREET IMPROVEMENT PLAN DETAILS

AMERICAN CANYON, CALIFORNIA

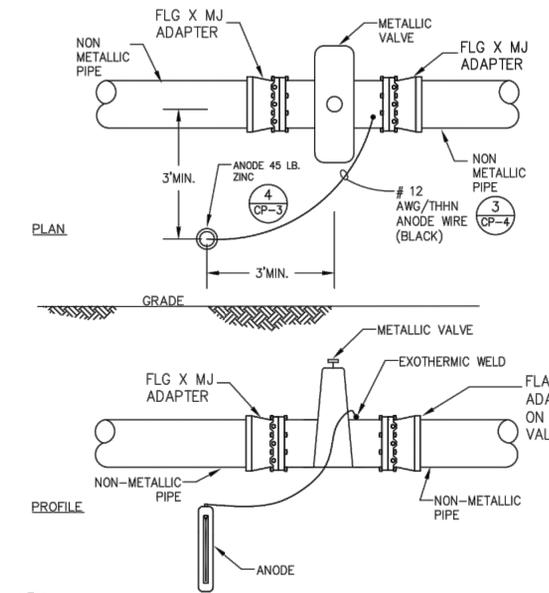
DATE: NOVEMBER, 2021
SCALE: AS SHOWN
DESIGNER: JAM
JOB NO.: A13631-8
SHEET: C1.4
OF 60 SHEETS



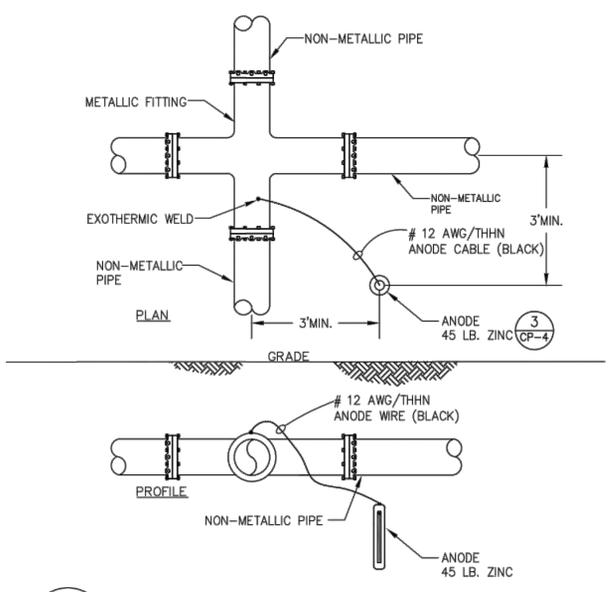
1 FIRE HYDRANT - ANODE
CP-1 SCALE: NTS



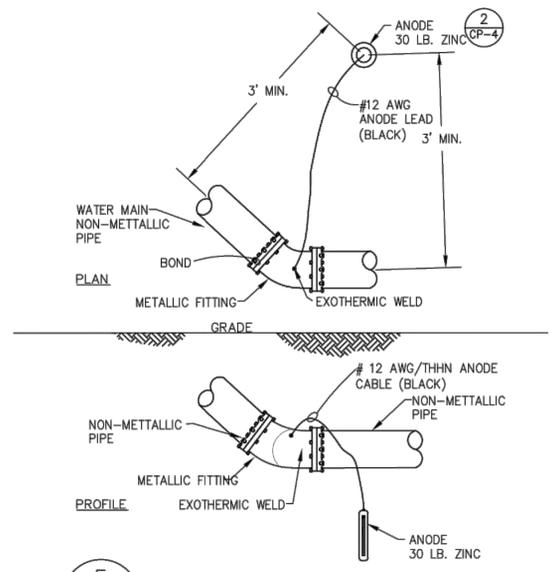
2 VALVE AND TEE - ANODE
CP-1 SCALE: NTS



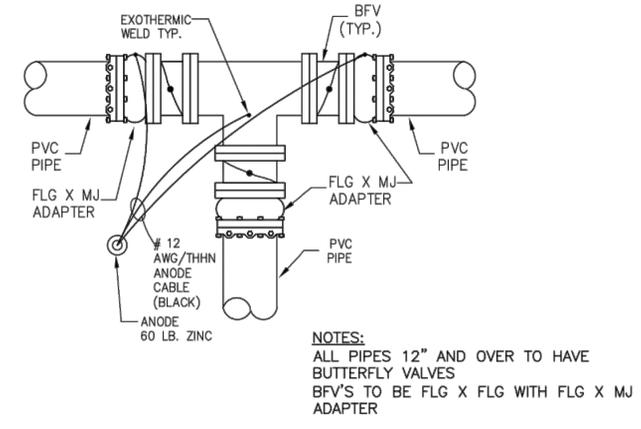
3 VALVE - ANODE
CP-1 SCALE: NTS



4 TEE & CROSS - ANODE
CP-1 SCALE: NTS



5 45° & 90° FITTING - ANODE
CP-1 SCALE: NTS



6 TEE
CP-1 SCALE: NTS

NOTES:
ALL PIPES 12" AND OVER TO HAVE BUTTERFLY VALVES
BFV'S TO BE FLG X FLG WITH FLG X MJ ADAPTER

GENERAL NOTES:

- CONNECT ANODE WIRE TO FITTING USING EXOTHERMIC WELD PER DETAIL 1/ CP-3
- COAT BURIED MECHANICAL FLANGES AND BOLTS WITH PETROLATUM AND PETROLEUM WAX PER AWWA C217.
- ENCASE BURIED DUCTILE IRON PIPE AND FITTINGS WITH POLYETHYLENE ENCASEMENT PER ANSI/AWWA C105.



REV	DATE	REVISION DESCRIPTION	DRAWN BY	CHECKED BY	APPROVED BY
2	02-27-19	REVISION PER NOTES	MT	BHB	
1	10-30-18	3RD SUBMITTAL 11-2-2018	MT	BHB	
0	5-01-15	ISSUED FOR ---	MT	RH	



SHEET: CP-1	NAPA LOGISTICS PARK UNDERGROUND FIRE SERVICE CATHODIC PROTECTION SYSTEM BUILD. 1 MIDDLETON WAY, AMERICAN CANYON, CALIFORNIA		
PROJECT NO.: 15-037			
DATE DRAWN: 4/30/2015			
DRAWN BY: MT			
CHECKED BY: RH	SCALE: NTS	DRAWING NO.: 1 OF 4	REV: 2

STREET IMPROVEMENT PLAN
CATHODIC PROTECTION DETAILS

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

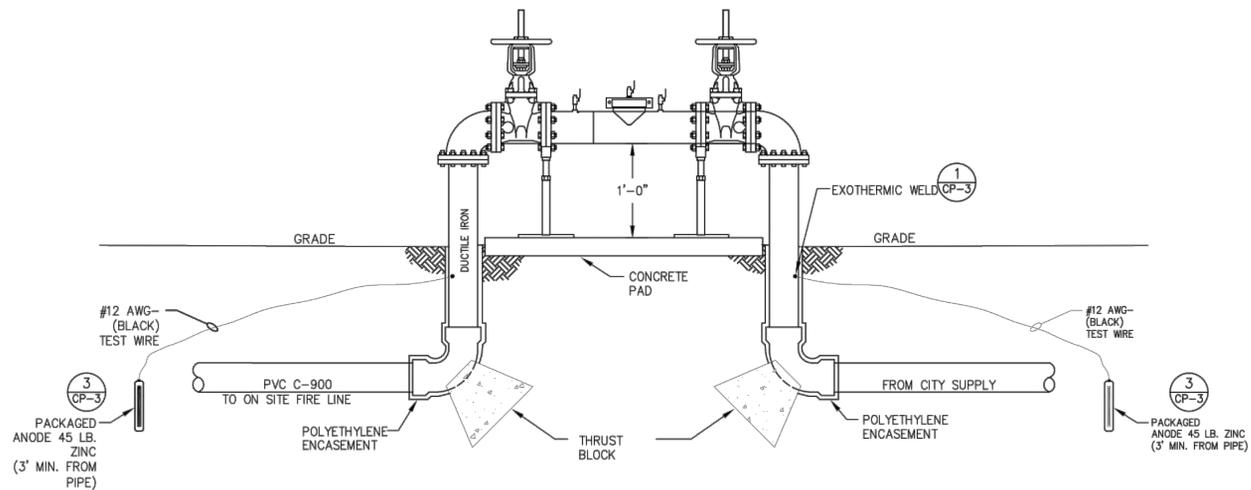
RECORD DRAWING

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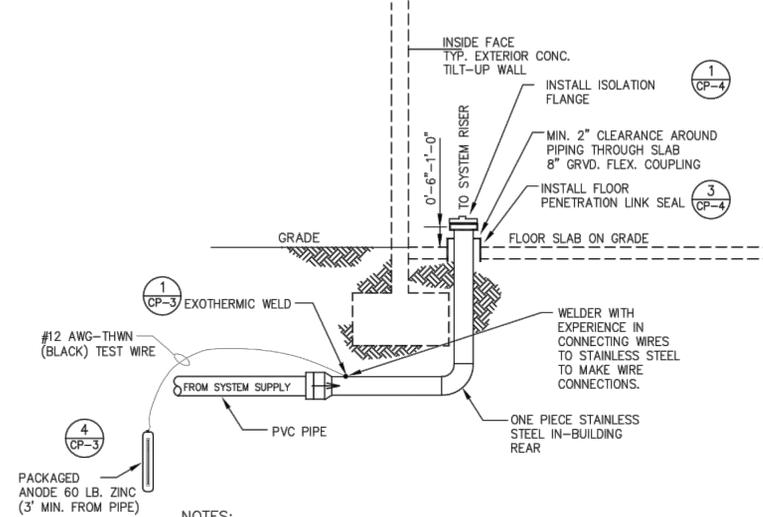
John A. McManus
KIER & WRIGHT, CIVIL ENGINEERS

AMERICAN CANYON, CALIFORNIA

DATE	FEBRUARY, 2019
SCALE	AS SHOWN
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C1.5
OF	60 SHEETS

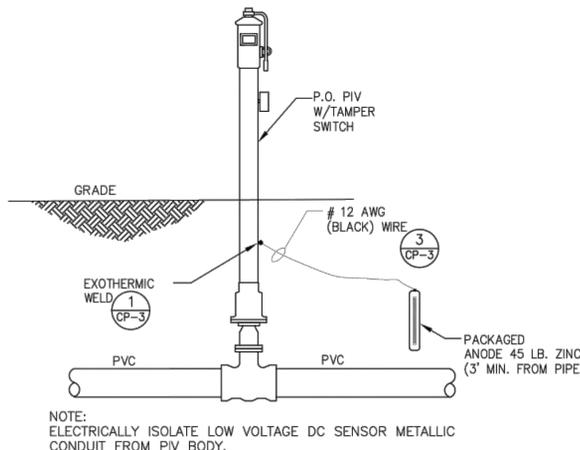


1 BACKFLOW PREVENTION ASSEMBLY ANODE
CP-2 SCALE: NTS



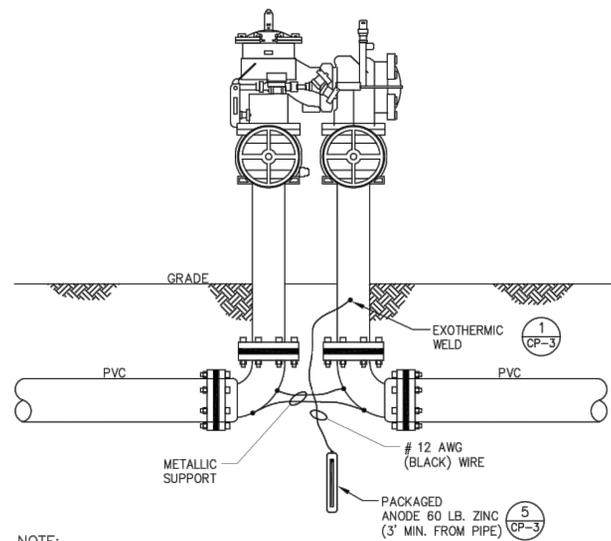
2 IN BUILDING BASE OF RISER (BORE) ANODE
CP-2 SCALE: NTS

NOTES:
1. SEAL & ELECTRICALLY ISOLATE RISER PIPE FROM CONCRETE REBAR.
2. INSTALL ISOLATION FLANGE IN RISER PIPE AND PREVENT PIPE BELOW INSULATOR FROM ELECTRICAL SHORT INTO BUILDING ELECTRICAL GROUND



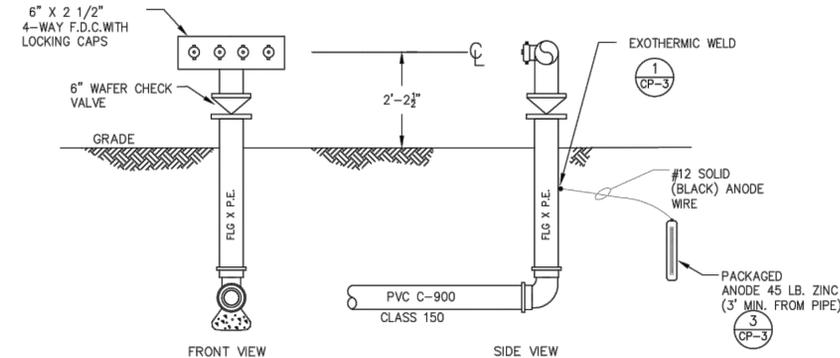
3 PVC (POST INDICATOR VALVE) - ANODE
CP-2 SCALE: NTS

NOTE: ELECTRICALLY ISOLATE LOW VOLTAGE DC SENSOR METALLIC CONDUIT FROM PIV BODY.



4 FEBCO - ANODE
CP-2 FOR: 876VST DCDA (DOUBLE CHECK DETECTOR ASSEMBLY) & 876V DDCV (DOUBLE DETECTOR CHECK VALVE)
SCALE: NTS

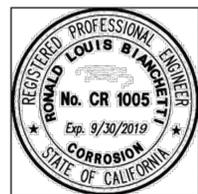
NOTE: ELECTRICALLY ISOLATE LOW VOLTAGE DC SENSOR METALLIC CONDUIT FROM FEBCO BODY.



5 FDC (FIRE DEPARTMENT CONNECTION) ANODE
CP-2 SCALE: NTS

GENERAL NOTES:

- CONNECT ANODE WIRE TO FITTING USING EXOTHERMIC WELD PER DETAIL 1/ CP-3
- COAT BURIED MECHANICAL FLANGES AND BOLTS WITH PETROLATUM AND PETROLEUM WAX PER AWWA C217.
- ENCASE BURIED DUCTILE IRON PIPE AND FITTINGS WITH POLYETHYLENE ENCASEMENT PER ANSI/AWWA C105.



REV	DATE	REVISION DESCRIPTION	DRAWN BY	CHECKED BY	APPROVED BY	APPROVED BY
2	02-27-19	REVISION PER NOTES				
1	10-30-18	3RD SUBMITTAL 11-2-2018	MT	BHB		
0	5-01-15	ISSUED FOR	MT	RH/RR		



SHEET: CP-2	NAPA LOGISTICS PARK UNDERGROUND FIRE SERVICE CATHODIC PROTECTION SYSTEM BUILD. 1 MIDDLETON WAY, AMERICAN CANYON, CALIFORNIA	DATE: FEBRUARY, 2019
PROJECT NO.: 15-037		SCALE: AS SHOWN
DATE DRAWN: 4/30/2015		DESIGNER: JAM
DRAWN BY: MT		JOB NO. A13631-8
CHECKED BY: RH	SCALE: NTS	SHEET: C1.6
	DRAWING NO.: 2 OF 4	OF 60 SHEETS

STREET IMPROVEMENT PLAN
CATHODIC PROTECTION DETAILS

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

RECORD DRAWING

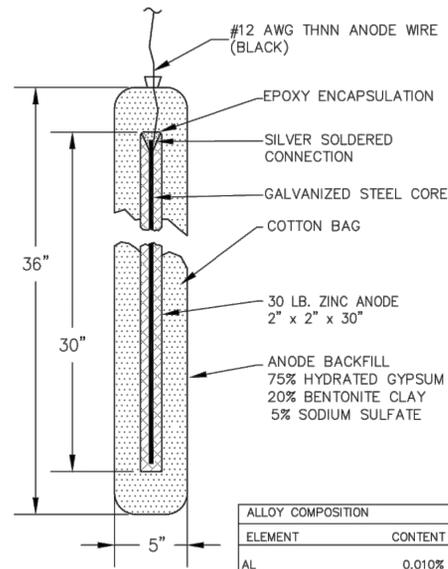
BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUOUS OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS. IT IS OUR PROFESSIONAL OPINION THAT THE DESIGN AND CONSTRUCTION OF THIS SYSTEM WILL BE ACCORDING TO THE SPECIFICATIONS AND PERFORMED IN ACCORDANCE WITH THE AWWA C105 AND AWWA C217. WE DO NOT WARRANT ITS ACCURACY AND COMPLETENESS AND WE ACCEPT NO LIABILITY FOR ANY ERRORS AND OMISSIONS WHICH MAY BE INCURRED BY ANY PARTY USING THIS DRAWING AS A RESULT.

John A. Kier
REGISTERED PROFESSIONAL ENGINEER

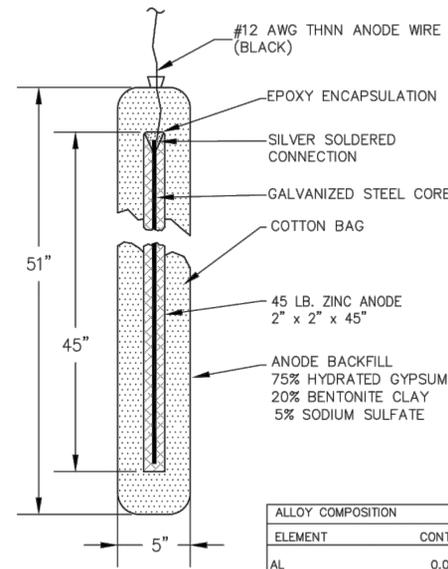
08-09-2022
DATE

NOTE:

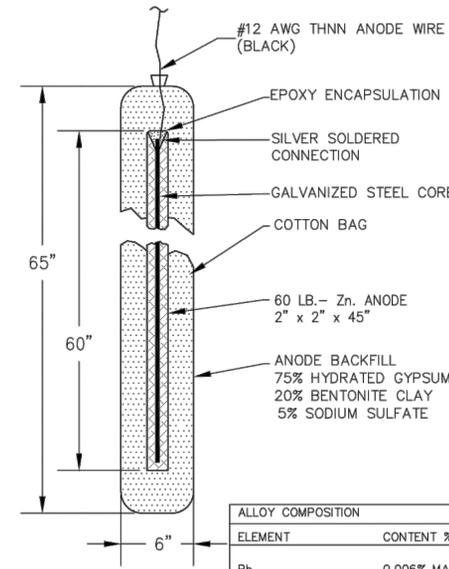
- MIDPOINT OF ANODE IDEALLY SHOULD BE AT SAME DEPTH AS SPRING-LINE (MID POINT) OF PIPE. THE TOP OF THE ANODE SHOULD BE AT LEAST FOUR FEET BELOW GRADE.
- ANODE CAN BE INSTALLED VERTICALLY OR HORIZONTALLY. A MINIMUM OF 3' FROM PIPE.
- THE ANODE PACKAGES SHALL BE SOAKED WITH TEN GALLONS OF WATER AFTER BACKFILLING TO A POINT 12" ABOVE TOP OF THE ANODE.
- ANODE WIRES SHALL BE CAREFULLY RAN AND PROTECTED AGAINST DAMAGE DURING INSTALLATION AND BACKFILLING OPERATIONS.
- THE ANODE LEAD WIRE SHALL NOT BE USED FOR LOWERING OR HANDLING THE ANODE.



ALLOY COMPOSITION	
ELEMENT	CONTENT %
AL	0.010% MAX.
Mn	0.5 - 1.3%
Cu	0.02% MAX.
Ni	0.001% MAX.
Fe	0.30 MAX.
Other	0.30 MAX.
MAGNESIUM	REMAINDER



ALLOY COMPOSITION	
ELEMENT	CONTENT %
AL	0.010% MAX.
Mn	0.5 - 1.3%
Cu	0.02% MAX.
Ni	0.001% MAX.
Fe	0.30 MAX.
Other	0.30 MAX.
MAGNESIUM	REMAINDER



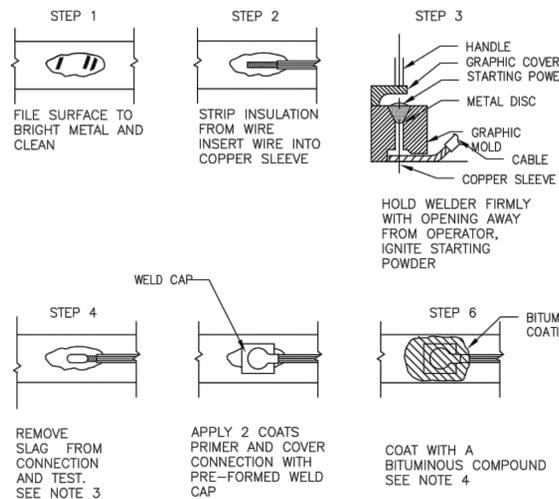
ALLOY COMPOSITION	
ELEMENT	CONTENT %
Pb	0.006% MAX.
Fe	0.0030 MAX.
Cd	0.025-0.07
Cu	0.005% MAX.
Al	0.1-0.55
Zn	REMAINDER

2 30 LB. HIGH POTENTIAL Zn. ANODE
CP-3 SCALE: NTS

3 45 LB. HIGH POTENTIAL Zn. ANODE
CP-3 SCALE: NTS

4 60 LB. Zn. ANODE
CP-3 SCALE: NTS

NOTE: ANODES CAN BE PLACED EITHER HORIZONTAL OR VERTICAL IN THE TRENCH

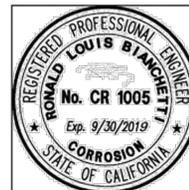


NOTES:

- WELDER SHOWN IS FOR HORIZONTAL SURFACES; FOR VERTICAL SURFACES SIDE WELDER IS REQUIRED.
- ATTACH 1 WIRE PER WELD. ALL WIRE WELDS SHALL BE 3 INCHES APART, MINIMUM.
- ALL EXPOSED METAL (STRUCTURE, WIRE, & WELD) WITHIN A 3-INCH RADIUS OF WELD SHALL BE COVERED WITH 2 COATS OF PRIMER AND AN ELASTOMERIC WELD CAP.
- APPLY A GENEROUS COAT OF BITUMEN OVER WELD CAP AND EXPOSED METAL UP TO 3 INCHES BEYOND CAP.
- ALL WELDS SHALL BE TESTED BY STRIKING THE WELD WITH A 2 LB HAMMER WHILE PULLING FIRMLY ON WIRE. ANY WELDS BROKEN OR LOOSEMED SHALL BE RE-WELDED AND RE-TESTED. THE SURFACE MUST BE RE-GROUND AND CLEAN BEFORE RE-WELDING. ALL WELD SLAG SHALL BE REMOVED FROM THE WELD.

1 EXOTHERMIC WELD
CP-3 SCALE: NTS

TABLE 1		Anode size reference sheet	
Item		Zinc Anode Weight	
Pipe offsets		1 60# Anode per 10 Feet	
Tee & Cross		45#	
45 & 90 Degree Tee		30#	
Valve		45#	
Tee & Valve		60#	
Fire Hydrant Riser		45#	
Fire Hydrant Tee & Valve		60#	
FEBCO CDCA & DDCV		45#	
PIV		45#	
Building Riser		60#	
Backflow Prevention Assembly		2 = 45#	
FDC (Fire Department Connection)		45#	
12" Diameter Assumed for all pipe diameters			



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0	5-01-15		MT	RH	



SHEET: CP-3	NAPA LOGISTICS PARK UNDERGROUND FIRE SERVICE CATHODIC PROTECTION SYSTEM BUILD. 1 MIDDLETON WAY, AMERICAN CANYON, CALIFORNIA		
PROJECT NO.: 15-037			
DATE DRAWN: 4/30/2015			
DRAWN BY: MT			
CHECKED BY: RH	SCALE: NTS	DRAWING NO.: 3 OF 4	REV: 2

STREET IMPROVEMENT PLAN
CATHODIC PROTECTION DETAILS

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

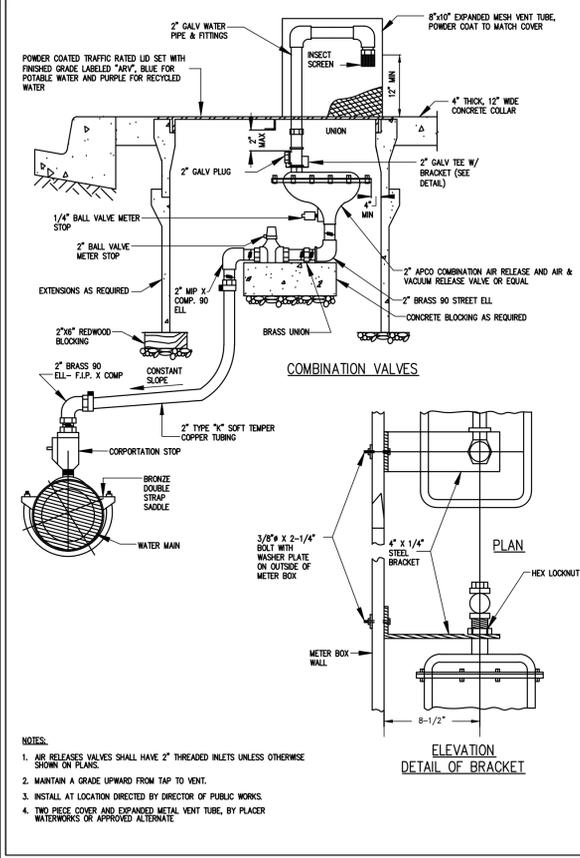
RECORD DRAWING

BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUOUS OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS. IT IS OUR PROFESSIONAL OPINION THAT THE DESIGN AND CONSTRUCTION OF THIS SYSTEM WILL BE ACCORDING TO THE SPECIFICATIONS AND STANDARDS SET FORTH IN THE DRAWING. KIER & WRIGHT CANNOT BE HELD RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION PROVIDED BY OTHERS OR FOR ANY ERRORS OR OMISSIONS WHICH MAY BE INCURRED THEREBY AS A RESULT OF CHANGING CONDITIONS OR UNUSUAL CIRCUMSTANCES. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF KIER & WRIGHT, CIVIL ENGINEERS & SURVEYORS, INC.

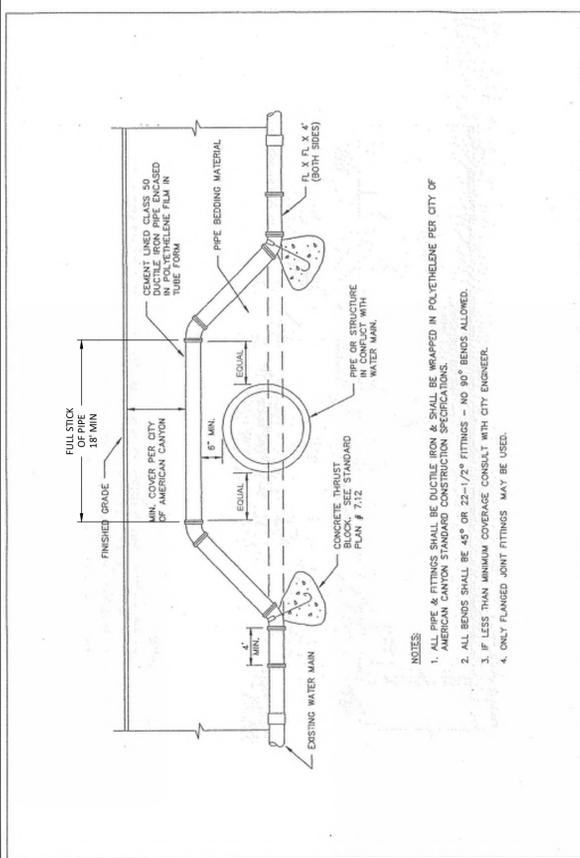
John A. Kier
KIER & WRIGHT, CIVIL ENGINEERS & SURVEYORS, INC.

AMERICAN CANYON, CALIFORNIA

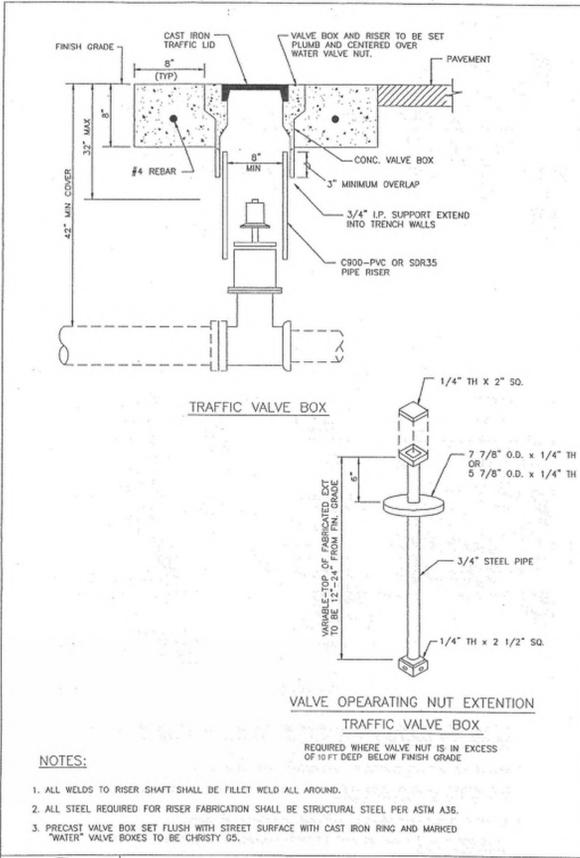
DATE	FEBRUARY, 2019
SCALE	AS SHOWN
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C1.7
OF	60 SHEETS



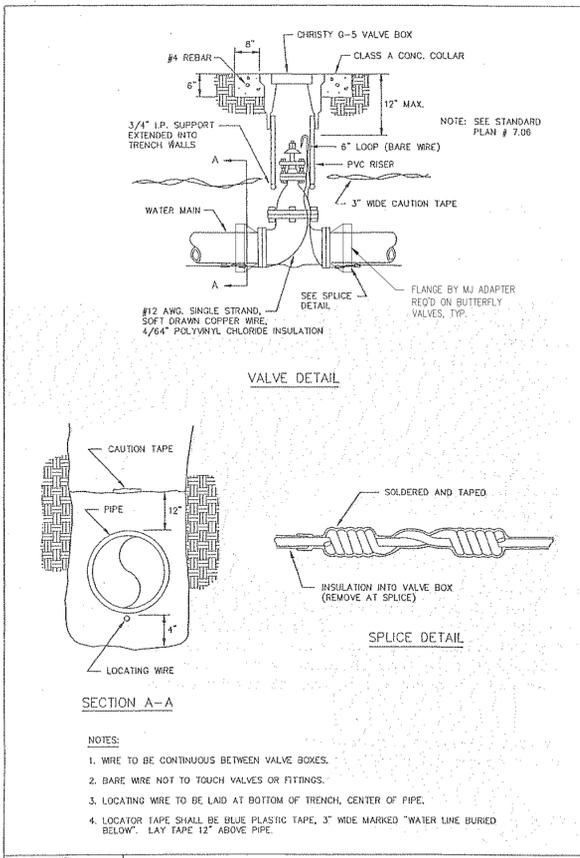
VACUUM & AIR RELEASE VALVE
REVISED CITY DETAIL 7.05
NOT TO SCALE



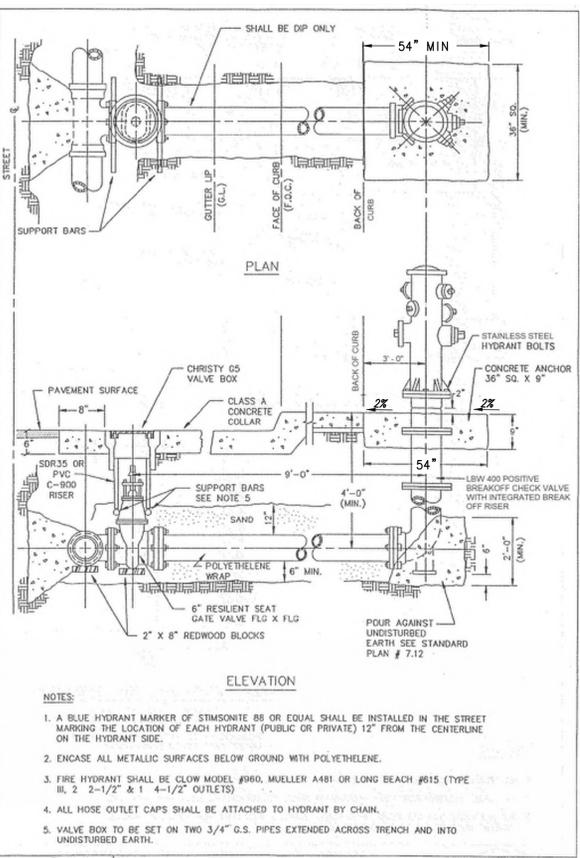
CITY OF AMERICAN CANYON
TYPICAL WATER MAIN
INSTALLATION OVER
STRUCTURE
DATE: 5/1/95
SCALE: NONE
STANDARD DWG #: 7.10



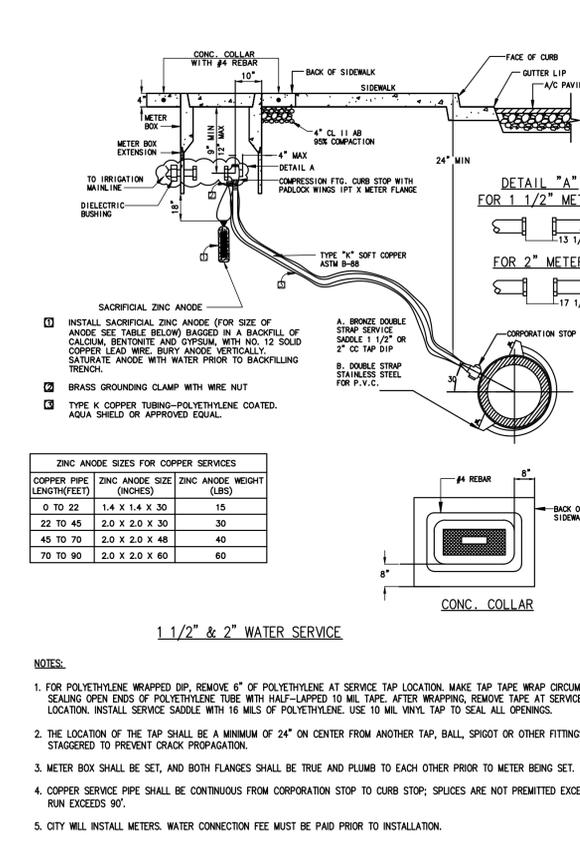
CITY OF AMERICAN CANYON
TRAFFIC VALVE BOX AND RISER
EXTENSION
DATE: 5/1/95
SCALE: NONE
STANDARD DWG #: 7.06



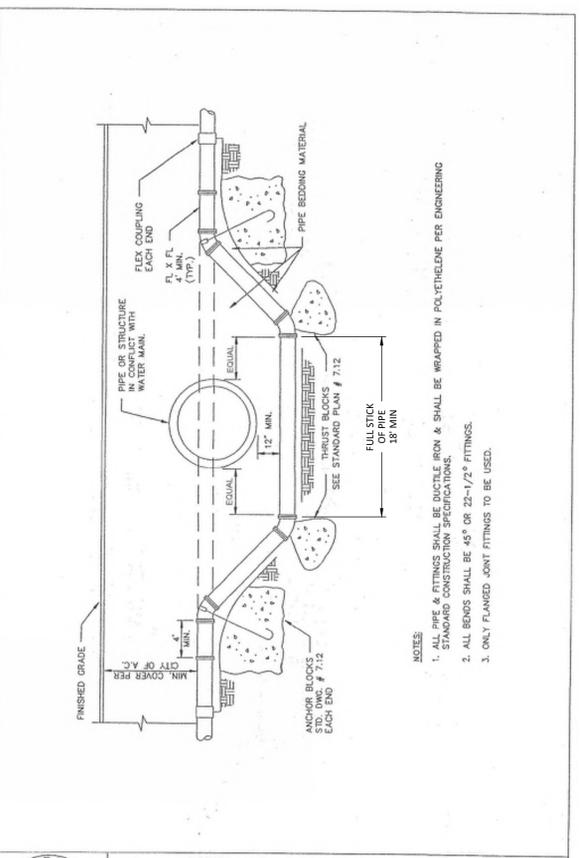
CITY OF AMERICAN CANYON
LOCATING WIRE FOR
WATER MAINS
DATE: 5/1/95
SCALE: NONE
STANDARD DWG #: 7.11



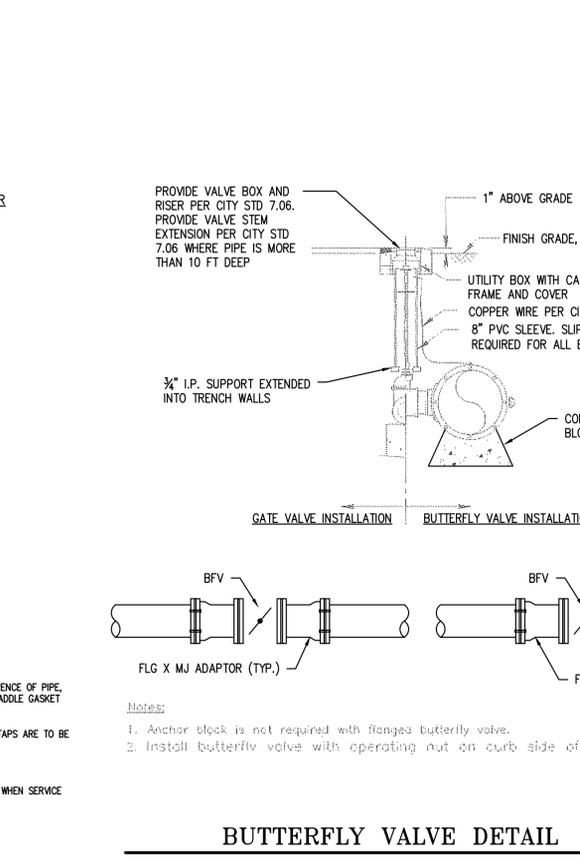
CITY OF AMERICAN CANYON
MODIFIED FIRE HYDRANT
INSTALLATION WATER
DISTRIBUTION SYSTEM
DATE: 5/1/95
SCALE: NONE
STANDARD DWG #: 7.07



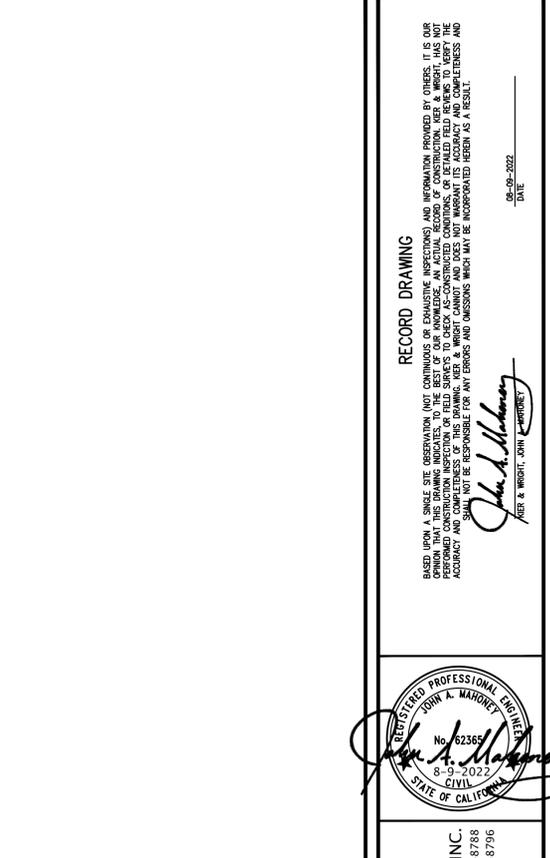
CITY OF AMERICAN CANYON
WATER SERVICE DETAIL
DATE: 5/1/95
SCALE: NONE
STANDARD DWG #: 7.11



CITY OF AMERICAN CANYON
TYPICAL WATER MAIN
LOWERING DETAIL
DATE: 5/1/95
SCALE: NONE
STANDARD DWG #: 7.09



CITY OF AMERICAN CANYON
BUTTERFLY VALVE DETAIL
DATE: 5/1/95
SCALE: NONE
STANDARD DWG #: 7.11



CITY OF AMERICAN CANYON
STREET IMPROVEMENT PLAN
MODIFIED CITY STANDARD
DETAILS
DATE: 5/1/95
SCALE: NONE
STANDARD DWG #: 7.11

RECORD DRAWING

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John A. Mahoney
REGISTERED PROFESSIONAL ENGINEER
No. 62365
8-9-2022
CIVIL
STATE OF CALIFORNIA

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

STREET IMPROVEMENT PLAN
MODIFIED CITY STANDARD
DETAILS

AMERICAN CANYON, CALIFORNIA

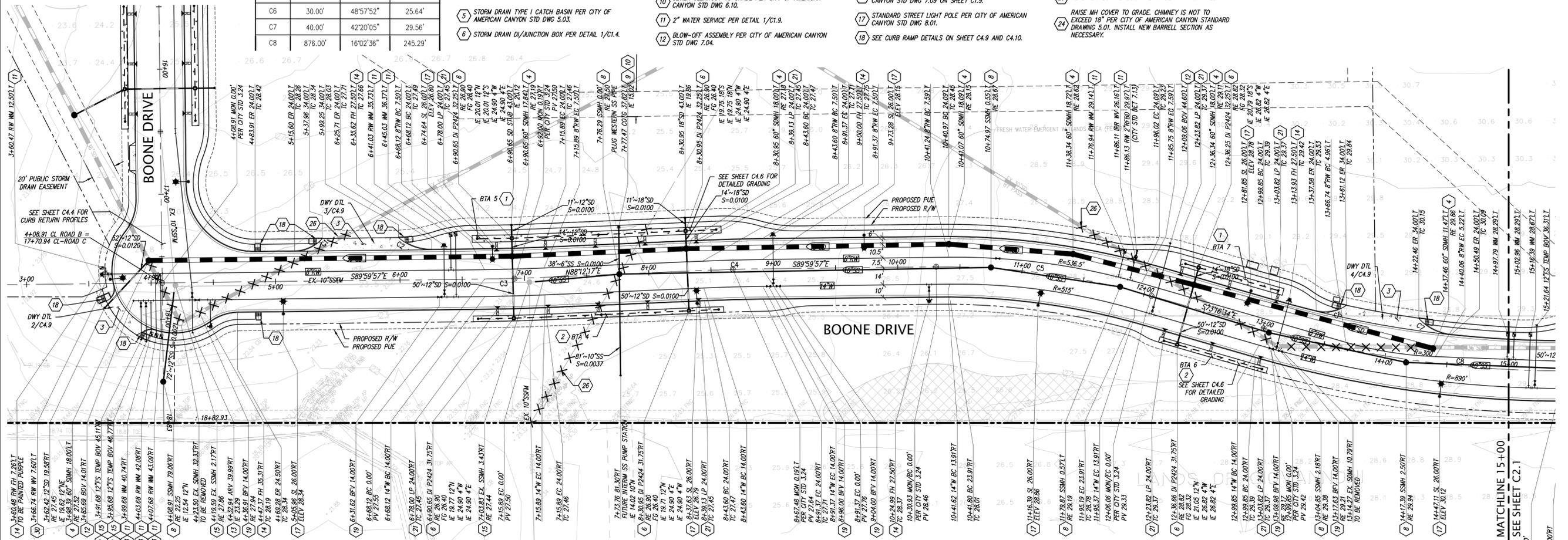
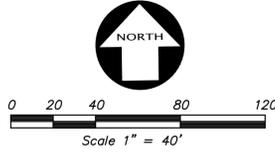
DATE: NOVEMBER, 2021
SCALE: AS SHOWN
DESIGNER: JAM
JOB NO.: A13631-8
SHEET: C1.9
OF 60 SHEETS

SEE SHEET C3.1

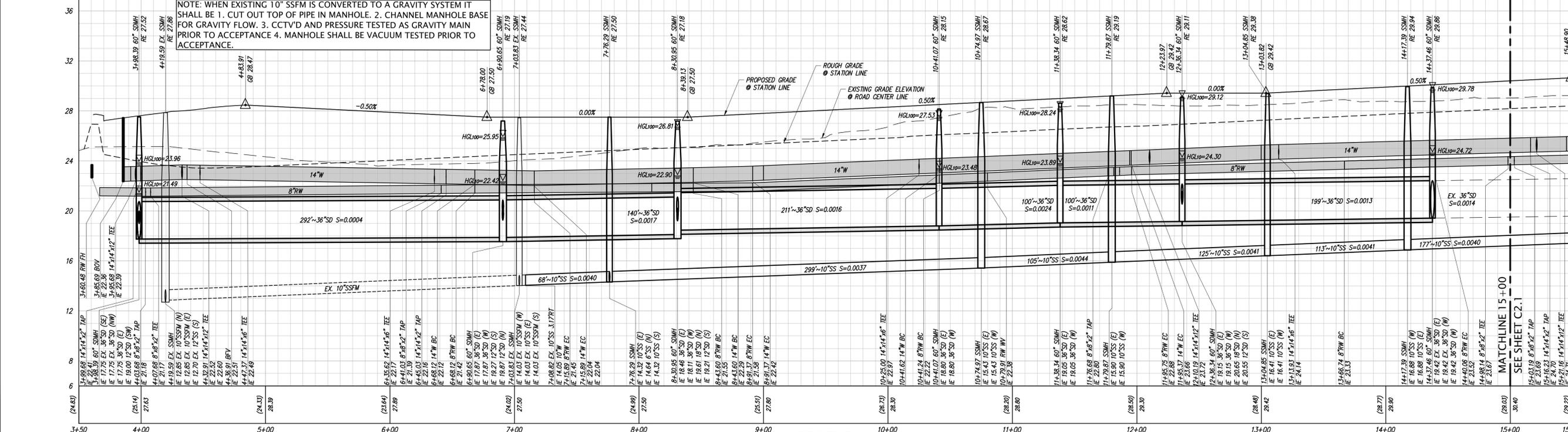
CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C1	30.00'	48°11'23"	25.23'
C2	40.00'	41°24'59"	28.91'
C3	1524.00'	1°47'46"	47.77'
C4	1524.00'	1°47'46"	47.77'
C5	600.00'	16°43'23"	175.12'
C6	30.00'	48°57'52"	25.64'
C7	40.00'	42°20'05"	29.56'
C8	876.00'	16°02'36"	245.29'

KEY NOTES

- 1 BIO-RETENTION PLANTER WITH SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
- 2 BIO-RETENTION PLANTER WITHOUT SIDEWALK. SEE DETAIL 3/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
- 3 MODIFIED COMMERCIAL DRIVEWAY PER DETAIL 6/C1.4. ALSO SEE SHEETS C4.9 & C4.10 FOR DETAILED GRADING.
- 4 STORM DRAINAGE MANHOLE PER CITY OF AMERICAN CANYON STD DWG 5.01.
- 5 STORM DRAIN TYPE 1 CATCH BASIN PER CITY OF AMERICAN CANYON STD DWG 3.03.
- 6 STORM DRAIN DI/JUNCTION BOX PER DETAIL 1/C1.4.
- 7 STORM DRAIN FLARED END SECTION PER DETAIL 2/C1.4.
- 8 SANITARY SEWER MANHOLE 60" PER CITY OF AMERICAN CANYON STD DWG 6.01. PROVIDE NEPOXY 100% EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
- 9 SERVICE SEWER PER CITY OF AMERICAN CANYON STD DWG 6.09.
- 10 SEWER CLEANOUT TO GRADE PER CITY OF AMERICAN CANYON STD DWG 6.10.
- 11 2" WATER SEWER PER DETAIL 1/C1.9.
- 12 BLOW-OFF ASSEMBLY PER CITY OF AMERICAN CANYON STD DWG 7.04.
- 13 AIR RELEASE VALVE PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.05 ON SHEET C1.9.
- 14 FIRE HYDRANT SYSTEM PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.07 ON SHEET C1.9.
- 15 EXISTING SSMH TO BE PROTECTED DURING CONSTRUCTION. PROVIDE NEPOXY 100% EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
- 16 WATER MAIN LOWERING PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.09 ON SHEET C1.9.
- 17 STANDARD STREET LIGHT POLE PER CITY OF AMERICAN CANYON STD DWG 8.01.
- 18 SEE CURB RAMP DETAILS ON SHEET C4.9 AND C4.10.
- 19 WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET C1.9 AND DETAIL 2/C1.9.
- 20 STORM DRAIN CLEAN-OUT WITH WATER TIGHT LID PER DETAIL 5/C1.4.
- 21 CURB CUT AND SPILLWAY PER DETAIL 4/C1.4.
- 22 STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
- 23 METER BOXES AND LIDS ARE TO BE TRAFFIC RATED.
- 24 RAISE MH COVER TO GRADE. CHIMNEY IS NOT TO EXCEED 18" PER CITY OF AMERICAN CANYON STANDARD DRAWING 5.01. INSTALL NEW BARRELL SECTION AS NECESSARY.
- 25 4" MOUNTABLE CURB PER CALTRANS AB7A TYPE D-4
- 26 REMOVE EXISTING PIPE AND STRUCTURE WITHIN PUBLIC RIGHT OF WAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 4.01
- 30 WATER VALVE PER DETAIL 2/C1.9



NOTE: WHEN EXISTING 10" SSFM IS CONVERTED TO A GRAVITY SYSTEM IT SHALL BE 1. CUT OUT TOP OF PIPE IN MANHOLE. 2. CHANNEL MANHOLE BASE FOR GRAVITY FLOW. 3. CCTVD AND PRESSURE TESTED AS GRAVITY MAIN PRIOR TO ACCEPTANCE. 4. MANHOLE SHALL BE VACUUM TESTED PRIOR TO ACCEPTANCE.



PROFILE
1" = 40' HORIZ.
1" = 4' VERT.

RECORD DRAWING

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John A. Mahoney
REGISTERED PROFESSIONAL ENGINEER
No. 62365
8-9-2022
CIVIL
STATE OF CALIFORNIA

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

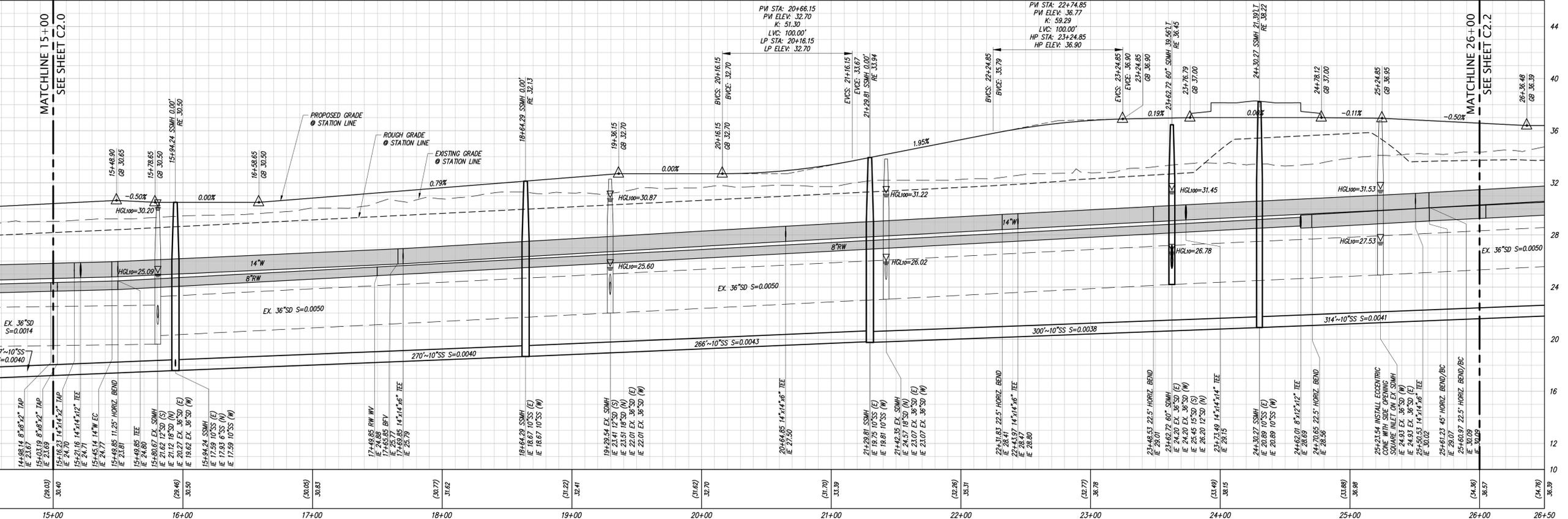
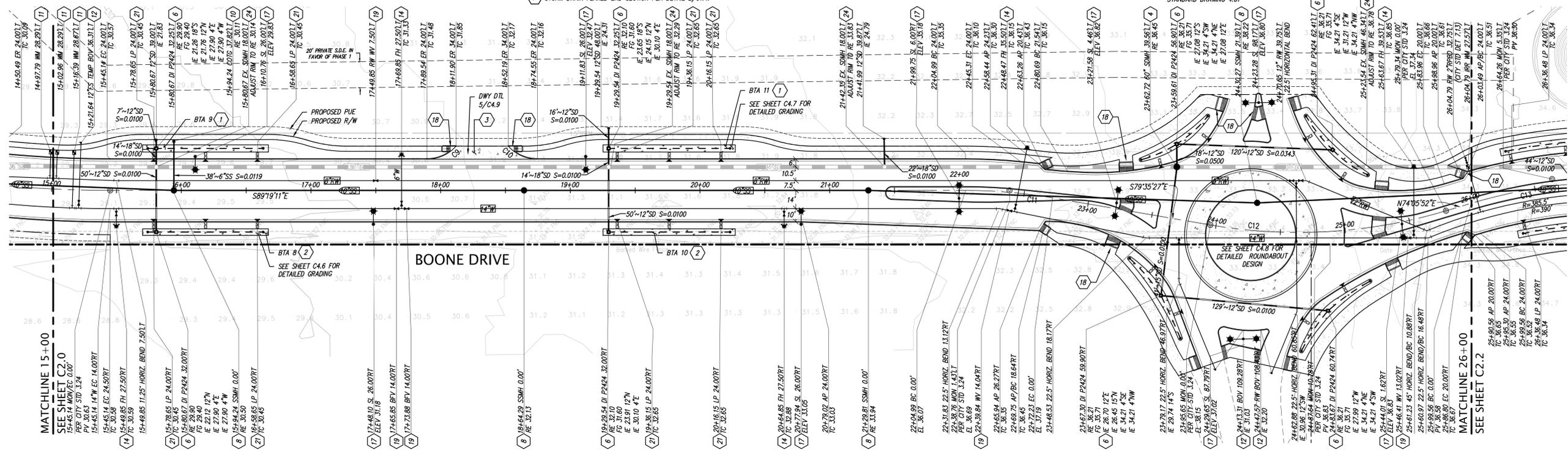
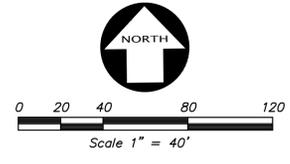
STREET IMPROVEMENT PLAN
BOONE DRIVE
STATION 3 + 50 TO STATION 15 + 00
AMERICAN CANYON, CALIFORNIA

DATE: NOVEMBER, 2021
SCALE: 1" = 40'
DESIGNER: JAM
JOB NO.: A13631-8
SHEET: C2.0 OF 60 SHEETS

KEY NOTES

- 1 BIO-RETENTION PLANTER WITH SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
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- 3 MODIFIED COMMERCIAL DRIVEWAY PER DETAIL 6/C1.4. ALSO SEE SHEETS C4.9 & C4.10 FOR DETAILED GRADING.
- 4 STORM DRAINAGE MANHOLE PER CITY OF AMERICAN CANYON STD DWG 5.01.
- 5 STORM DRAIN TYPE 1 CATCH BASIN PER CITY OF AMERICAN CANYON STD DWG 5.03.
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- 7 STORM DRAIN FLARED END SECTION PER DETAIL 2/C1.4.
- 8 SANITARY SEWER MANHOLE 60" PER CITY OF AMERICAN CANYON STD DWG 6.01. PROVIDE NEOPOXY 100% EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
- 9 SERVICE SEWER PER CITY OF AMERICAN CANYON STD DWG 6.08.
- 10 SEWER CLEANOUT TO GRADE PER CITY OF AMERICAN CANYON STD DWG 6.10.
- 11 2" WATER SERVICE PER DETAIL 1/C1.9.
- 12 BLOW-OFF ASSEMBLY PER CITY OF AMERICAN CANYON STD DWG 7.04.
- 13 AIR RELEASE VALVE PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.05 ON SHEET C1.9.
- 14 FIRE HYDRANT SYSTEM PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.07 ON SHEET C1.9.
- 15 EXISTING SSMH TO BE PROTECTED DURING CONSTRUCTION. PROVIDE ACRYLIC 100% EPOXY APPLIED FROM BENCH TO BELOW GRADE RINGS AFTER MANHOLE IS COMPLETELY CONSTRUCTED AND CONCRETE IS CURED.
- 16 WATER MAIN LOWERING PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.09 ON SHEET C1.9.
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- 23 METER BOXES AND LIDS ARE TO BE TRAFFIC RATED.
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- 25 4" MOUNTABLE CURB PER CALTRANS AB7A TYPE D-4.
- 26 REMOVE EXISTING PIPE AND STRUCTURE WITHIN PUBLIC RIGHT OF WAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 4.01.

CURVE #	RADIUS	DELTA	LENGTH
C9	30.00'	48°11'23"	25.23'
C10	30.00'	48°11'23"	25.23'
C11	396.00'	9°43'44"	67.24'
C12	400.00'	26°18'41"	183.69'
C13	394.00'	18°46'31"	129.11'



PROFILE
1" = 40' HORIZ.
1" = 4' VERT.

RECORD DRAWING
DATE 08-09-2022

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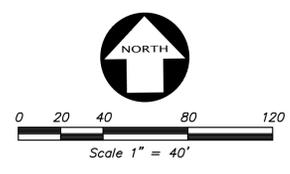
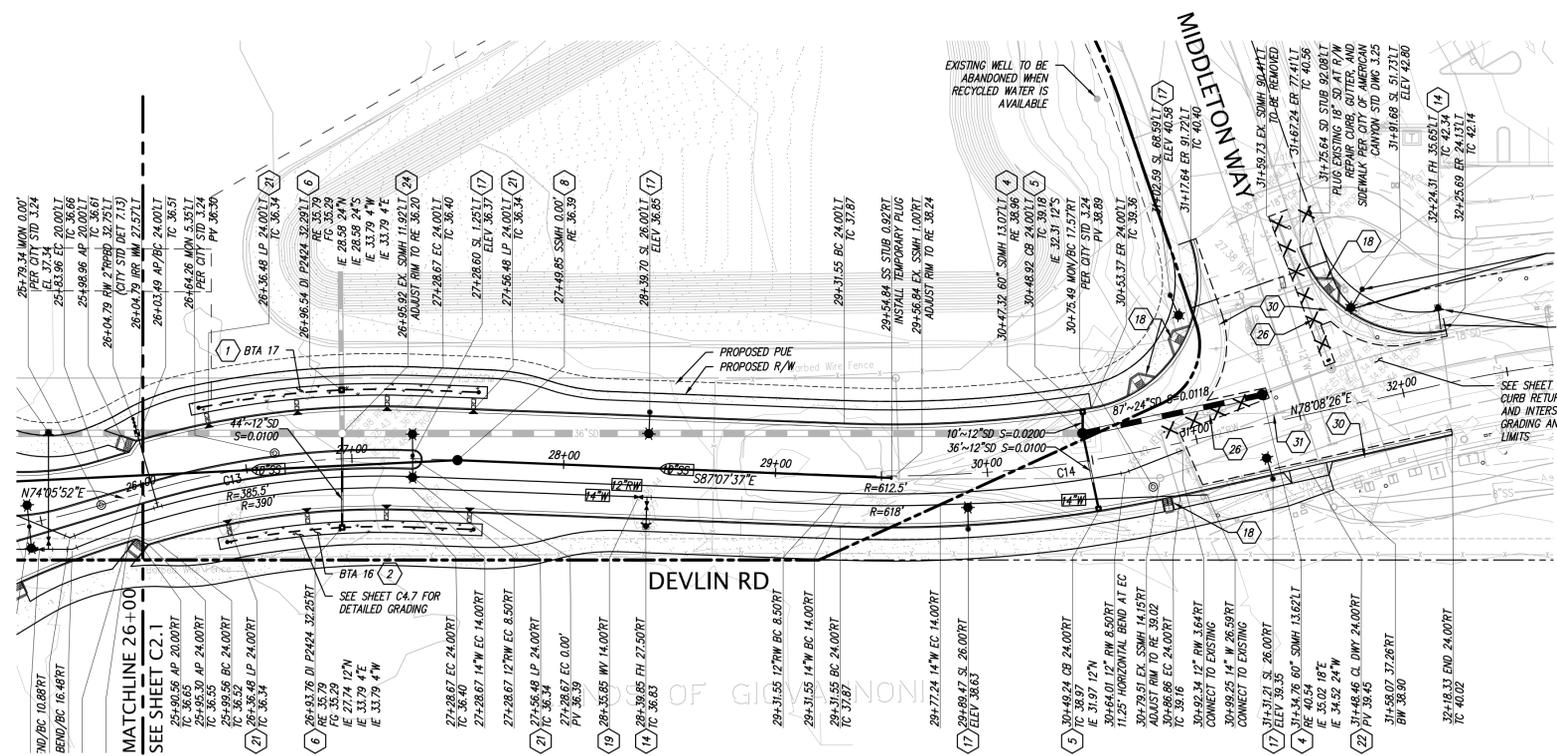


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STREET IMPROVEMENT PLAN
BOONE DRIVE
STATION 15+00 TO STATION 26+00
AMERICAN CANYON, CALIFORNIA

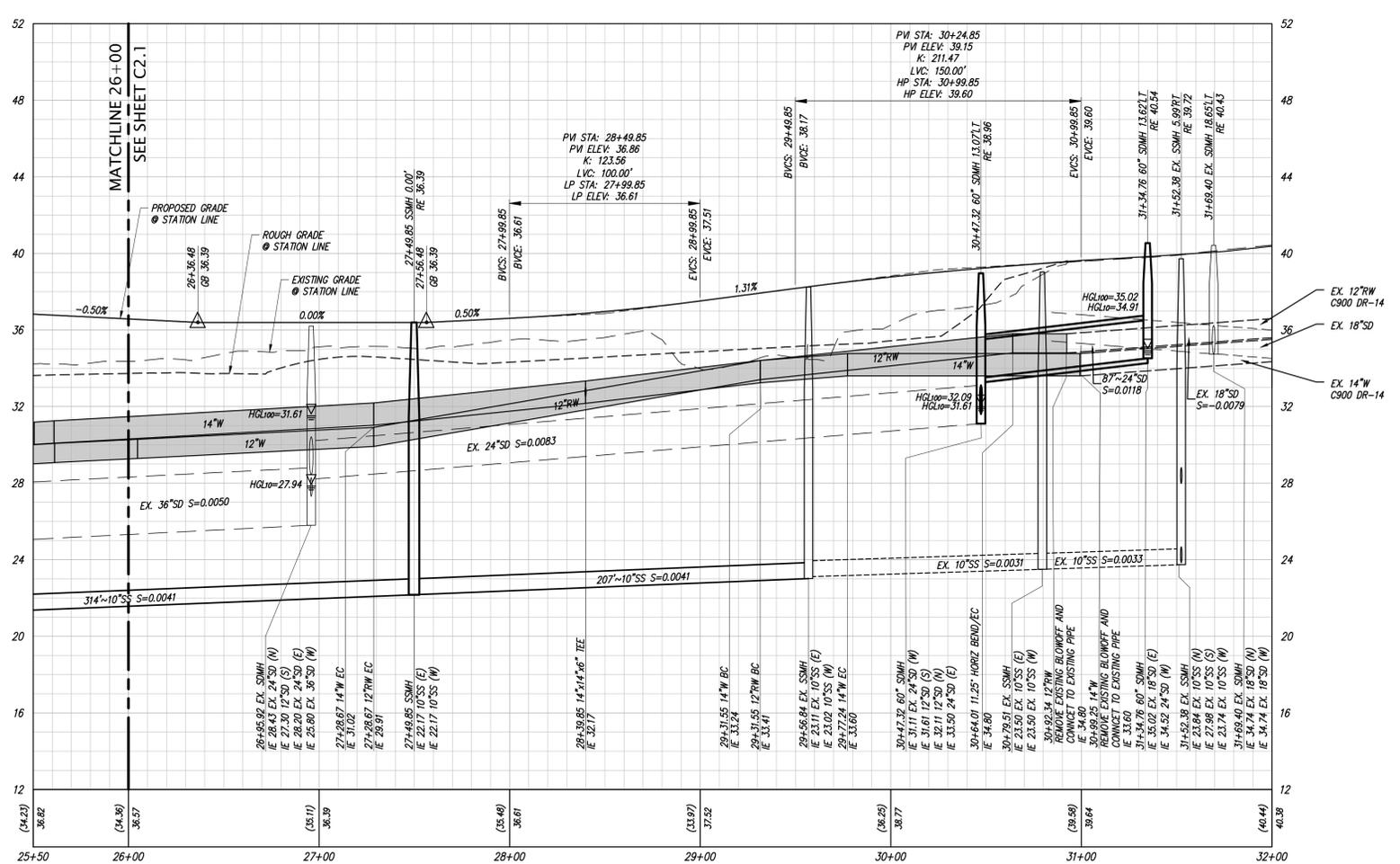
DATE NOVEMBER, 2021
SCALE 1" = 40'
DESIGNER JAM
JOB NO. A13631-8
SHEET C2.1 OF 60 SHEETS

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KEY NOTES

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- 29 22" WIDE DOUBLE LEAF GATE WITH KNOX BOX PER DETAIL 1/C1.2.
- 30 REMOVE EXISTING CONCRETE CURB AND GUTTER.
- 31 CONTRACTOR TO NOTE THE PRESENCE OF CONTROLLED DENSITY FILL IN EXISTING UTILITY TRENCHES.



CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C13	394.00'	18°46'31"	129.11'
C14	604.00'	14°43'57"	155.31'

PROFILE
1" = 40' HORIZ.
1" = 4' VERT.

RECORD DRAWING

DATE: 09-20-2022

DESIGNED BY: *John A. Mahoney*
KIER & WRIGHT, CIVIL ENGINEERS & SURVEYORS, INC.

DATE: NOVEMBER, 2021

SCALE: 1" = 40'

DESIGNER: JAM

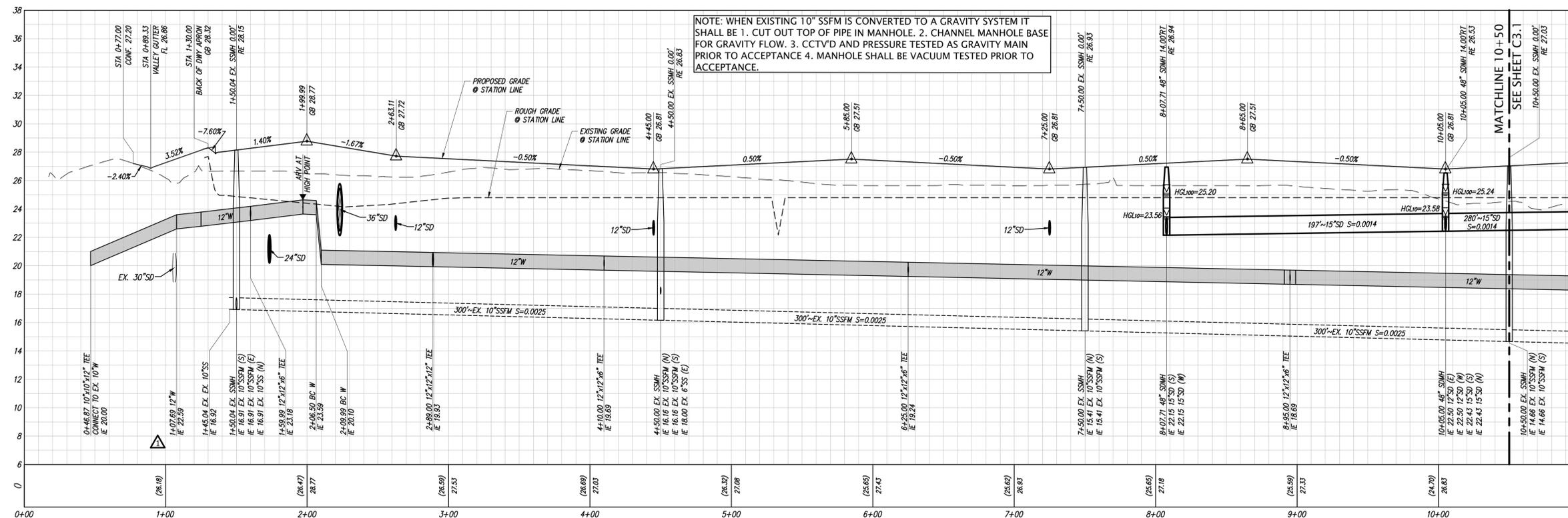
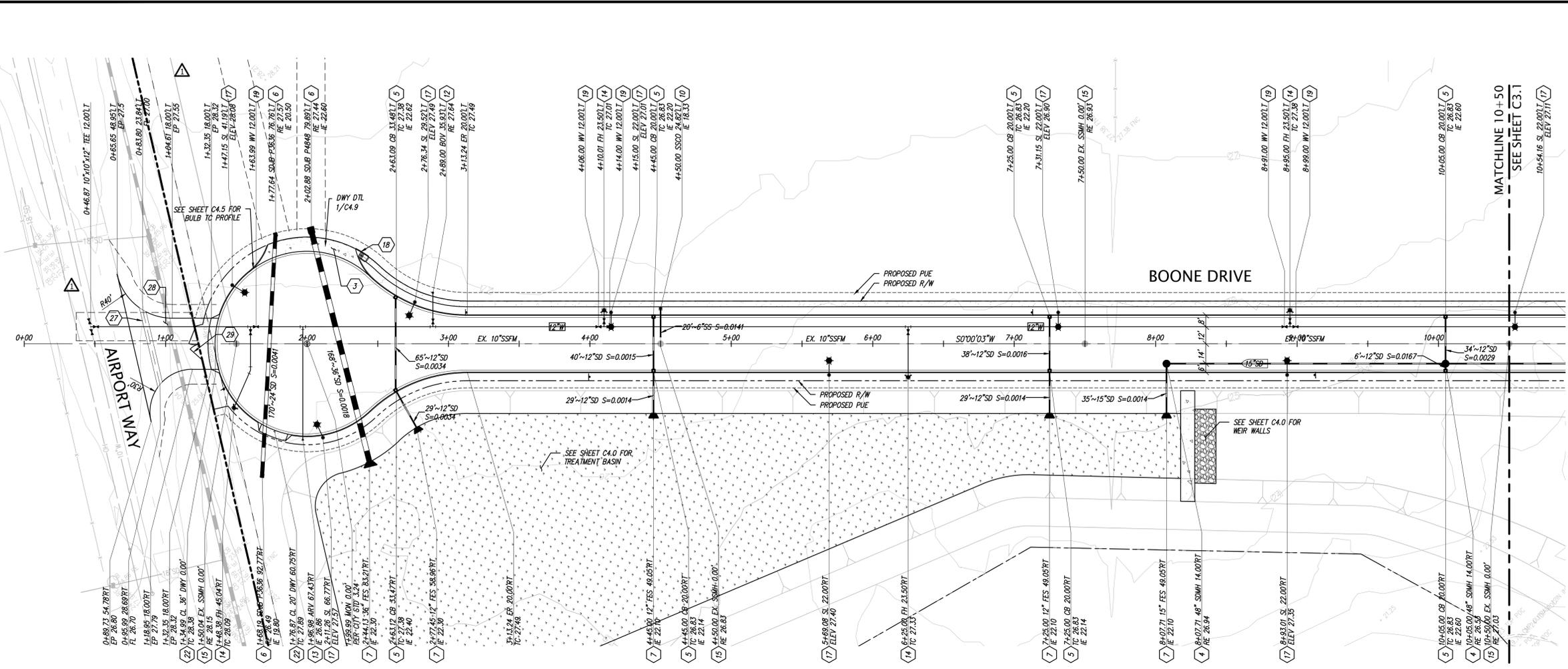
JOB NO.: A13631-8

SHEET: **C2.2**

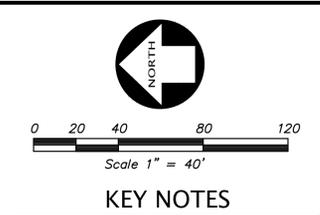
OF 60 SHEETS

STREET IMPROVEMENT PLAN
BOONE DRIVE
STATION 26+00 TO STATION 32+00
AMERICAN CANYON, CALIFORNIA

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PROFILE
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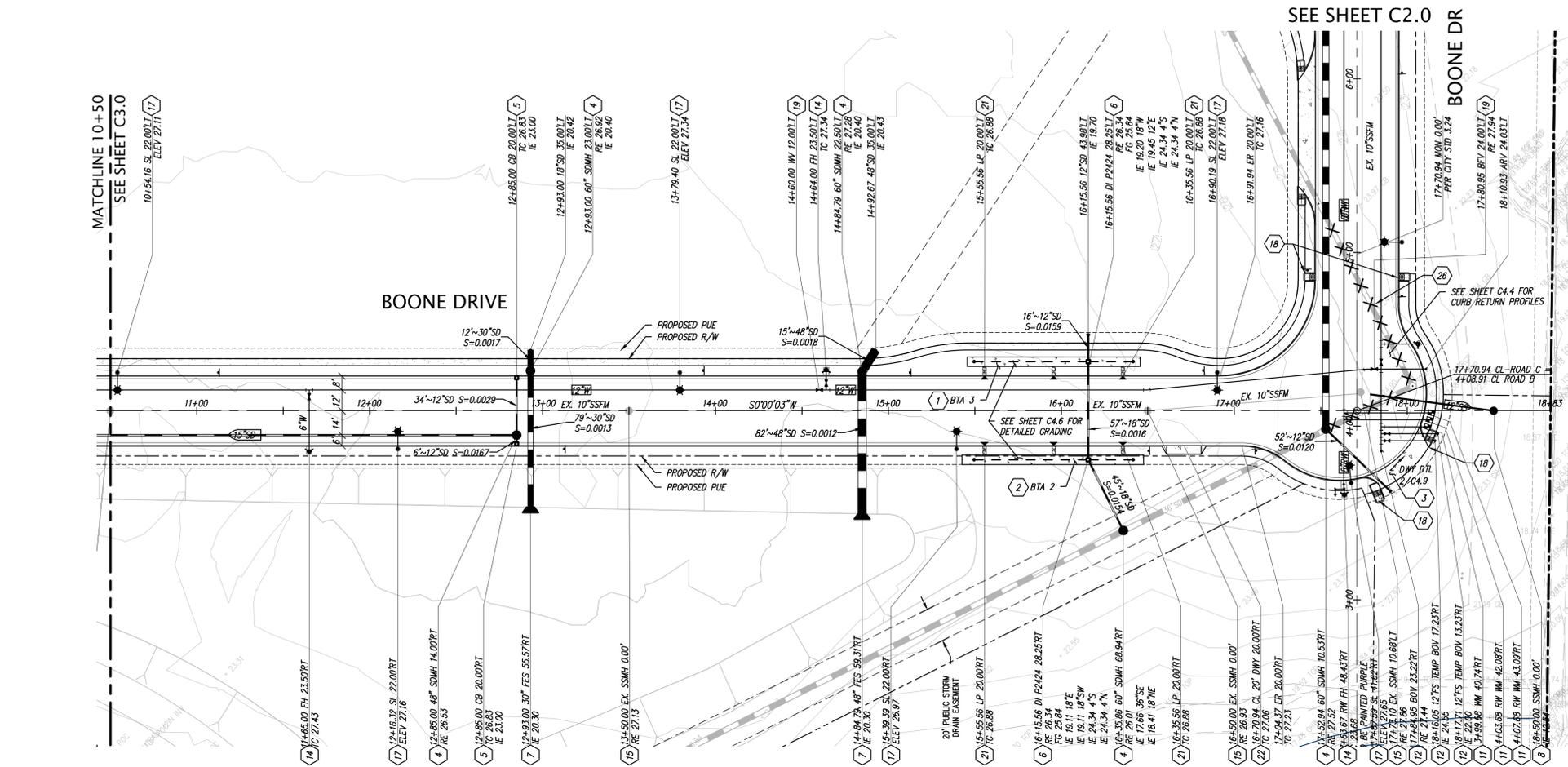
NOTE: WHEN EXISTING 10" SSFM IS CONVERTED TO A GRAVITY SYSTEM IT SHALL BE 1. CUT OUT TOP OF PIPE IN MANHOLE. 2. CHANNEL MANHOLE BASE FOR GRAVITY FLOW. 3. CCTV'D AND PRESSURE TESTED AS GRAVITY MAIN PRIOR TO ACCEPTANCE 4. MANHOLE SHALL BE VACUUM TESTED PRIOR TO ACCEPTANCE.

CONTRACTOR TO OBTAIN SEPARATE BUILDING PERMIT APPROVAL FOR FENCE/GATE INSTALLATION.

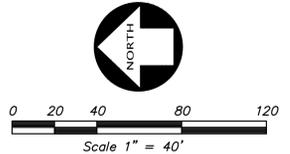
STREET IMPROVEMENT PLAN
BOONE DRIVE
STATION 0+00 TO STATION 10+50
AMERICAN CANYON, CALIFORNIA

DATE: NOVEMBER, 2021
SCALE: 1" = 40'
DESIGNER: JAM
JOB NO.: A13631-8
SHEET: **C3.0**
OF 60 SHEETS

RECORDED DRAWING
PROFESSIONAL ENGINEER
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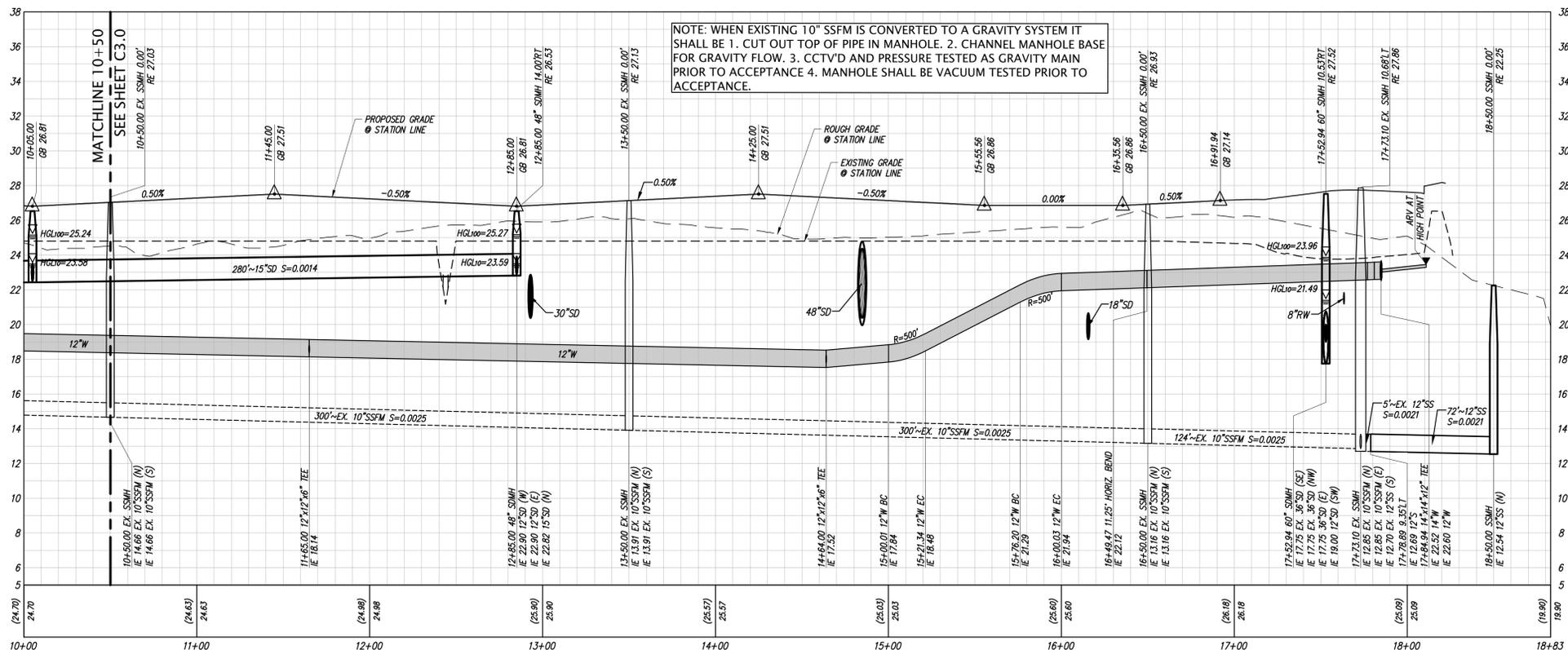


SEE SHEET C2.0



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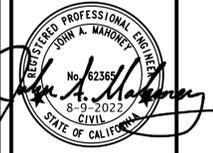


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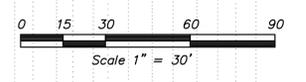
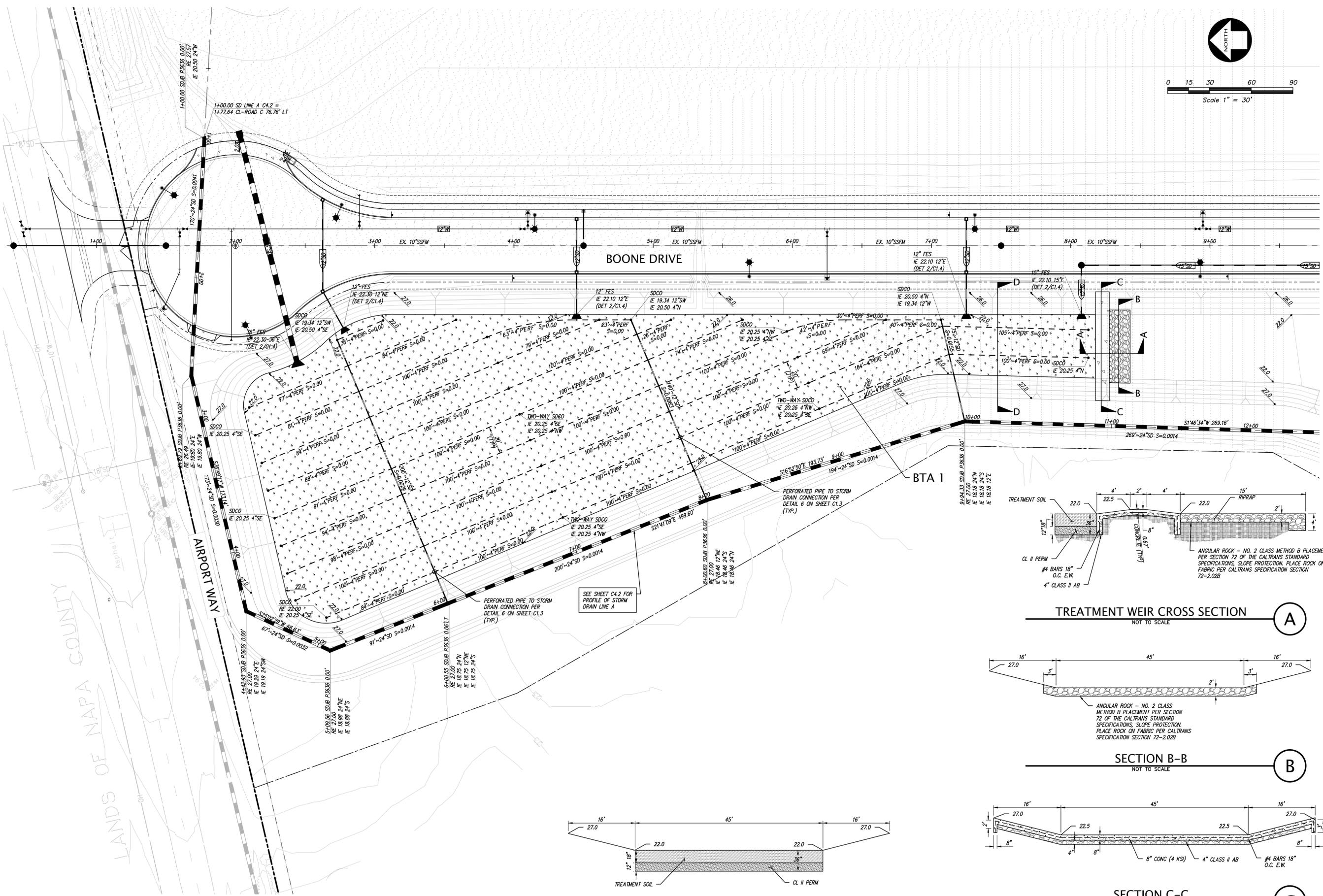


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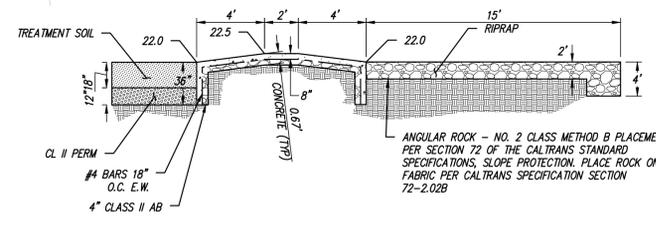
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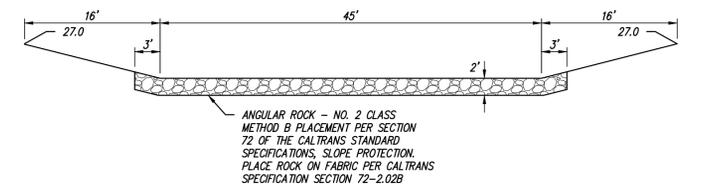
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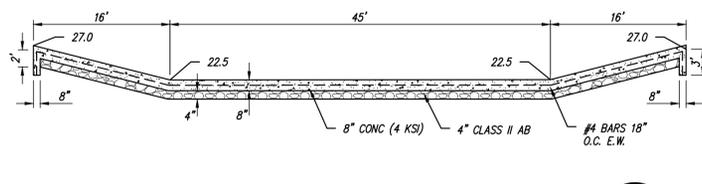
SEE SHEET C4.1



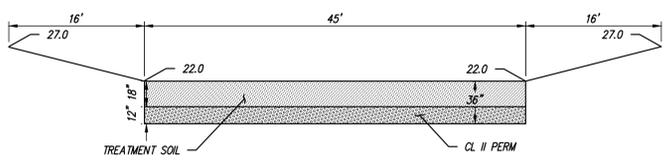
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SECTION B-B NOT TO SCALE

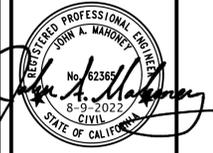


SECTION C-C NOT TO SCALE



SECTION D-D NOT TO SCALE

RECORD DRAWING
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DATE 08-09-2022



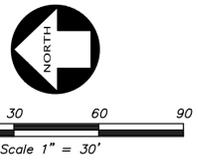
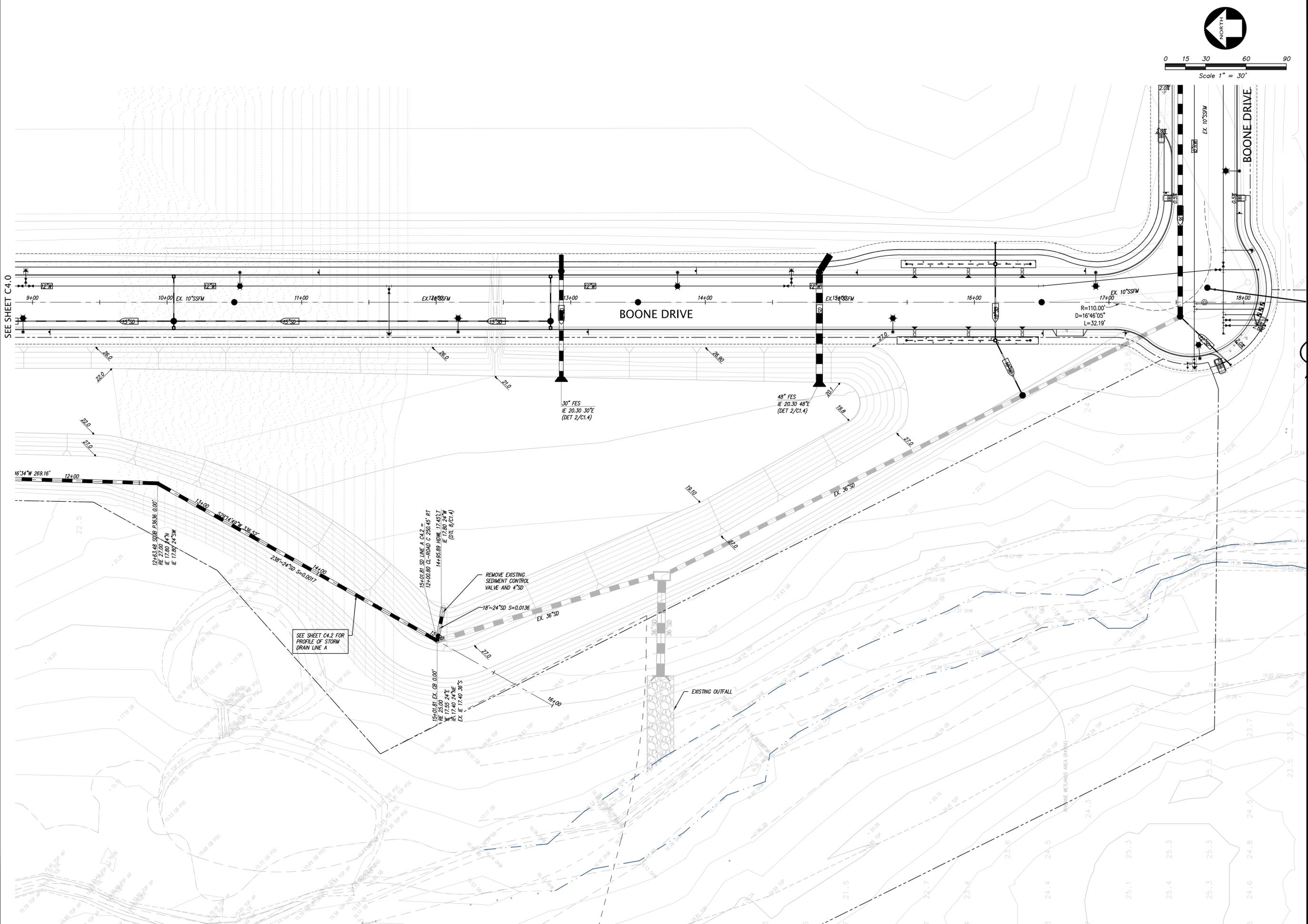
KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

CALIFORNIA

STREET IMPROVEMENT PLAN
BASIN GRADING & DRAINAGE PLAN

AMERICAN CANYON, CALIFORNIA

DATE	NOVEMBER, 2021
SCALE	1" = 50'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.0
OF	60 SHEETS



SEE SHEET C4.0

SEE SHEET C4.2 FOR PROFILE OF STORM DRAIN LINE A

RECORD DRAWING

BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUING OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS. IT IS OUR PROFESSIONAL OPINION THAT THE INFORMATION SHOWN ON THIS DRAWING IS ACCURATE AND COMPLETE TO THE BEST OF OUR KNOWLEDGE AND BELIEF. WE DO NOT WARRANT THE ACCURACY AND COMPLETENESS OF THIS DRAWING. USER & WRIT CANNOT AND DOES NOT WARRANT THE ACCURACY AND COMPLETENESS OF THE INFORMATION PROVIDED BY OTHERS. THE USER & WRIT SHALL BE RESPONSIBLE FOR ANY ERRORS AND OMISSIONS WHICH MAY BE INCURRED AS A RESULT OF THE INFORMATION PROVIDED BY OTHERS.

John A. Mahoney
 JOHN A. MAHONEY
 P.E. & WRIGHT, CIVIL ENGINEERS & SURVEYORS, INC.

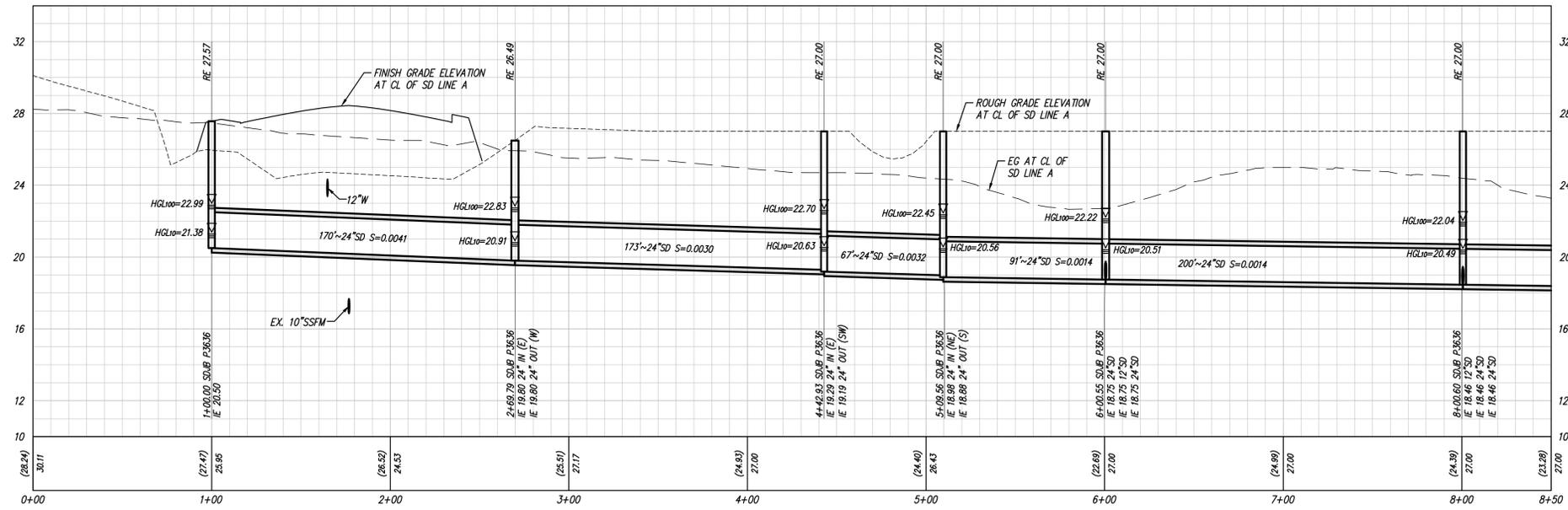
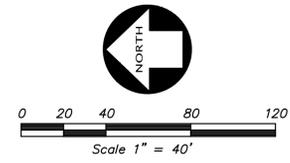


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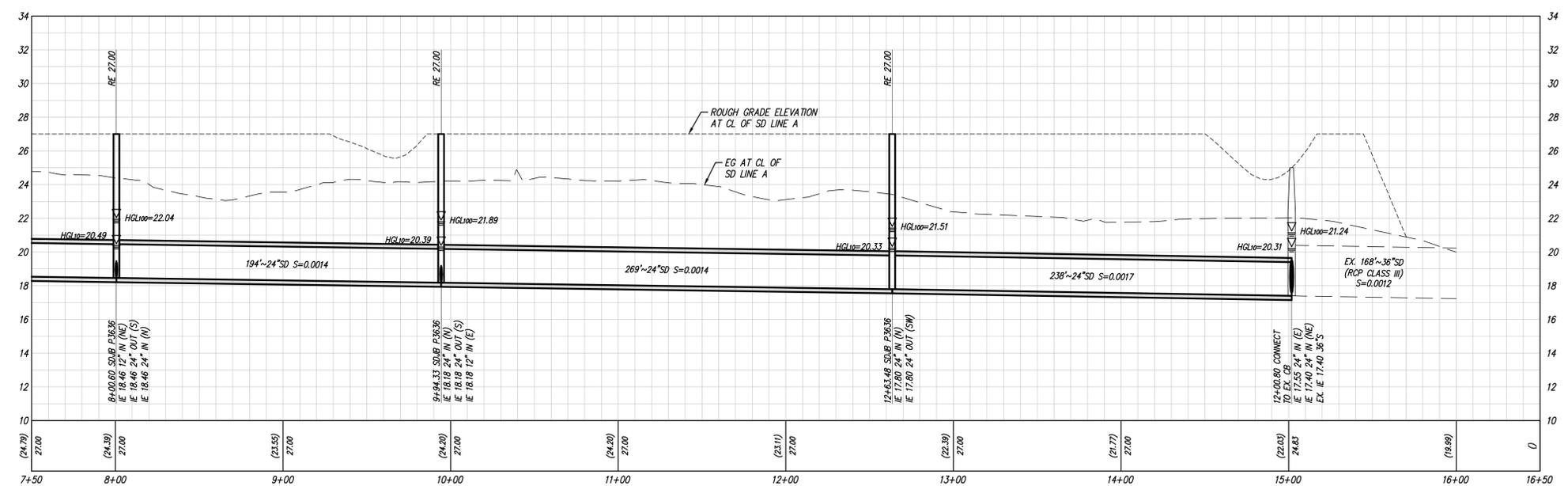
STREET IMPROVEMENT PLAN
BASIN GRADING & DRAINAGE PLAN

AMERICAN CANYON, CALIFORNIA

DATE	NOVEMBER, 2021
SCALE	1" = 50'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.1
OF	60 SHEETS

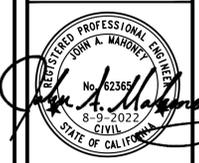


PROFILE
1" = 20' HORIZ.
1" = 2' VERT.



PROFILE
SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

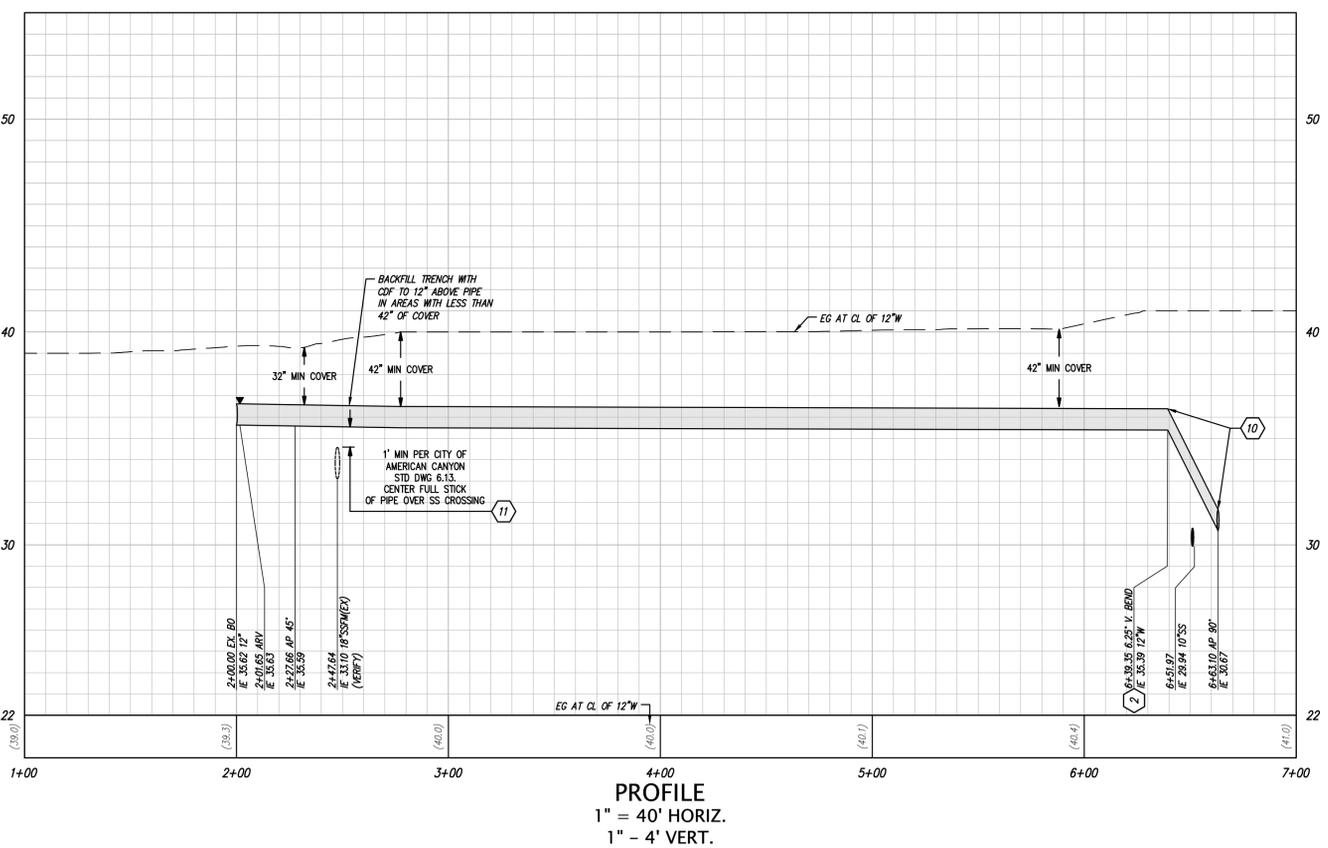
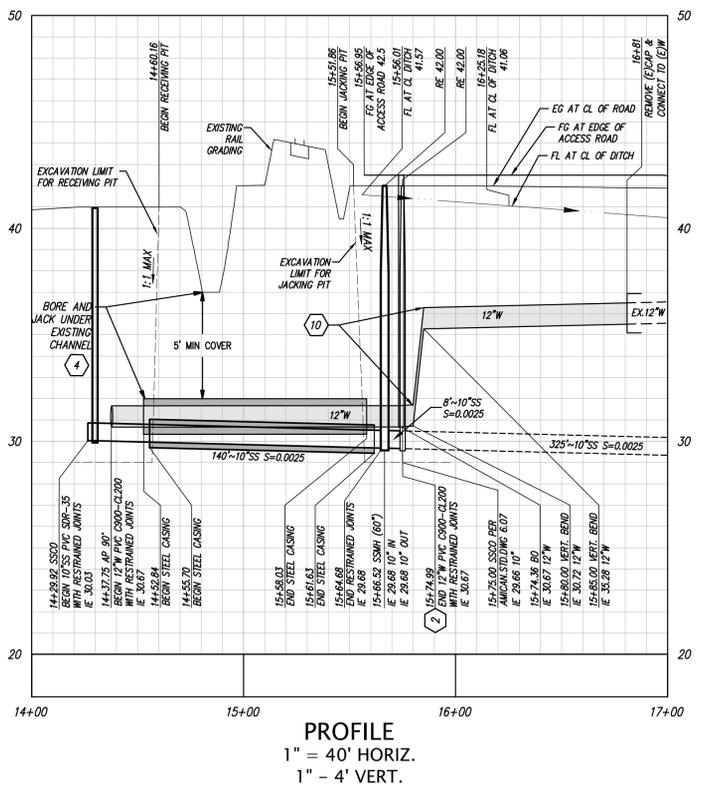
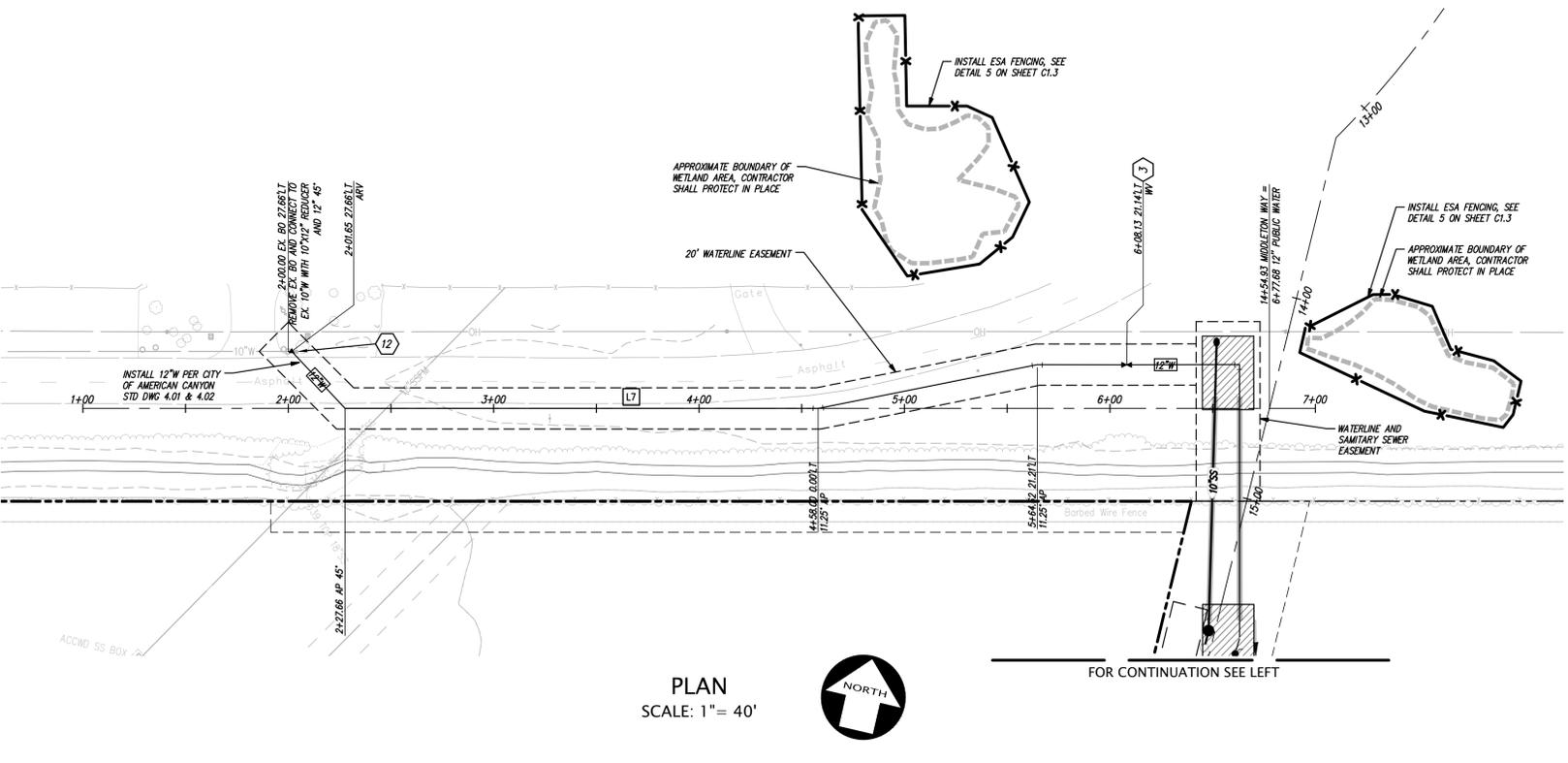
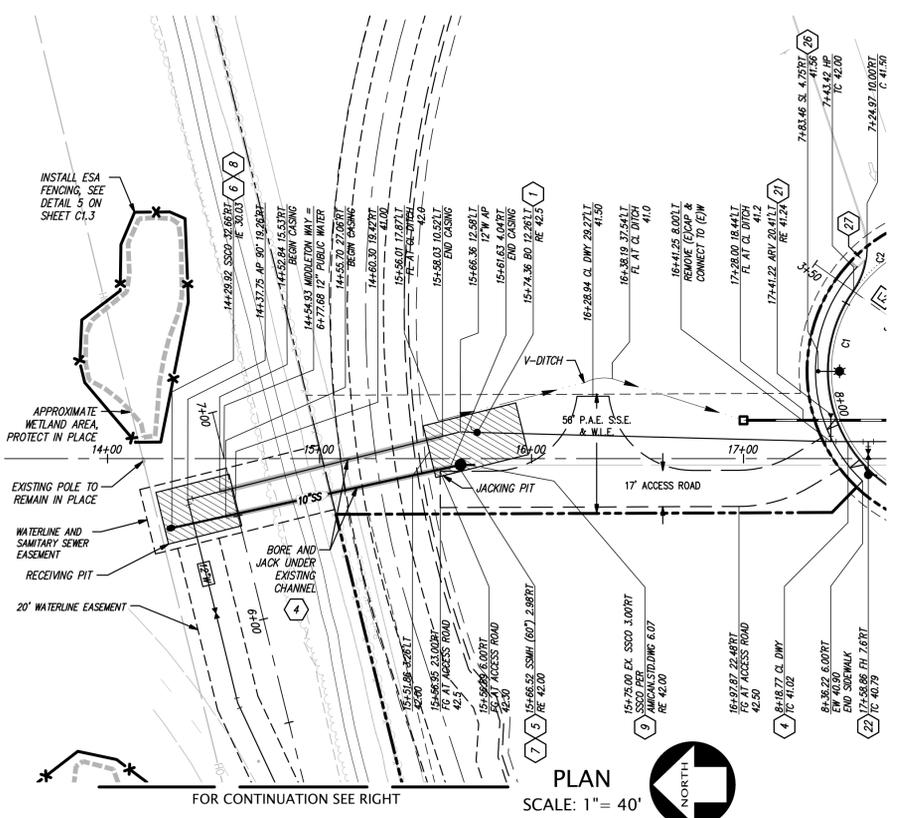
RECORD DRAWING
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John A. Mahoney
KIER & WRIGHT, CIVIL ENGINEERS
DATE: 08-09-2022



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2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

STREET IMPROVEMENT PLAN
SD LINE A PROFILE
STATION 0+00 TO STATION 16+50
AMERICAN CANYON, CALIFORNIA

DATE	NOVEMBER, 2021
SCALE	AS SHOWN
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.2
OF	60 SHEETS

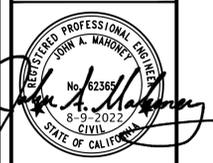


- KEY NOTES**
- BLOW-OFF ASSEMBLY PER CITY OF AMERICAN CANYON STD DWG 7.04
 - WATER MAIN LOWERING PER CITY OF AMERICAN CANYON STD DWG 7.09
 - WATER VALVE PER CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11
 - SEE BORE AND JACK NOTES ON SHEET C1.1 AND DETAIL 1 ON SHEET C1.3 FOR DETAILS.
 - SANITARY SEWER MANHOLE 60" PER CITY OF AMERICAN CANYON STD DWG 6.01
 - SEWER CLEANOUT TO GRADE PER CITY OF AMERICAN CANYON STD DWG 6.07
 - RAISE SSMH 12" ABOVE GRADE WHEN ACCESS ROAD IS ABANDONED
 - RAISE SSSO 12" ABOVE GRADE WHEN ACCESS ROAD IS ABANDONED
 - REMOVE EXISTING SSSO CONNECT 10" SS TO EXISTING 10" SS
 - THRUST BLOCK/ ANCHOR BLOCK PER AMERICAN CANYON STD DWG 7.12
 - UNDERCROSSING IF NECESSARY SHALL BE PER AMERICAN CANYON STD DWG 7.09 WITH FULL STICK OF D.I.P. CENTERED UNDER SS
 - REMOVE AND REPLACE MAILBOX TO FACILITATE INSTALLATION OF THE WATERLINE.

RECORD DRAWING

BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUOUS OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS. IT IS OUR PROFESSIONAL OPINION THAT THE DRAWING ACCURATELY REPRESENTS THE CONDITIONS AS OBSERVED AND AS CONSTRUCTED. THE CONTRACTOR SHALL VERIFY THE ACCURACY AND COMPLETENESS OF THIS DRAWING. KIER & WRIGHT CANNOT AND DOES NOT WARRANT ITS ACCURACY AND COMPLETENESS AND SHALL NOT BE RESPONSIBLE FOR ANY ERRORS AND OMISSIONS WHICH MAY BE INCURRED BY THE USER.

DATE 08-09-2022



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STREET IMPROVEMENT PLAN
BORE AND JACK PLAN AND PROFILE

CALIFORNIA

AMERICAN CANYON,

DATE NOVEMBER, 2021

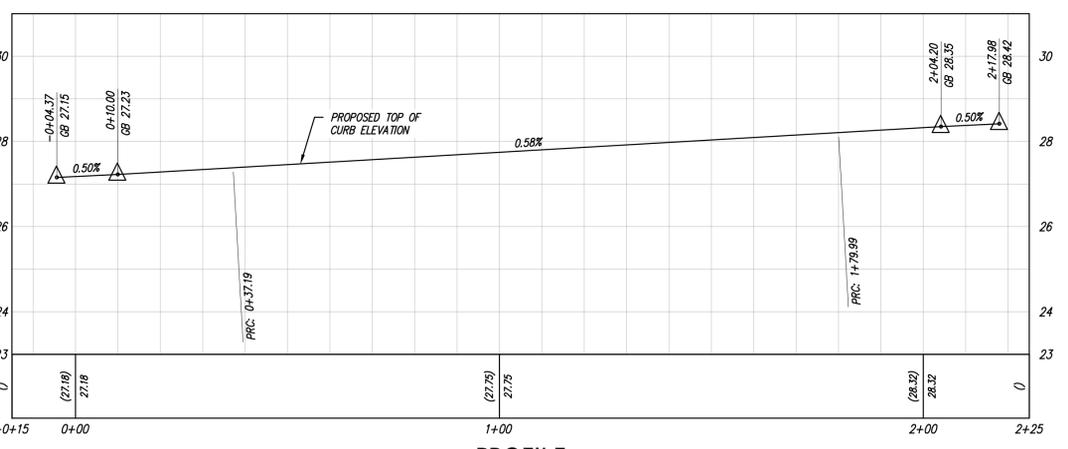
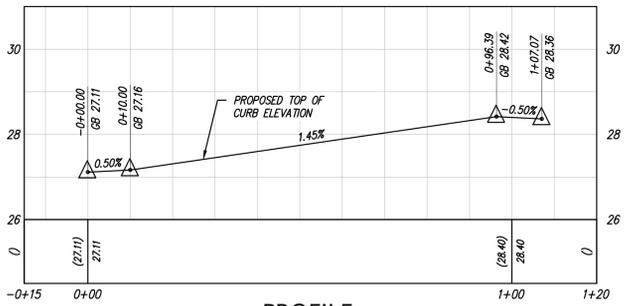
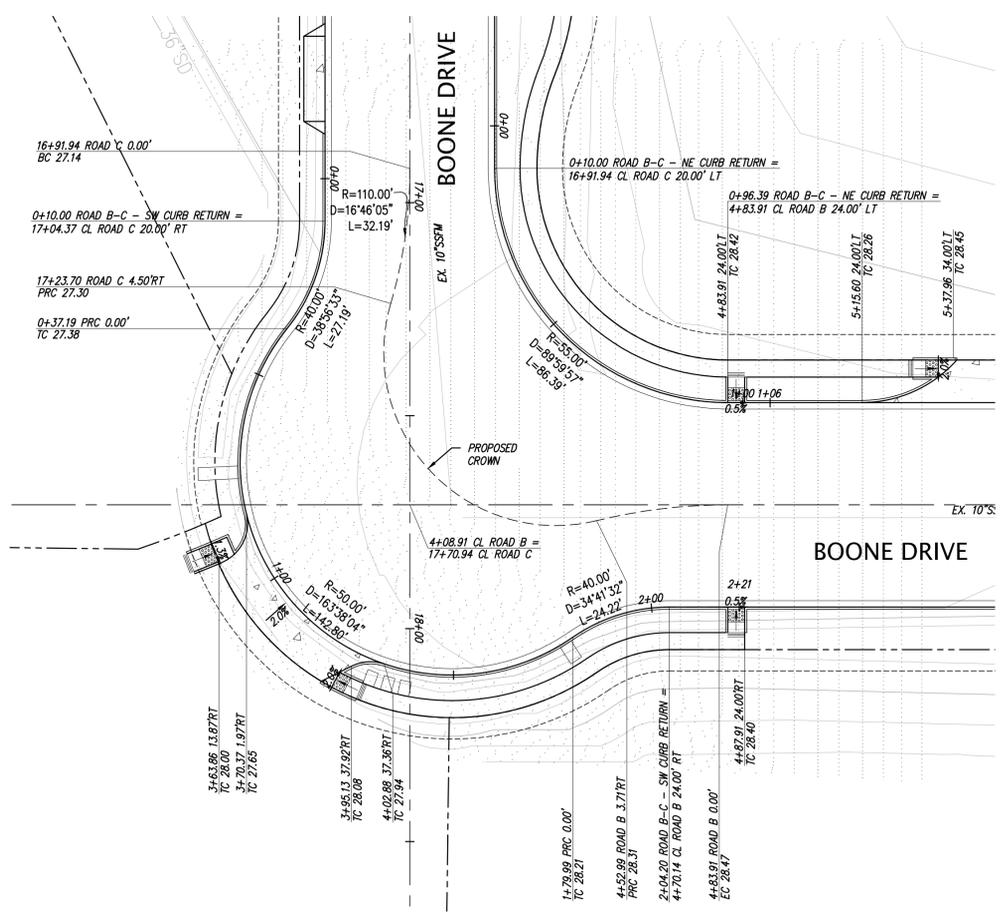
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DESIGNER JAM

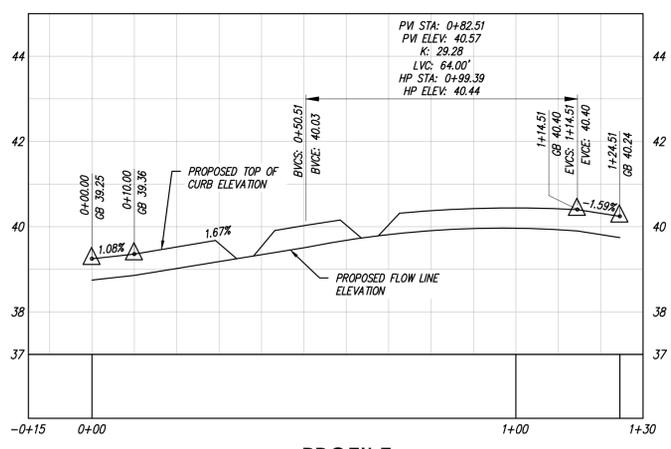
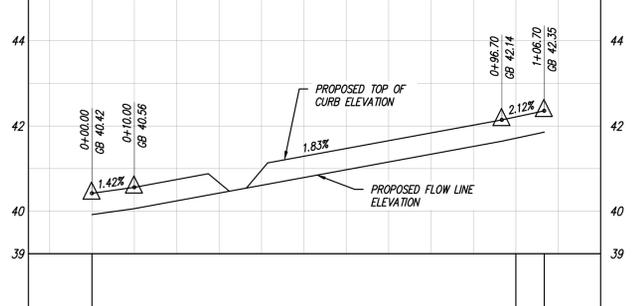
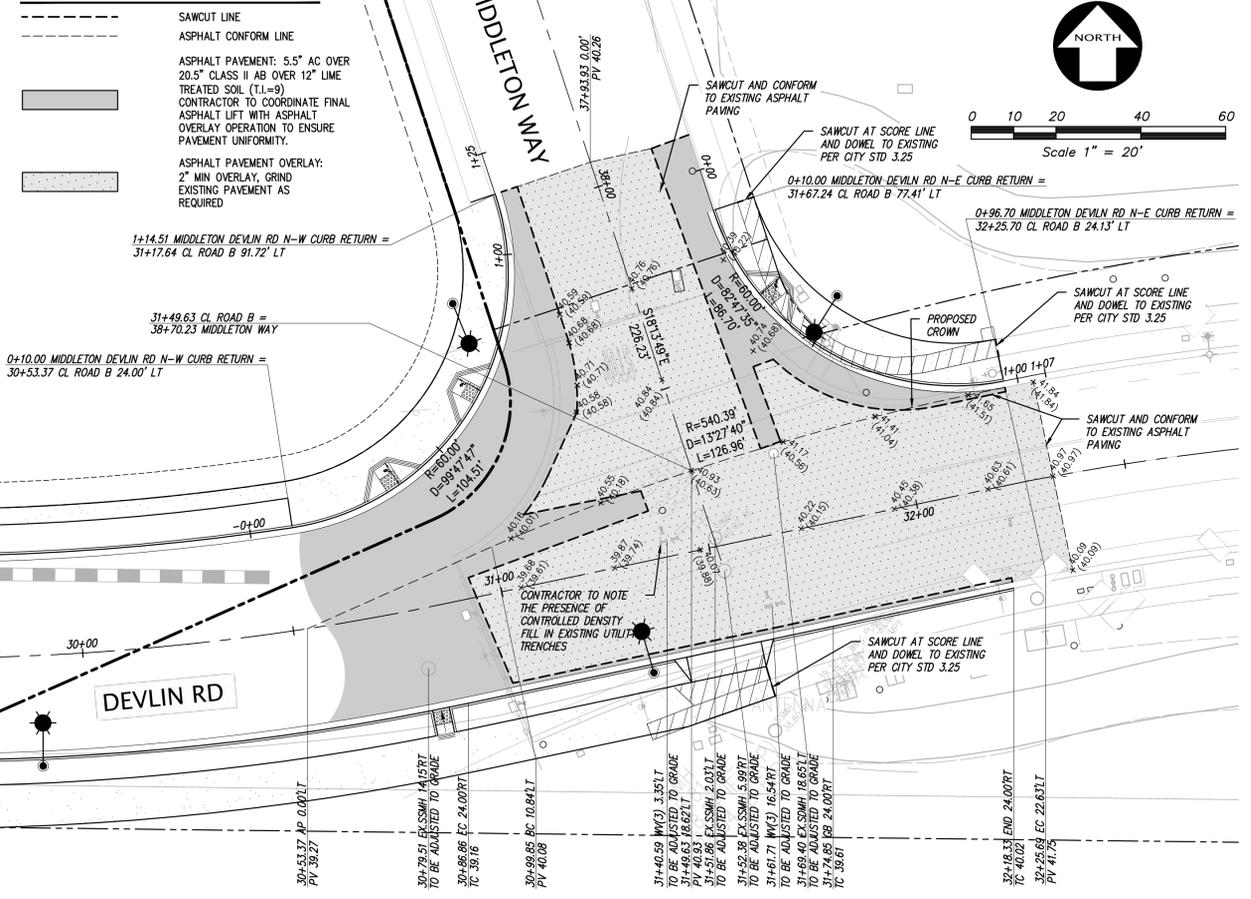
JOB NO. A13631-8

SHEET **C4.3**

OF 60 SHEETS



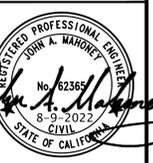
LEGEND



RECORD DRAWING

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DATE: 08-09-2022

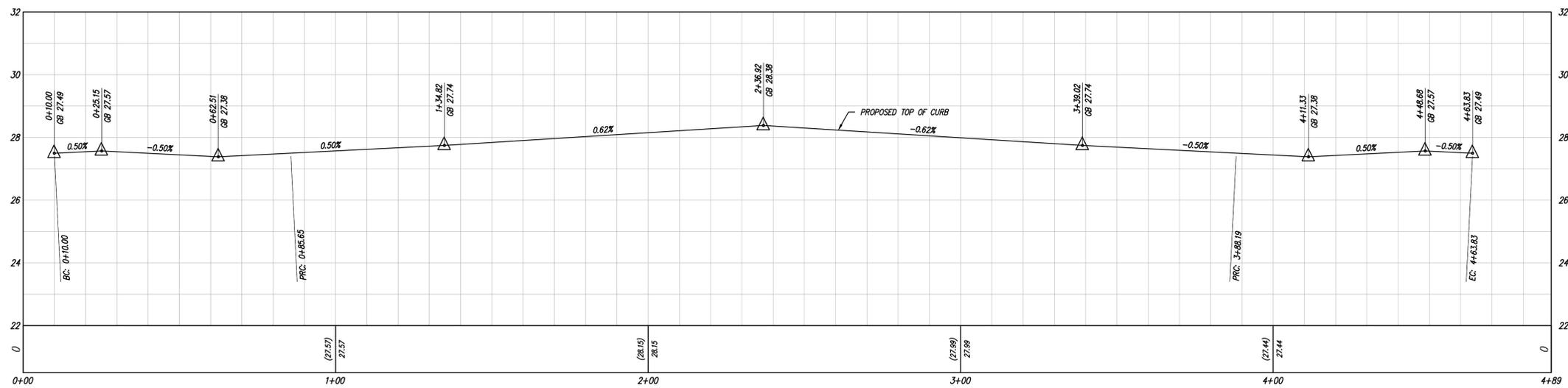
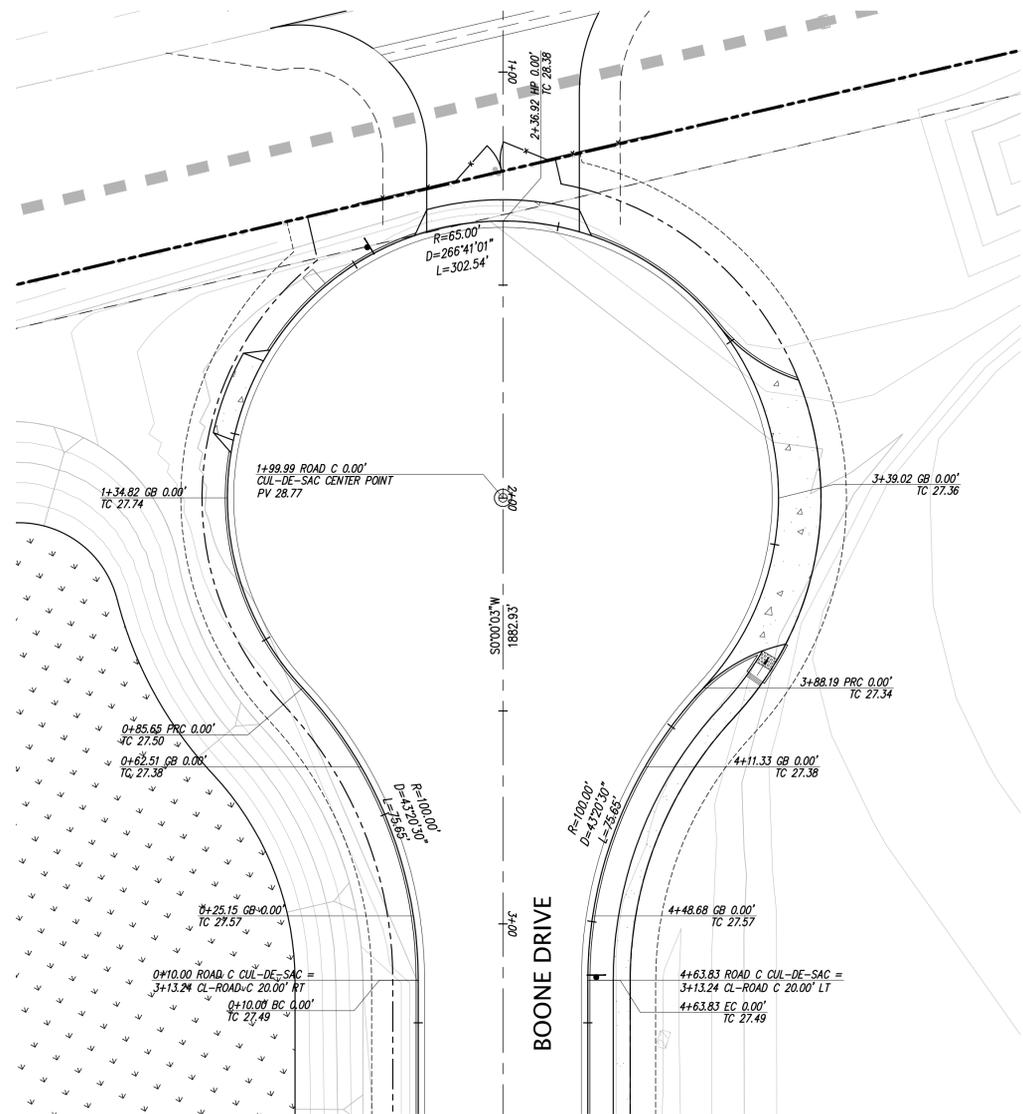


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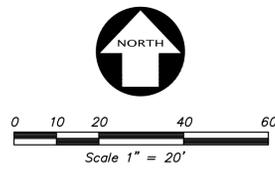
CALIFORNIA

STREET IMPROVEMENT PLAN
CURB RETURN PROFILE

DATE	NOVEMBER, 2021
SCALE	1" = 50'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.4
OF	60 SHEETS



PROFILE
SCALE: 1" = 20' HORIZ.
1" = 2' VERT.
ROAD C CUL-DE-SAC



RECORD DRAWING

BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUOUS OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS, IT IS OUR PROFESSIONAL OPINION THAT THE DRAWING ACCURATELY REPRESENTS THE CONDITIONS AS SHOWN AND THAT THE DESIGN AND CONSTRUCTION OF THE PROJECT WILL BE ACCORDING TO THE DRAWING. WE DO NOT WARRANT THE ACCURACY AND COMPLETENESS OF THE DRAWING. WE AND OUR EMPLOYEES WILL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH MAY BE INCURRED AS A RESULT OF THE USE OF THE DRAWING FOR ANY PURPOSES OTHER THAN THAT FOR WHICH IT WAS PREPARED.

08-09-2022
DATE

John A. Mahoney
KIER & WRIGHT, CIVIL ENGINEERS

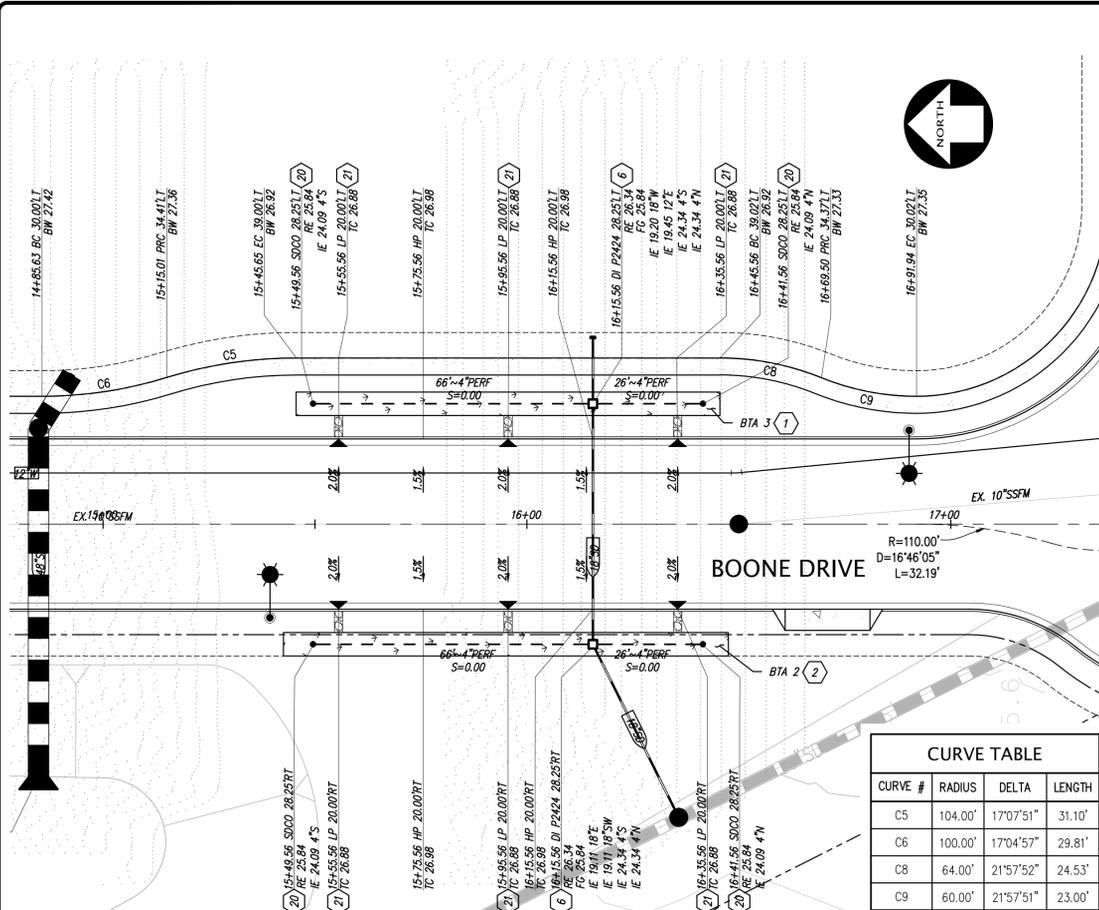


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STREET IMPROVEMENT PLAN
CURB RETURN PROFILE

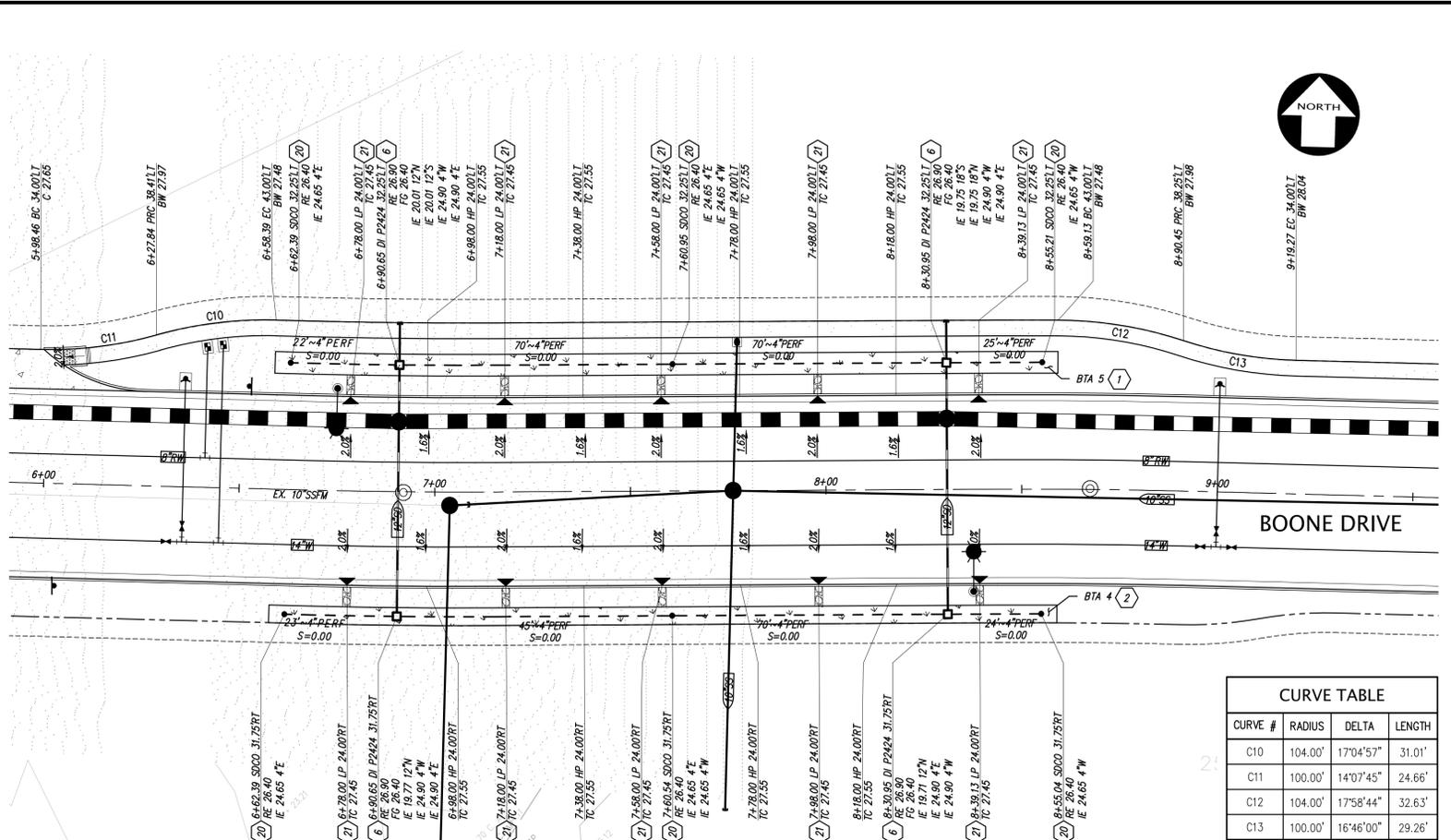
AMERICAN CANYON, CALIFORNIA

DATE	NOVEMBER, 2021
SCALE	1" = 20'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.5
OF	60 SHEETS



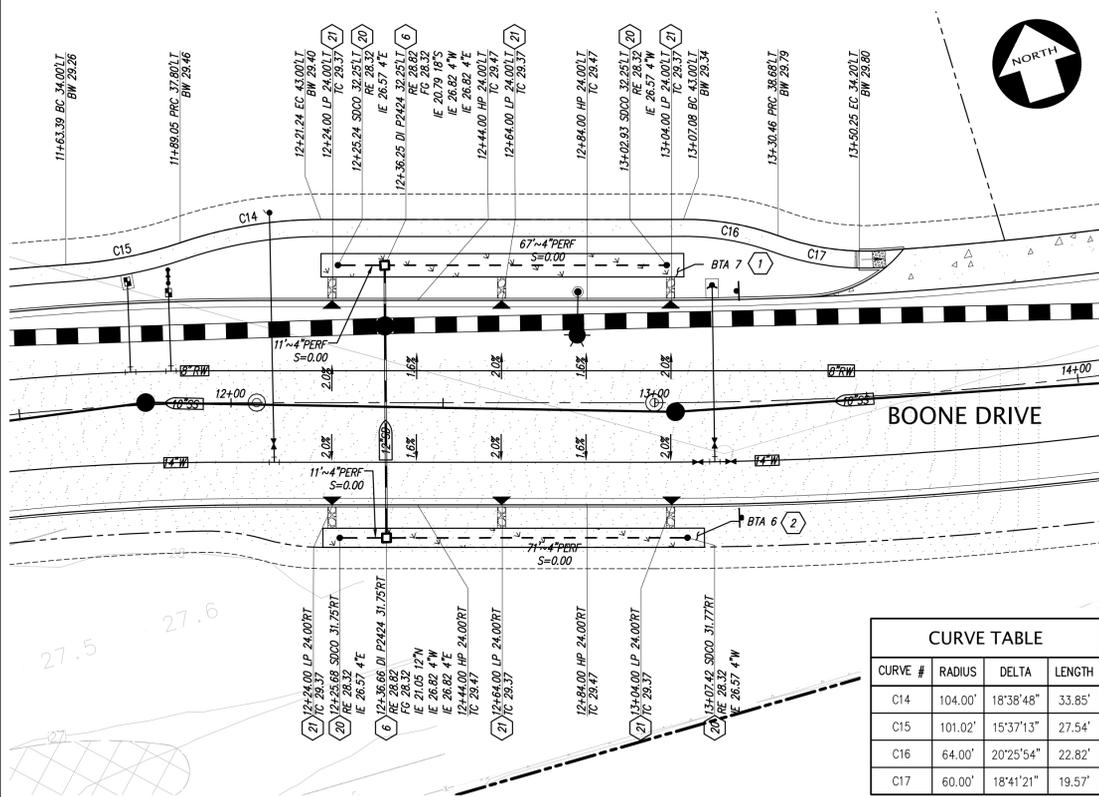
DETAIL GRADING - BTA 2 AND 3

SCALE: 1" = 20'



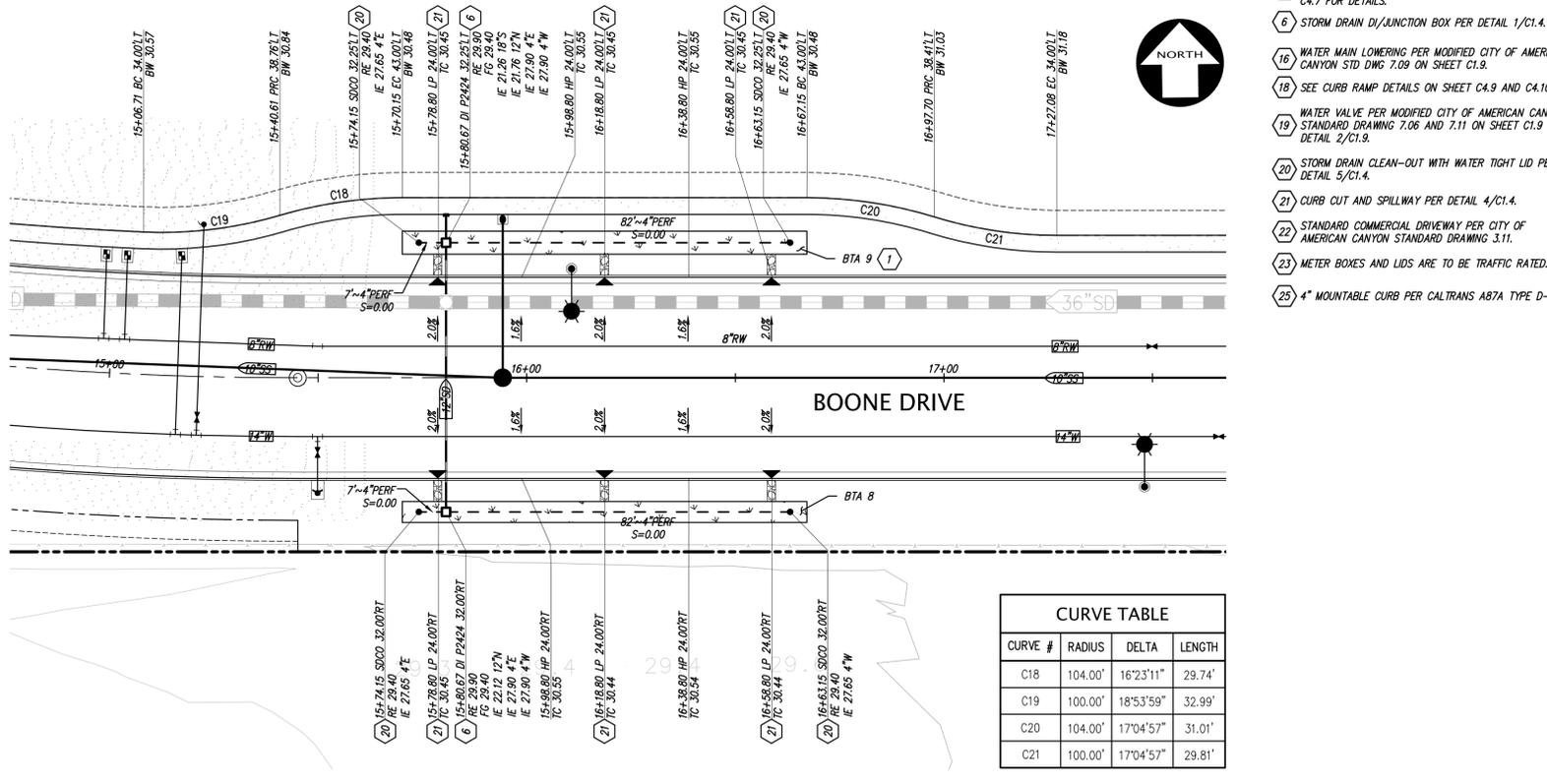
DETAIL GRADING - BTA 4 AND 5

SCALE: 1" = 20'



DETAIL GRADING - BTA 6 AND 7

SCALE: 1" = 20'



DETAIL GRADING - BTA 8 AND 9

SCALE: 1" = 20'

CURVE #	RADIUS	DELTA	LENGTH
C10	104.00'	17°04'57"	31.01'
C11	100.00'	14°07'45"	24.66'
C12	104.00'	17°58'44"	32.63'
C13	100.00'	16°46'00"	29.26'

KEY NOTES

- 1) BIO-RETENTION PLANTER WITH SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
- 2) STORM DRAIN DI/JUNCTION BOX PER DETAIL 1/C1.4.
- 3) WATER MAIN LOWERING PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.09 ON SHEET C1.9.
- 4) SEE CURB RAMP DETAILS ON SHEET C4.9 AND C4.10.
- 5) WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET C1.9 AND DETAIL 2/C1.9.
- 6) STORM DRAIN CLEAN-OUT WITH WATER TIGHT LID PER DETAIL 5/C1.4.
- 7) CURB CUT AND SPILLWAY PER DETAIL 4/C1.4.
- 8) STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
- 9) METER BOXES AND LIDS ARE TO BE TRAFFIC RATED.
- 10) 4" MOUNTABLE CURB PER CALTRANS AB7A TYPE D-4

STREET IMPROVEMENT PLAN
BTA GRADING DETAILS

DATE	NOVEMBER, 2021
SCALE	1" = 50'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.6
OF	60 SHEETS



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CALIFORNIA

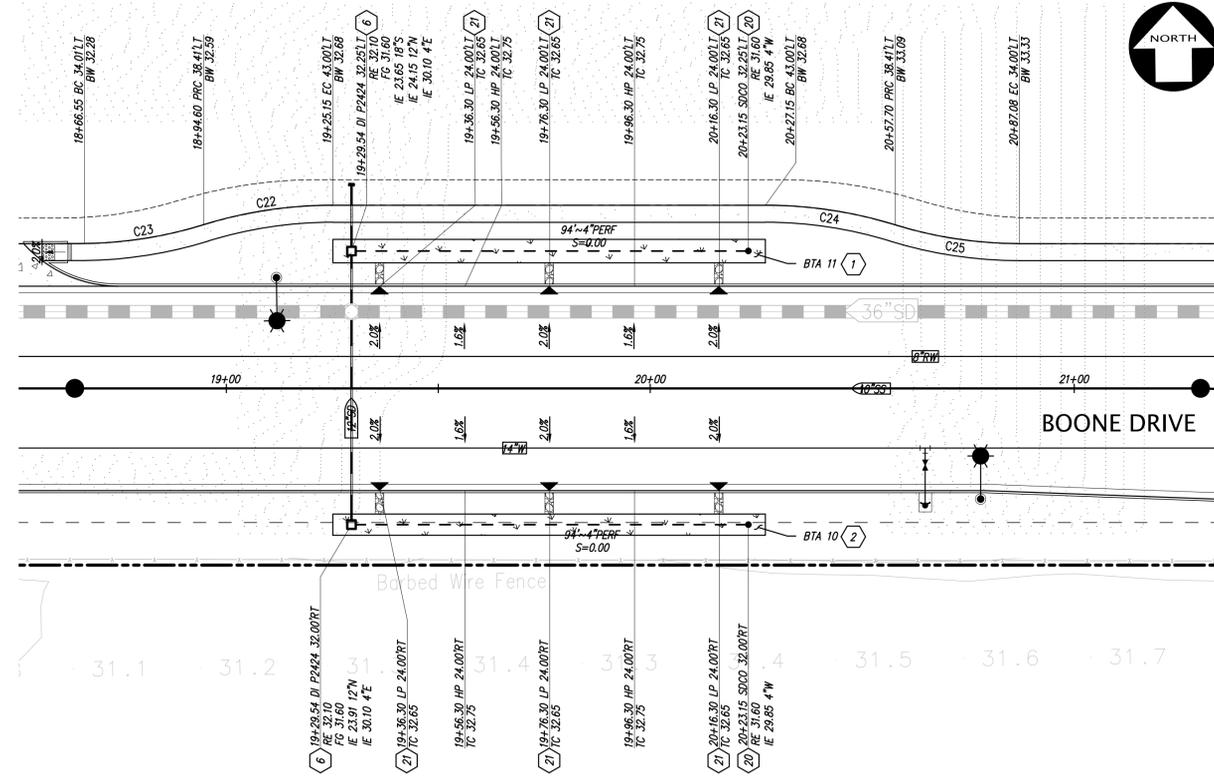
AMERICAN CANYON,

RECORD DRAWING

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John A. Mahoney
REGISTERED PROFESSIONAL ENGINEER
No. 62365
9-9-2022
CIVIL
STATE OF CALIFORNIA

DATE



DETAIL GRADING - BTA 10 AND 11

SCALE: 1" = 20'

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C22	104.00'	17°04'57"	31.01'
C23	100.00'	16°19'40"	28.50'
C24	104.00'	17°04'57"	31.01'
C25	100.00'	17°04'57"	29.81'

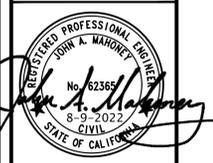
- KEY NOTES**
- 1 BIO-RETENTION PLANTER WITH SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS C4.6 AND C4.7 FOR DETAILS.
 - 6 STORM DRAIN D/JUNCTION BOX PER DETAIL 1/C1.4.
 - 16 WATER MAIN LOWERING PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.09 ON SHEET C1.9.
 - 18 SEE CURB RAMP DETAILS ON SHEET C4.9 AND C4.10.
 - 19 WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET C1.9 AND DETAIL 2/C1.9.
 - 20 STORM DRAIN CLEAN-OUT WITH WATER TIGHT LID PER DETAIL 5/C1.4.
 - 21 CURB CUT AND SPILLWAY PER DETAIL 4/C1.4.
 - 22 STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
 - 23 METER BOXES AND LIDS ARE TO BE TRAFFIC RATED.
 - 25 4" MOUNTABLE CURB PER CALTRANS AB7A TYPE D-4

RECORD DRAWING

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John A. Mahoney
 KIER & WRIGHT, CIVIL ENGINEERS

DATE: 08-09-2022

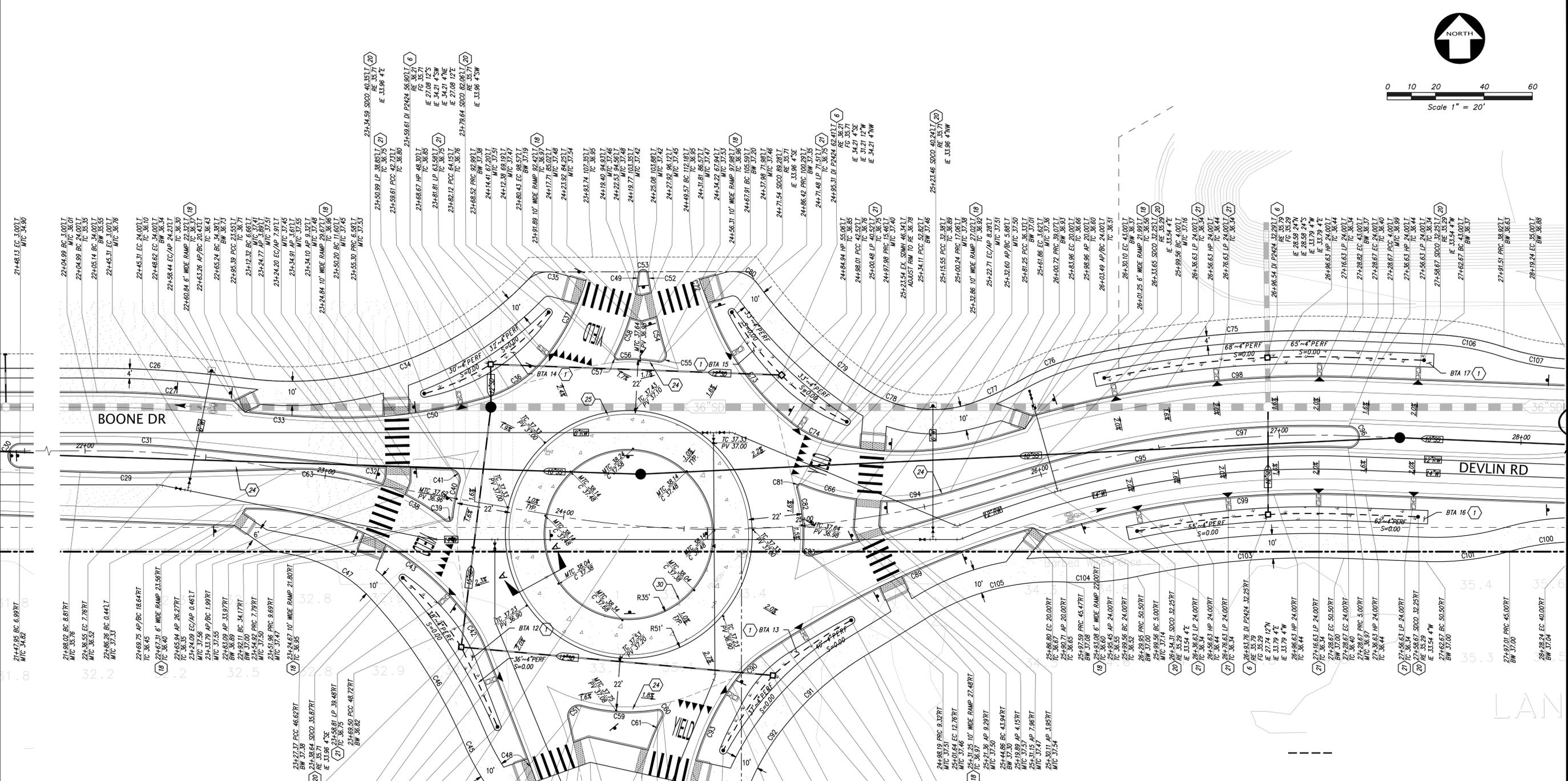
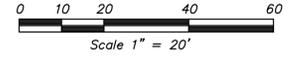


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STREET IMPROVEMENT PLAN
BTA GRADING DETAILS

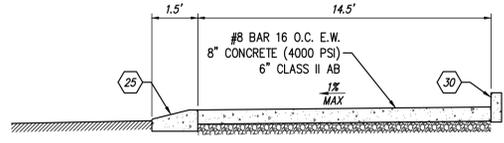
AMERICAN CANYON, CALIFORNIA

DATE	NOVEMBER, 2021
SCALE	1" = 50'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.7
OF	60 SHEETS



KEY NOTES

- 1 BIO-RETENTION PLANTER WITH SIDEWALK. SEE DETAIL 2/C1.3 FOR TYPICAL SECTIONS AND SHEETS CA.6 AND CA.7 FOR DETAILS.
- 6 STORM DRAIN DI/JUNCTION BOX PER DETAIL 1/C1.4.
- 16 WATER MAIN LOWERING PER MODIFIED CITY OF AMERICAN CANYON STD DWG 7.09 ON SHEET C1.9.
- 18 SEE CURB RAMP DETAILS ON SHEET CA.9 AND CA.10.
- 19 WATER VALVE PER MODIFIED CITY OF AMERICAN CANYON STANDARD DRAWING 7.06 AND 7.11 ON SHEET C1.9 AND DETAIL 2/C1.9.
- 20 STORM DRAIN CLEAN-OUT WITH WATER TIGHT LID PER DETAIL 5/C1.4.
- 21 CURB CUT AND SPILLWAY PER DETAIL 4/C1.4.
- 22 STANDARD COMMERCIAL DRIVEWAY PER CITY OF AMERICAN CANYON STANDARD DRAWING 3.11.
- 23 METER BOXES AND LIDS ARE TO BE TRAFFIC RATED.
- 25 4" MOUNTABLE CURB PER CALTRANS AB7A TYPE D-4
- 30 8" HIGH TYPE C CURB PER CITY OF AMERICAN CANYON STD DWG 3.07



SECTION A-A
NOT TO SCALE

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C26	430.00'	61°7'28"	47.21'
C27	420.00'	5°50'03"	42.77'
C29	598.00'	3°37'48"	37.89'
C30	5.00'	177°55'08"	15.53'
C31	399.00'	5°50'03"	40.63'
C32	160.21'	4°16'24"	11.95'
C33	440.47'	4°15'42"	32.76'
C34	136.00'	52°02'28"	123.53'
C35	13.00'	60°45'57"	13.79'
C36	50.00'	36°12'32"	31.60'
C37	93.06'	21°50'20"	35.47'
C38	97.00'	11°40'33"	19.77'
C39	2.00'	122°56'36"	4.29'
C40	73.00'	11°18'11"	14.40'
C41	4.50'	105°13'21"	8.26'
C42	50.00'	14°48'36"	12.92'
C43	112.00'	55°22'19"	108.24'
C44	100.00'	2°55'41"	5.11'

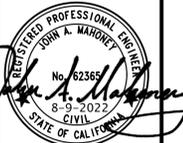
CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C45	110.00'	10°50'47"	20.82'
C46	206.00'	19°33'53"	70.34'
C47	60.00'	36°18'27"	38.02'
C48	502.42'	1°34'35"	13.82'
C49	92.00'	5°14'44"	8.42'
C50	218.00'	17°41'05"	67.29'
C51	4.50'	118°04'16"	9.27'
C52	202.00'	2°16'54"	8.04'
C53	2.00'	165°47'36"	5.79'
C54	200.00'	4°22'11"	15.41'
C55	3.00'	116°29'27"	6.10'
C56	72.00'	13°08'29"	16.51'
C57	1.50'	120°47'18"	3.16'
C58	92.00'	10°13'45"	16.42'
C59	73.00'	24°52'39"	31.70'
C60	2.00'	127°13'03"	4.44'
C61	90.00'	9°35'31"	15.07'
C63	97.00'	22°29'18"	38.07'

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C66	92.00'	14°39'13"	23.53'
C72	178.39'	7°40'19"	23.89'
C73	108.00'	30°23'23"	57.28'
C74	43.00'	25°19'22"	19.00'
C75	437.00'	14°21'19"	109.49'
C76	104.00'	18°04'27"	32.81'
C77	100.00'	11°20'28"	19.79'
C78	50.00'	53°39'13"	46.82'
C79	186.00'	18°54'02"	61.36'
C80	13.00'	69°00'46"	15.66'
C81	1.50'	127°46'17"	3.35'
C82	72.00'	19°49'06"	24.90'
C83	3.00'	111°04'02"	5.82'
C89	398.13'	17°08'28"	119.11'
C90	50.00'	21°25'57"	18.70'
C91	126.00'	20°41'30"	45.50'
C92	100.00'	18°04'59"	31.56'
C93	110.00'	23°40'09"	45.44'

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C94	92.00'	18°08'09"	29.12'
C95	389.00'	18°46'31"	127.47'
C96	4.50'	180°00'00"	14.14'
C97	398.00'	18°46'31"	130.42'
C98	418.00'	18°12'11"	132.80'
C99	370.00'	18°46'31"	121.24'
C100	100.00'	18°11'42"	31.76'
C101	110.00'	18°11'42"	34.93'
C103	343.50'	14°21'19"	86.06'
C104	110.00'	15°11'29"	29.17'
C105	100.40'	32°43'11"	57.33'
C106	104.00'	16°05'56"	29.22'
C107	100.00'	16°05'56"	28.10'

STREET IMPROVEMENT PLAN
ROUNDABOUT GRADING

DATE NOVEMBER, 2021
SCALE 1" = 50'
DESIGNER JAM
JOB NO. A13631-8
SHEET **C4.8**
OF 60 SHEETS

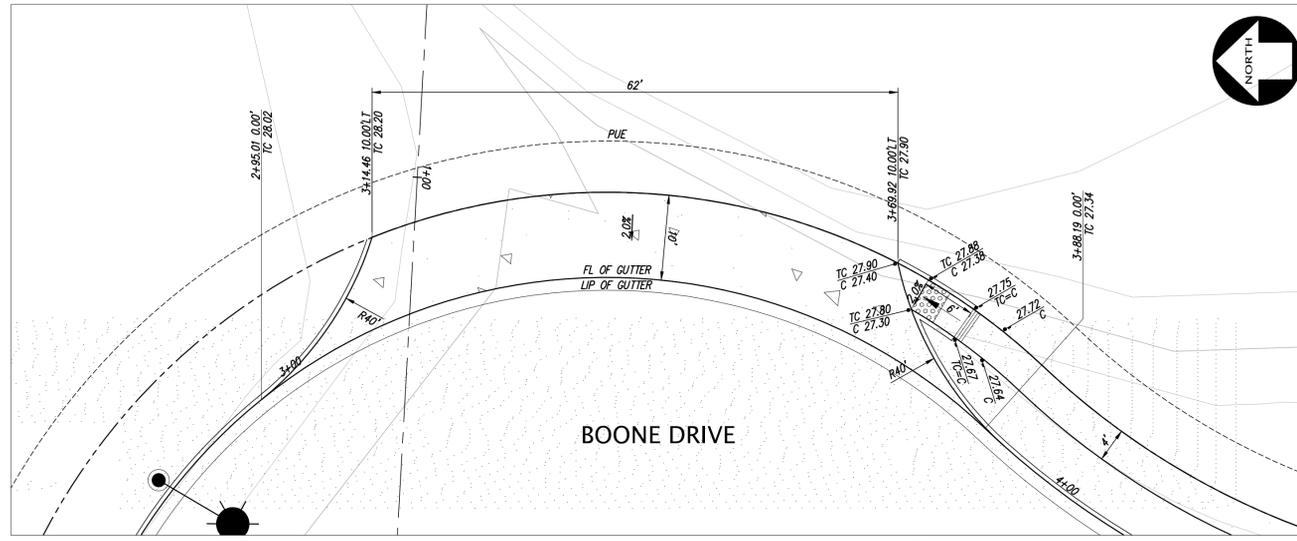


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CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

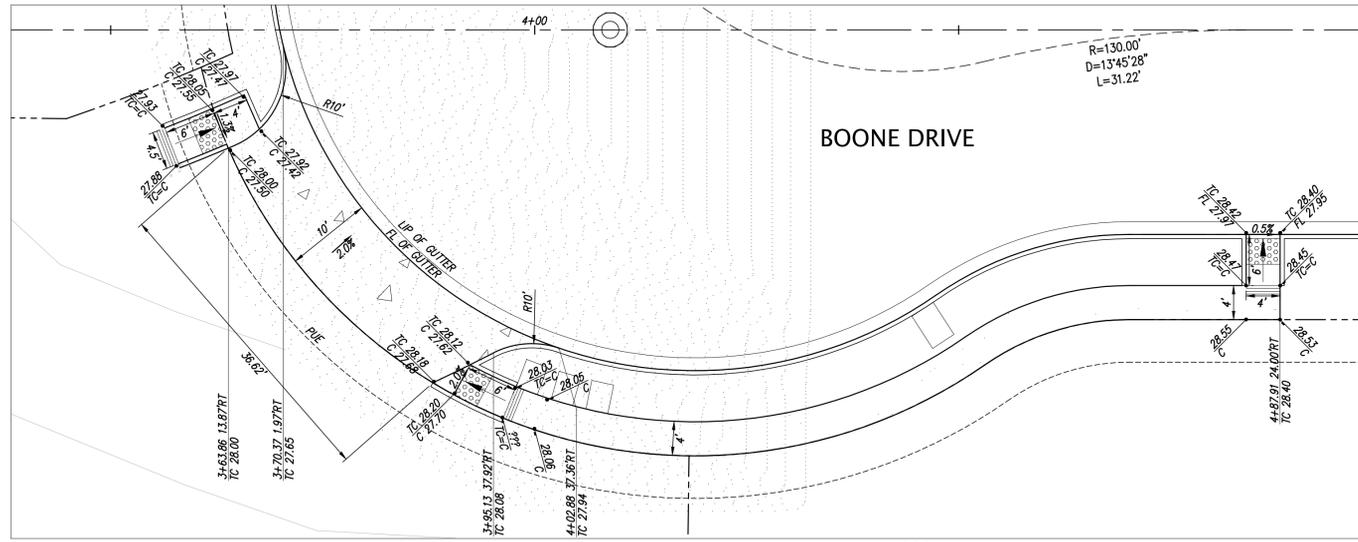
CALIFORNIA
AMERICAN CANYON

RECORD DRAWING
BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUOUS OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS. IT IS OUR PROFESSIONAL OPINION THAT THE DRAWING ACCURATELY REPRESENTS THE FIELD CONDITIONS, OR RETAINED FIELD RECORDS TO VERIFY THE ACCURACY AND COMPLETENESS OF THIS DRAWING. KIER & WRIGHT CANNOT AND DOES NOT WARRANT ITS ACCURACY AND COMPLETENESS AND ACCEPTS NO LIABILITY FOR ANY ERRORS AND OMISSIONS WHICH MAY BE INCURRED THROUGH THE USE OF THIS DRAWING.
DATE 08-09-2022

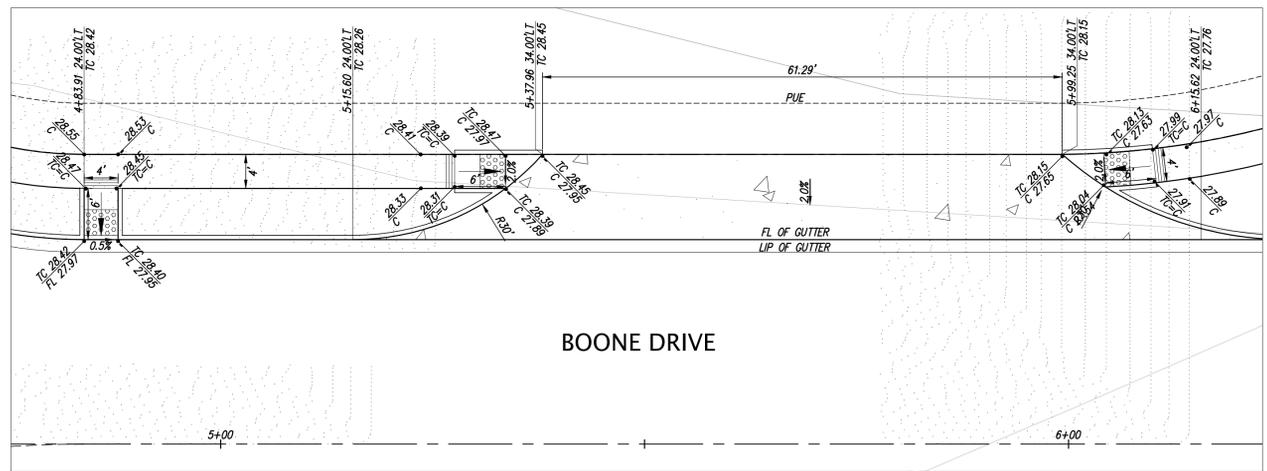
Z:\2013\A13631-8\ST-IMP-GRADING & CURB RETURNS.dwg 8-09-22 05:13:46 PM cfnldy



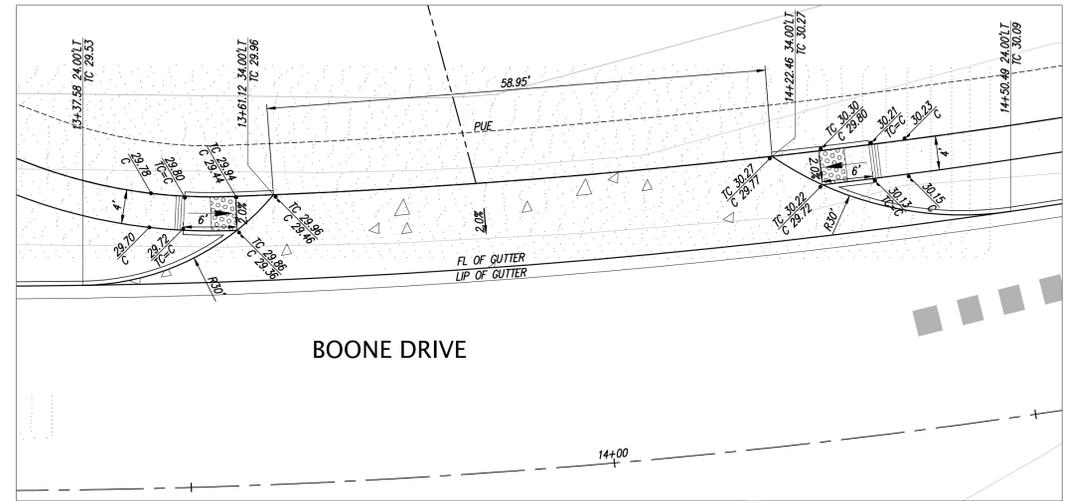
62' DRIVEWAY 1



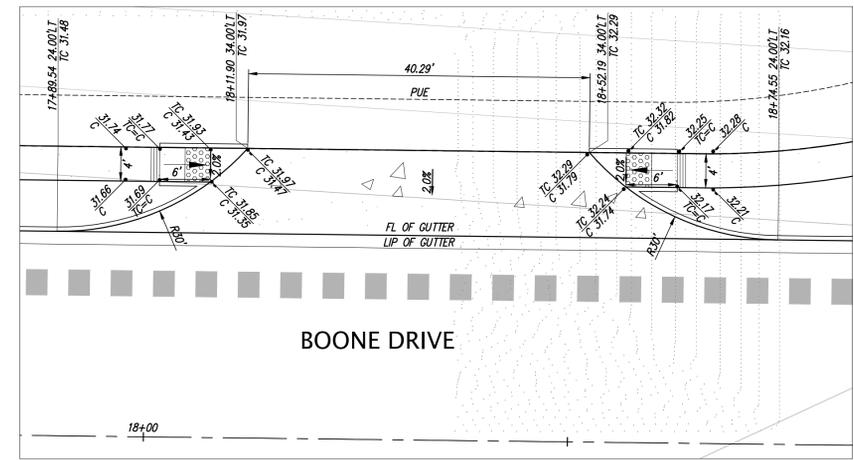
36.6' DRIVEWAY 2



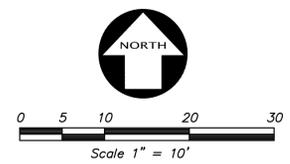
61.29' DRIVEWAY 3



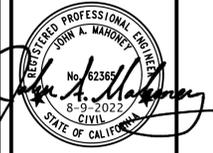
58.95' DRIVEWAY 4



40.3' DRIVEWAY 5

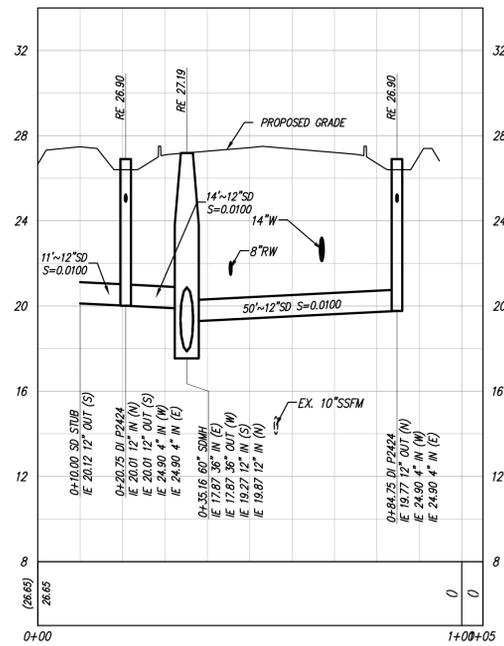


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 John A. Mahoney
 KIER & WRIGHT, CIVIL ENGINEERS
 08-09-2022
 DATE



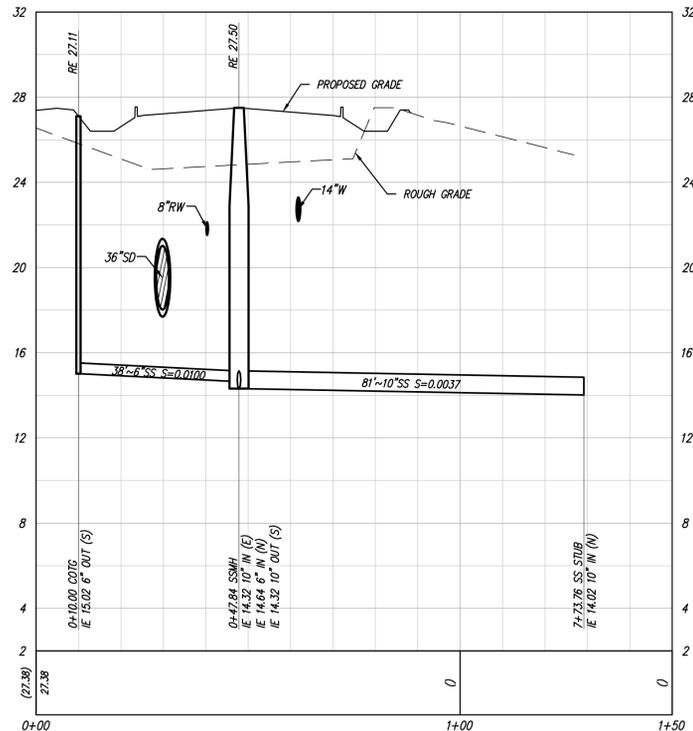
KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2850 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 245-8788
 Fax (925) 245-8796

STREET IMPROVEMENT PLAN DRIVEWAY AND ADA RAMP DETAILS		CALIFORNIA
DATE	NOVEMBER, 2021	
SCALE	AS SHOWN	
DESIGNER	JAM	
JOB NO.	A13631-8	
SHEET	C4.9	
OF	60 SHEETS	



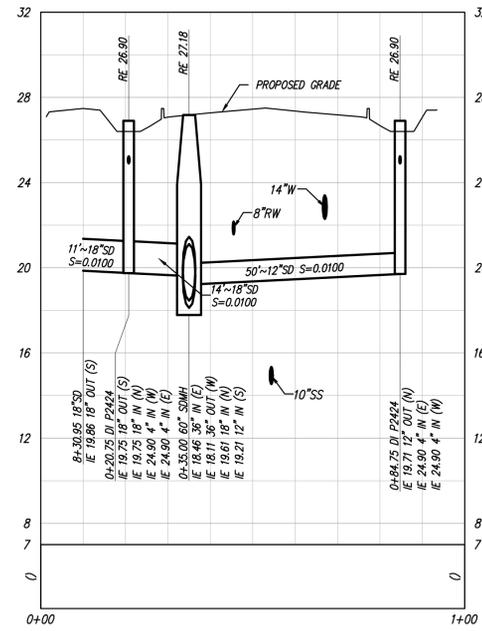
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 6+90.65



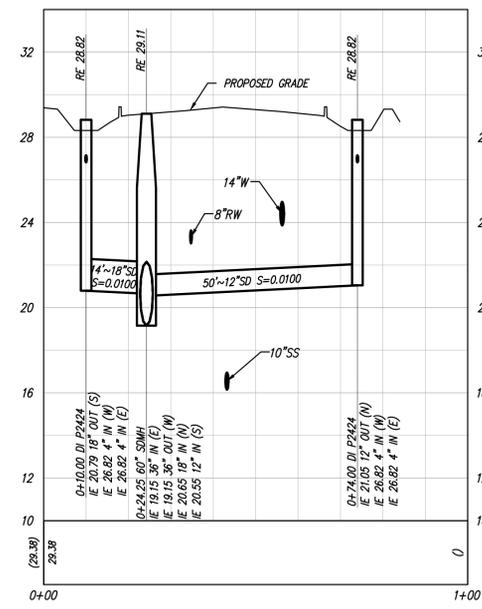
PROFILE
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1" = 4' VERT.

SS LATERAL BOONE DR 7+76.29



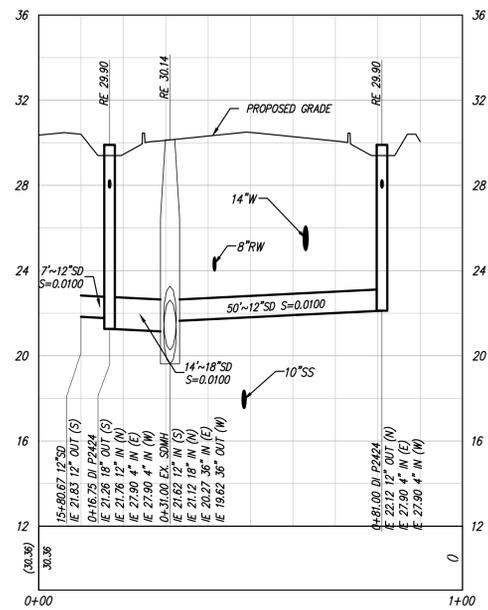
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 8+30.95



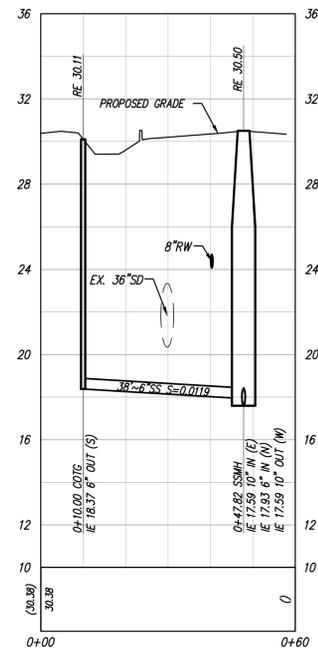
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 12+36.61



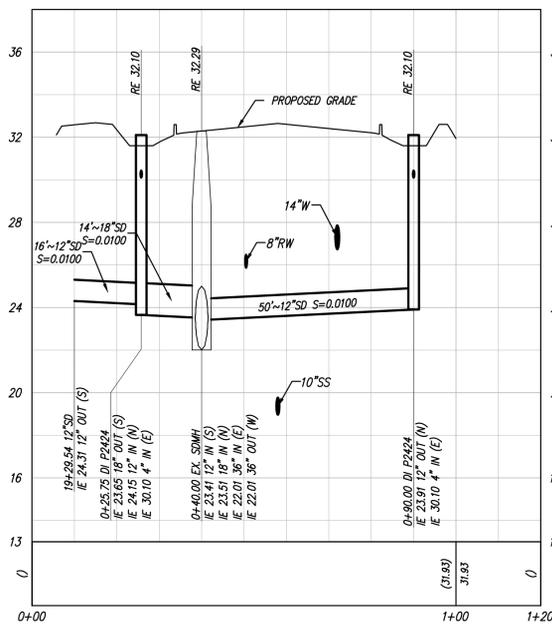
PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 15+80.68



PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SS LATERAL BOONE DR 15+94.24



PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 19+29.69

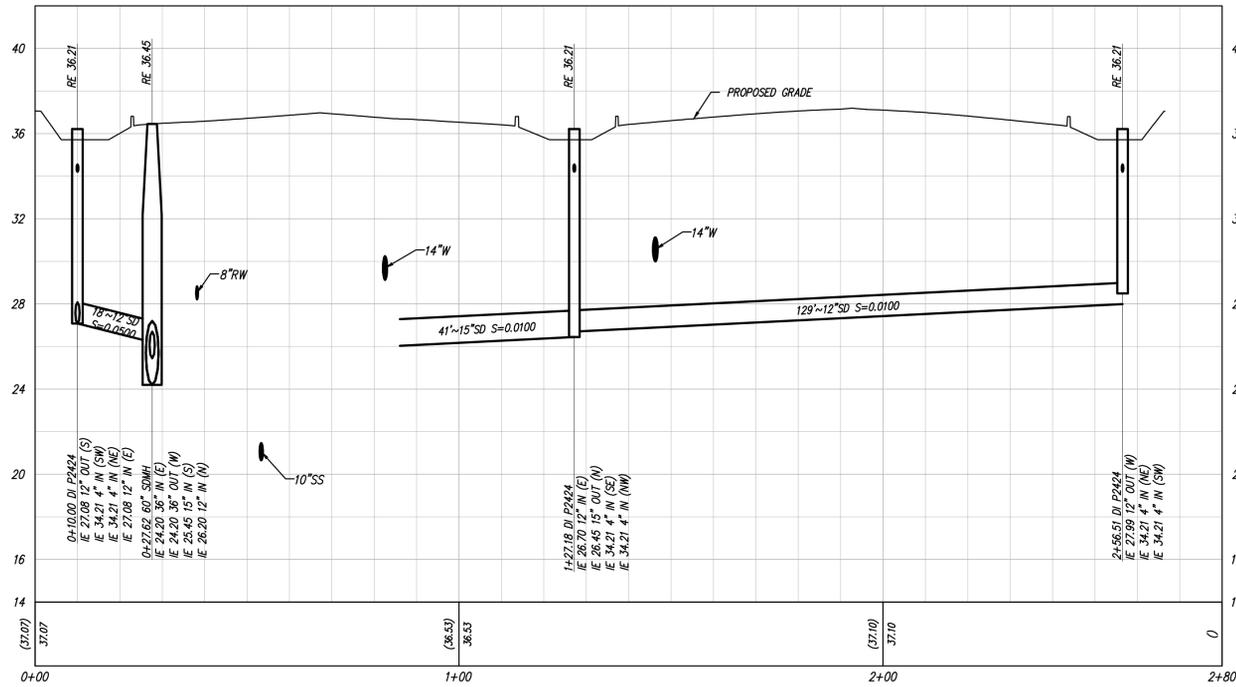
RECORD DRAWING
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DATE: 08-09-2022



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2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
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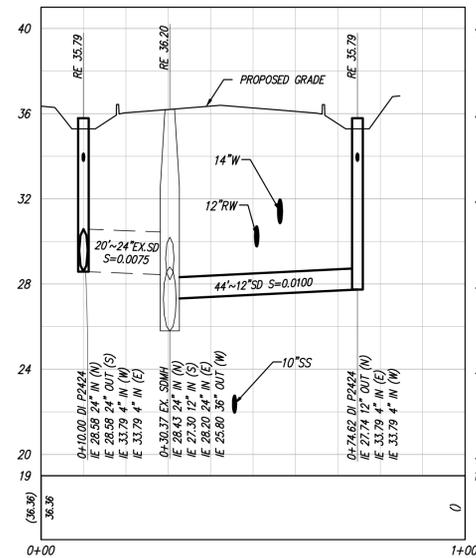
STREET IMPROVEMENT PLAN
UTILITY CROSSINGS BOONE DR
AMERICAN CANYON, CALIFORNIA

DATE	NOVEMBER, 2021
SCALE	1" = 40'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.11
OF	60 SHEETS



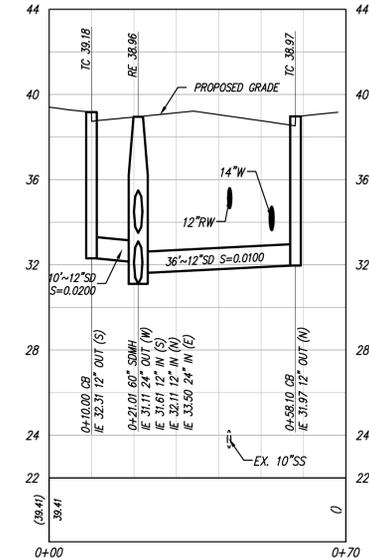
PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 23+64.69



PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 26+94.95



PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 30+48.19

RECORD DRAWING

BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUOUS OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS. IT IS OUR PROFESSIONAL OPINION THAT THE DRAWING ACCURATELY REPRESENTS THE CONDITIONS AS EXISTING AT THE TIME THE DRAWING WAS PERFORMED. CONSTRUCTION INSPECTION OR FIELD SURVEYS TO CHECK AS-CONSTRUCTED CONDITIONS, OR REVEALED FIELD REVISIONS TO VERIFY THE ACCURACY AND COMPLETENESS OF THIS DRAWING, MERIT & WRIGHT CANNOT AND DOES NOT WARRANT ITS ACCURACY AND COMPLETENESS AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY ERRORS AND OMISSIONS WHICH MAY BE INCORPORATED HEREIN AS A RESULT.

08-09-2022
DATE

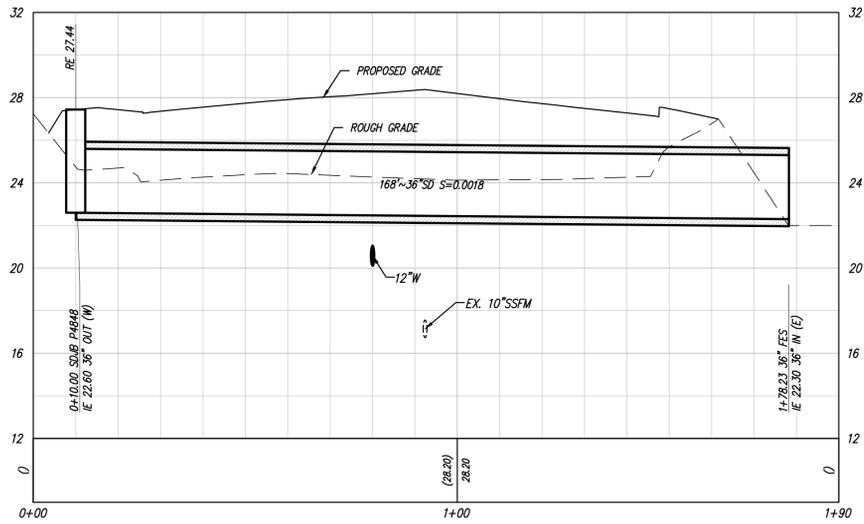


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STREET IMPROVEMENT PLAN
UTILITY CROSSINGS BOONE DR

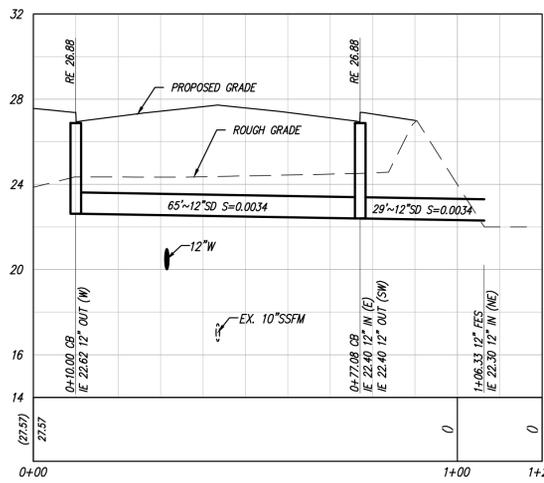
AMERICAN CANYON, CALIFORNIA

DATE NOVEMBER, 2021
SCALE 1" = 40'
DESIGNER JAM
JOB NO. A13631-8
SHEET C4.12
OF 60 SHEETS



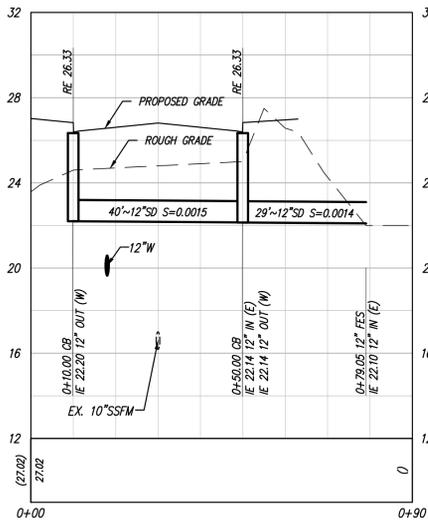
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 2+39.09



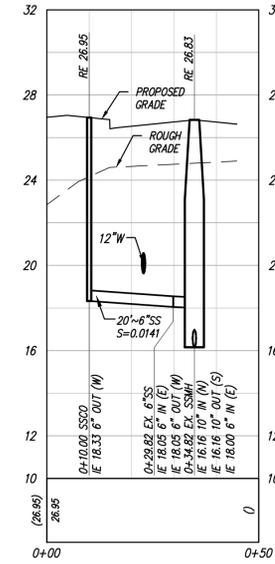
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 2+62.87



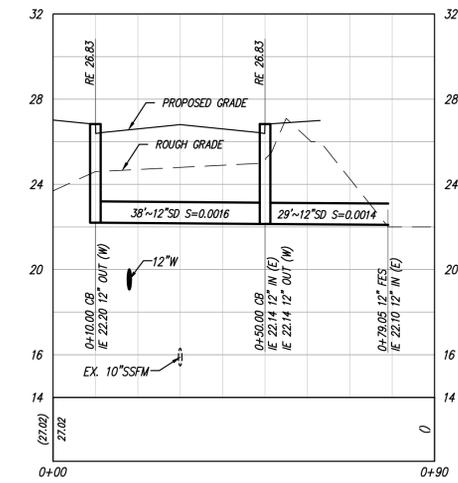
PROFILE
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1" = 4' VERT.

SD LATERAL BOONE DR 4+45.0



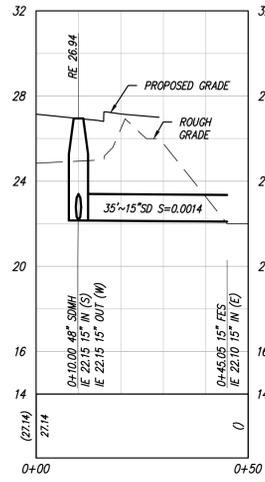
PROFILE
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1" = 4' VERT.

SS LATERAL BOONE DR 4+50.03



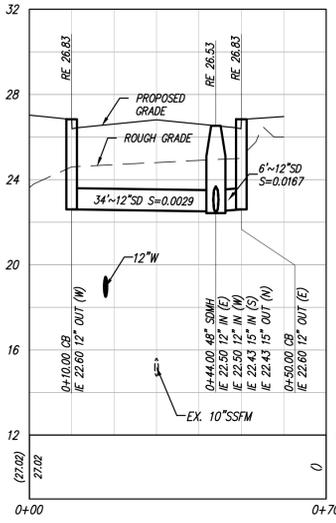
PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 7+25.0

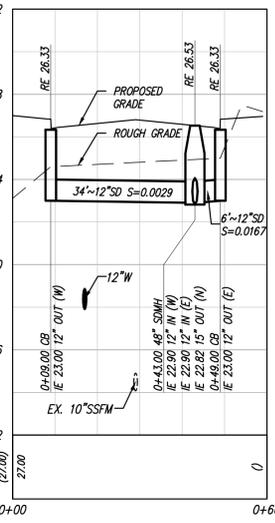


PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

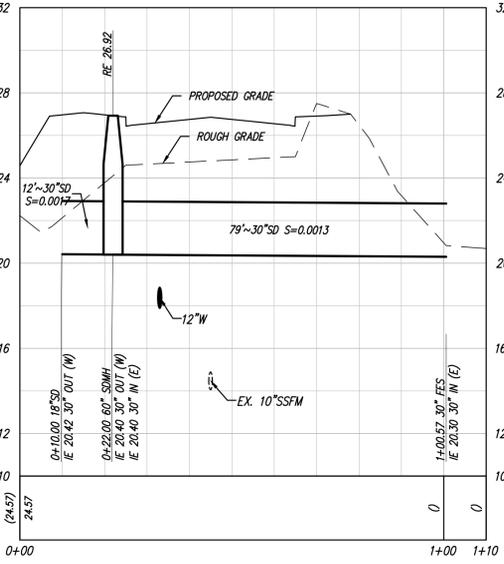
SD LATERAL BOONE DR 8+07.7; SD LATERAL BOONE DR 10+05.0; SD LATERAL BOONE DR 12+85.



PROFILE
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1" = 4' VERT.

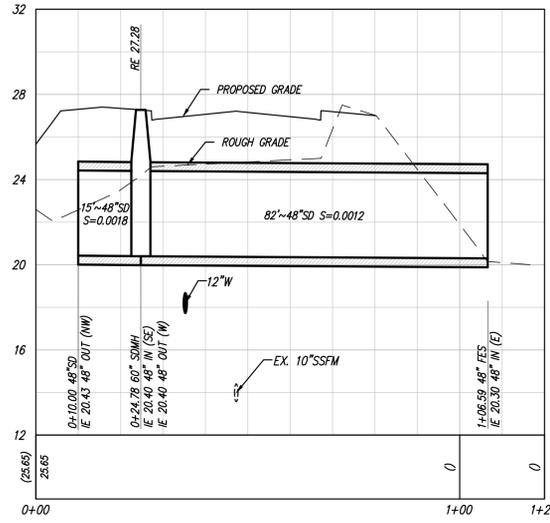


PROFILE
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1" = 4' VERT.



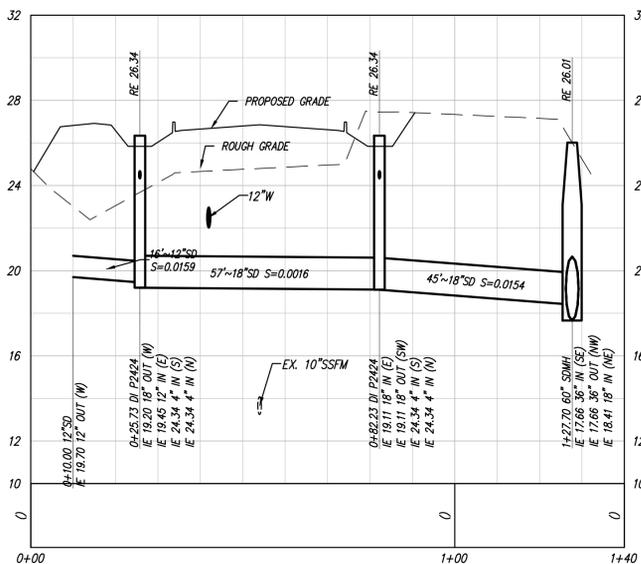
PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 12+93.0



PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

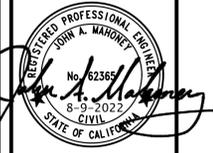
SD LATERAL BOONE DR 14+84.79



PROFILE
1" = 20' HORIZ.
1" = 4' VERT.

SD LATERAL BOONE DR 16+15.56

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DATE 08-09-2022
John A. Mahoney
KIER & WRIGHT, CIVIL ENGINEERS & SURVEYORS, INC.



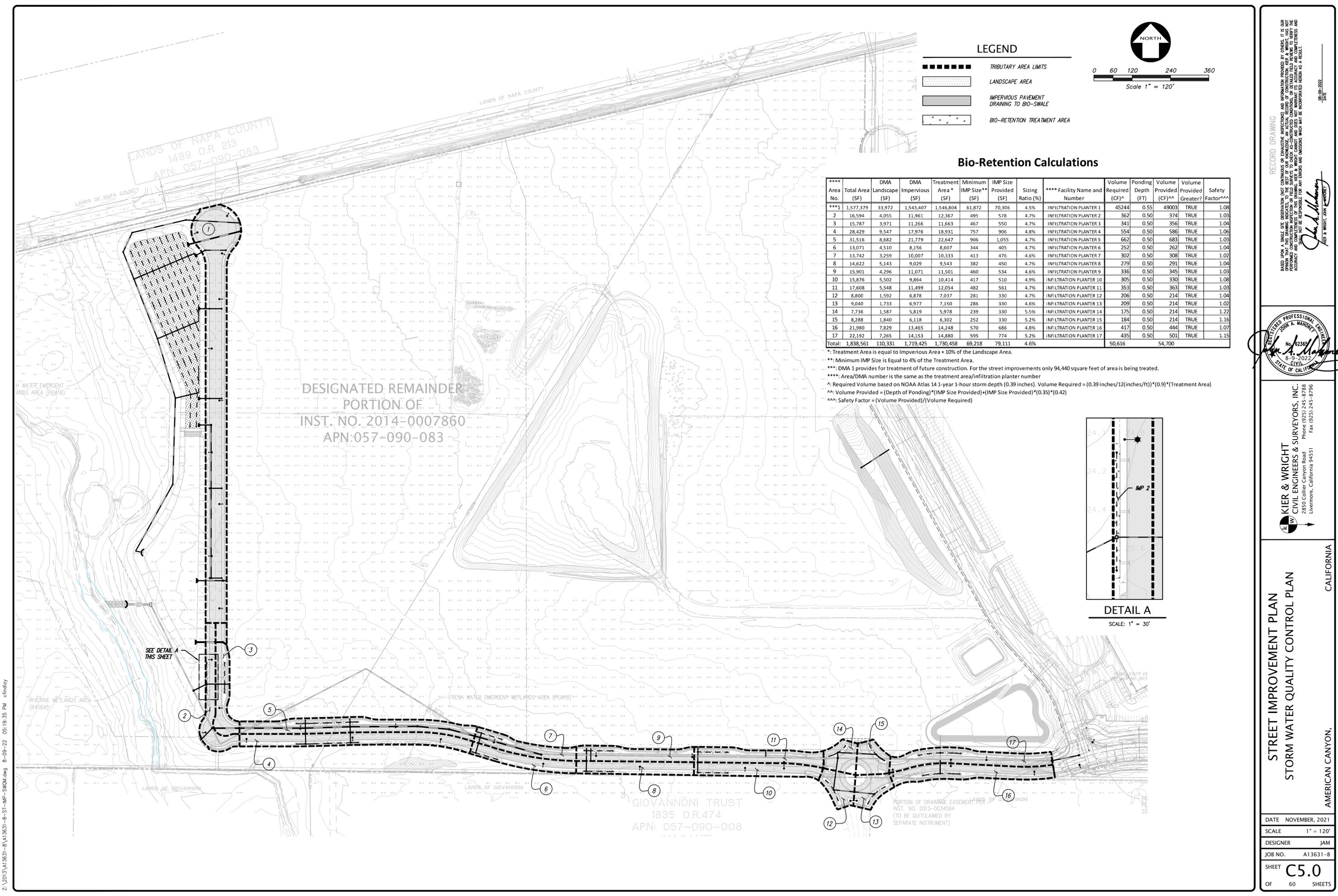
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CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796



STREET IMPROVEMENT PLAN
UTILITY CROSSINGS BOONE DR

AMERICAN CANYON, CALIFORNIA

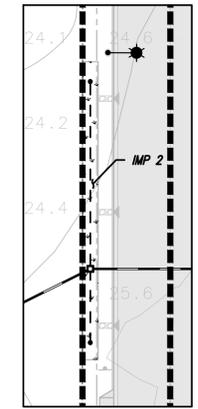
DATE	NOVEMBER, 2021
SCALE	1" = 40'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C4.13
OF	60 SHEETS



Bio-Retention Calculations

Area No.	Total Area (SF)	DMA Landscape (SF)	DMA Impervious (SF)	Treatment Area* (SF)	Minimum IMP Size** (SF)	IMP Size Provided (SF)	Sizing Ratio (%)	Facility Name and Number	Volume Required (CF) [▲]	Ponding Depth (FT)	Volume Provided (CF) ^{▲▲}	Volume Provided Greater?	Safety Factor ^{▲▲▲}
1	1,577,379	33,972	1,543,407	1,546,804	61,872	70,306	4.5%	INFILTRATION PLANTER 1	45244	0.55	49003	TRUE	1.08
2	16,594	4,055	11,961	12,367	495	578	4.7%	INFILTRATION PLANTER 2	362	0.50	374	TRUE	1.03
3	15,787	3,971	11,266	11,663	467	550	4.7%	INFILTRATION PLANTER 3	341	0.50	356	TRUE	1.04
4	28,429	9,547	17,976	18,931	757	906	4.8%	INFILTRATION PLANTER 4	554	0.50	586	TRUE	1.06
5	31,516	8,682	21,779	22,647	906	1,055	4.7%	INFILTRATION PLANTER 5	662	0.50	683	TRUE	1.03
6	13,071	4,510	8,156	8,607	344	405	4.7%	INFILTRATION PLANTER 6	252	0.50	262	TRUE	1.04
7	13,742	3,259	10,007	10,333	413	476	4.6%	INFILTRATION PLANTER 7	302	0.50	308	TRUE	1.02
8	14,622	5,143	9,029	9,543	382	450	4.7%	INFILTRATION PLANTER 8	279	0.50	291	TRUE	1.04
9	15,901	4,296	11,071	11,501	460	534	4.6%	INFILTRATION PLANTER 9	336	0.50	345	TRUE	1.03
10	15,876	5,502	9,864	10,414	417	510	4.9%	INFILTRATION PLANTER 10	305	0.50	330	TRUE	1.08
11	17,608	5,548	11,499	12,054	482	561	4.7%	INFILTRATION PLANTER 11	353	0.50	363	TRUE	1.03
12	8,800	1,592	6,878	7,037	281	330	4.7%	INFILTRATION PLANTER 12	206	0.50	214	TRUE	1.04
13	9,040	1,733	6,977	7,150	286	330	4.6%	INFILTRATION PLANTER 13	209	0.50	214	TRUE	1.02
14	7,736	1,587	5,819	5,978	239	330	5.5%	INFILTRATION PLANTER 14	175	0.50	214	TRUE	1.22
15	8,288	1,840	6,118	6,302	252	330	5.2%	INFILTRATION PLANTER 15	184	0.50	214	TRUE	1.16
16	21,980	7,829	13,465	14,248	570	685	4.8%	INFILTRATION PLANTER 16	417	0.50	444	TRUE	1.07
17	22,192	7,265	14,153	14,880	595	774	5.2%	INFILTRATION PLANTER 17	435	0.50	501	TRUE	1.15
Total:	1,838,561	110,331	1,719,425	1,730,458	69,218	79,111	4.6%		50,616		54,700		

*: Treatment Area is equal to Impervious Area + 10% of the Landscape Area.
 **: Minimum IMP Size is Equal to 4% of the Treatment Area.
 ***: DMA 1 provides for treatment of future construction. For the street improvements only 94,440 square feet of area is being treated.
 ****: Area/DMA number is the same as the treatment area/infiltration planter number
 ▲: Required Volume Based on NOAA Atlas 14 1-year 1-hour storm depth (0.39 inches). Volume Required = (0.39 inches/12(inches/ft))*(0.9)*(Treatment Area)
 ▲▲: Volume Provided = (Depth of Ponding)*(IMP Size Provided)+(IMP Size Provided)*(0.35)*(0.42)
 ▲▲▲: Safety Factor = (Volume Provided)/(Volume Required)



DETAIL A
SCALE: 1" = 30'

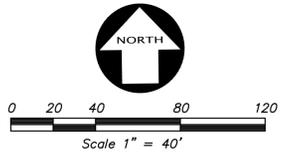
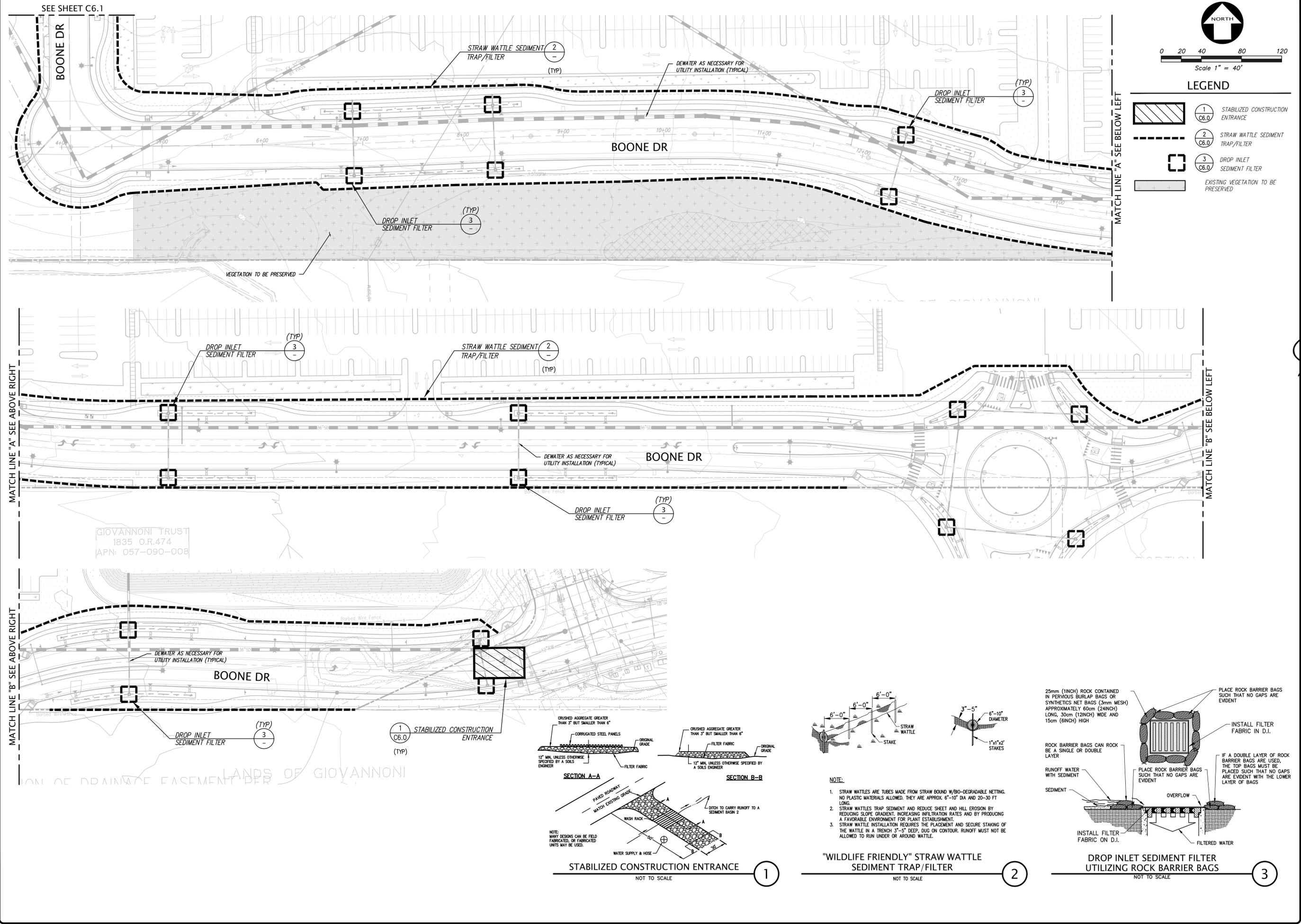
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 DATE: 08-09-2022

John A. Mahoney
 CIVIL ENGINEER
 No. 62365
 8-9-2022
 STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
 JOHN A. MAHONEY
 No. 62365
 8-9-2022
 CIVIL
 STATE OF CALIFORNIA

KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2850 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 245-8788
 Fax (925) 245-8796

STREET IMPROVEMENT PLAN
 STORM WATER QUALITY CONTROL PLAN
 AMERICAN CANYON, CALIFORNIA
 DATE: NOVEMBER, 2021
 SCALE: 1" = 120'
 DESIGNER: JAM
 JOB NO.: A13631-8
 SHEET: C5.0
 OF 60 SHEETS



LEGEND

	1 STABILIZED CONSTRUCTION ENTRANCE (C6.0)
	2 STRAW WATTLE SEDIMENT TRAP/FILTER (C6.0)
	3 DROP INLET SEDIMENT FILTER (C6.0)
	EXISTING VEGETATION TO BE PRESERVED

RECORD DRAWING

BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUOUS OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS. IT IS OUR POLICY TO CONDUCT VISUAL INSPECTIONS OF THE WORK AT THE PROJECT SITE TO VERIFY THE ACCURACY OF THE DRAWING. WE DO NOT WARRANT ITS ACCURACY AND COMPLETENESS AND WE WILL NOT BE RESPONSIBLE FOR ANY ERRORS AND OMISSIONS WHICH MAY BE INCORPORATED THEREIN AS A RESULT.

John A. Mahoney
 JOHN A. MAHONEY
 CIVIL ENGINEER & SURVEYOR



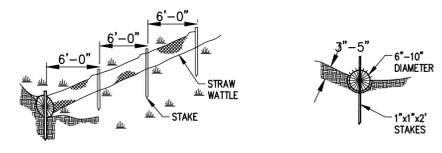
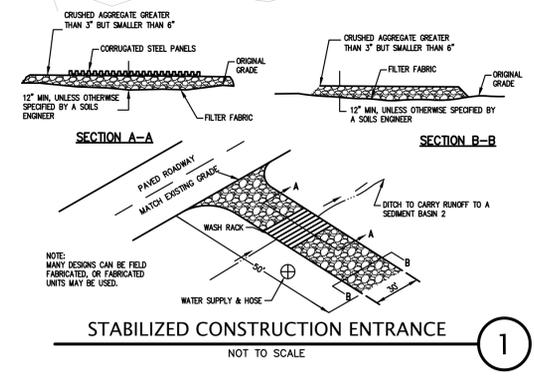
KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2850 Collier Canyon Road
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STREET IMPROVEMENT PLAN
 EROSION CONTROL PLAN

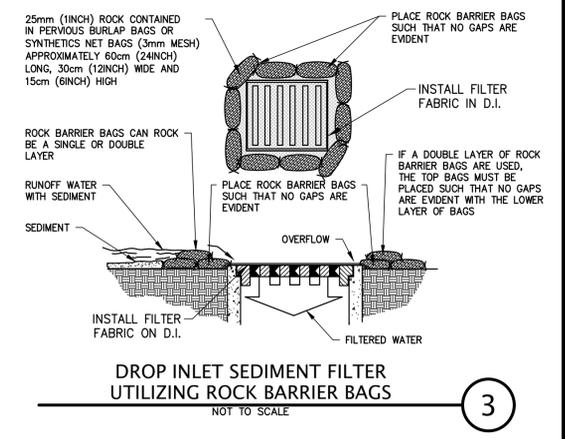
AMERICAN CANYON, CALIFORNIA

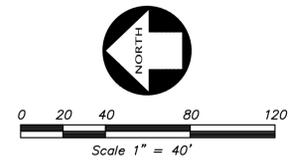
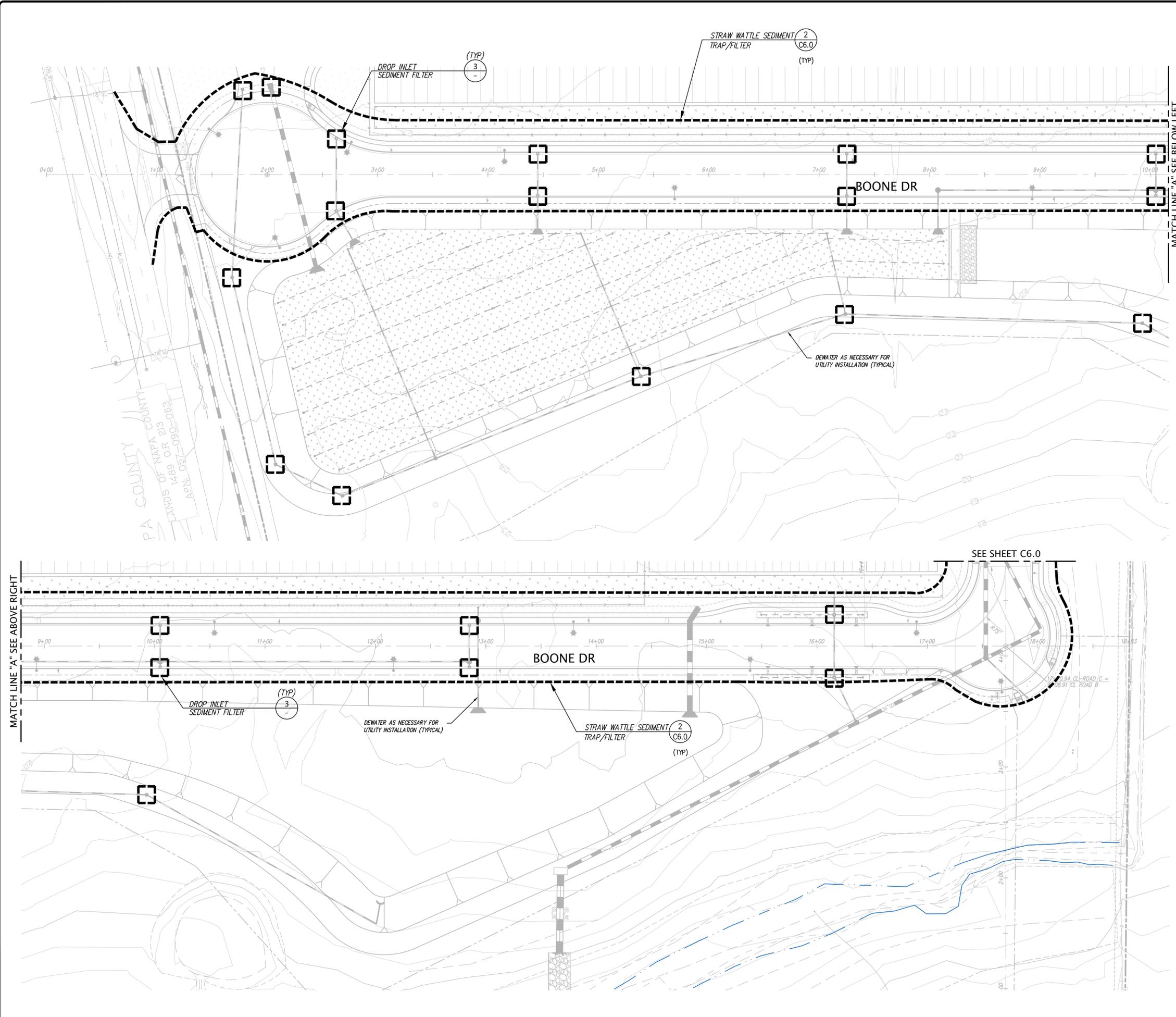
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- NOTE:**
1. STRAW WATTLES ARE TUBES MADE FROM STRAW BOUND W/BIO-DEGRADABLE NETTING. NO PLASTIC MATERIALS ALLOWED. THEY ARE APPROX. 6'-10" DIA AND 20-30 FT LONG.
 2. STRAW WATTLES TRAP SEDIMENT AND REDUCE SHEET AND HILL EROSION BY REDUCING SLOPE GRADIENT, INCREASING INFILTRATION RATES AND BY PRODUCING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
 3. STRAW WATTLE INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE WATTLE IN A TRENCH 3'-5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND WATTLE.

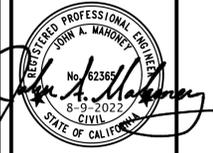




LEGEND

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EROSION CONTROL PLAN
AMERICAN CANYON, CALIFORNIA

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CITY OF AMERICAN CANYON NOTES:

VEGETATION NOTE:

ALL DISTURBED AREAS NOT RECEIVING PLANTING AS SHOWN ON LANDSCAPING PLANS SHALL BE HYDRO SEEDED WITH THE MIX DESIGN PROVIDED BELOW. AN ATTEMPT HAS BEEN MADE ON THESE PLANS TO DETAIL THESE AREAS, BUT DUE TO CONSTRUCTION TECHNIQUES CANNOT BE CONSIDERED COMPLETE OR EXHAUSTIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADDITIONAL HYDRO SEEDING IF REQUIRED.

HYDROSEED MIX -NATIVE CALIFORNIA HERBACEOUS SPECIES

SEED MIX SHALL BE APPLIED AT A MINIMUM RATE OF 51.5 POUNDS PER ACRE. USE A MINIMUM OF THREE OF THESE NATIVE GRASS SPECIES IN THE SEED MIX:

SEED TYPE	SEEDING RATE
BLUE WILDRYE (Elymus glaucus)	5 LBS/ACRE
CALIFORNIA OATGRASS (Danthonia californica)	5 LBS/ACRE
CALIFORNIA MELIC (Melica californica)	12.5 LBS/ACRE
CALIFORNIA BROME (Bromus carinatus var. carinatus)	12.5 LBS/ACRE
MEADOW BARLEY (Hordeum brachyantherum)	12 LBS/ACRE
CREeping WILDRYE (Elymus triticoides ssp. triticoides)	5 LBS/ACRE
SMALL-FLOWERED MELIC (Melica imperfecta)	5 LBS/ACRE

HERBACEOUS FLOWERING PLANTS (SHOWY PLANTS THAT ARE OPTIONAL)

CALIFORNIA POPPY (Eschscholzia californica)	2.5 LBS/ACRE
SKY LUPINE (Lupinus nanus)	4 LBS/ACRE
WHITE YARROW (Achillea millefolium)	2.5 LBS/ACRE
BICOLOR LUPINE (Lupinus bicolor)	2.5 LBS/ACRE

THE MINIMUM SEED PURITY SHALL BE 90 PERCENT. GERMINATION RATES SHALL BE AT LEAST 75 PERCENT.

FERTILIZER SHALL BE 16-20-0 WITH 13% SULFUR AND APPLIED AT A RATE OF 500 POUNDS PER ACRE.

STRAW OR WOOD MULCH SHALL BE PLACED OVER HYDROSEED MIX ON SLOPES BETWEEN 4 AND 9 PERCENT TO PREVENT WINTER EROSION. MULCH SHALL BE APPLIED AT A RATE OF 500 LBS PER ACRE; STRAW SHALL BE APPLIED AT A RATE OF 2 TONS PER ACRE. JUTE MATTING OR EQUIVALENT SHALL BE LANDSCAPE STAPLED ON SLOPES GREATER THAN 9 PERCENT.

FOLLOWING THE SPREADING OF STRAW OR MIXED AS MIXED INTO THE HYDROSEED MULCH MIX, AN ORGANIC TACKIFIER SUCH AS M-BINDER OR R-BINDER SHALL BE SPRAYED USING THE TECHNIQUES AND APPLICATION RATE SPECIFIED BY THE MANUFACTURER.

A SOURCE OF SEEDS FOR THE HYDROSEED MIX IS:

PACIFIC COAST SEED, INC.	PHONE: (800) 733-3462
533 HAWTHORNE PLACE	FAX: (925) 373-8855
LIVERMORE, CALIFORNIA 94550-9749	

LA BALLISTERS	PHONE: (707) 526-6733
1250 SEBASTOPOL ROAD	
SANTA ROSA, CALIFORNIA 95407	

CLYDE ROBIN SEED COMPANY	PHONE: (510) 785-0425
3670 ENTERPRISE AVENUE	
HAYWARD, CA 94545	

EROSION AND SEDIMENT CONTROL/SWPPP PLAN NOTES

THE FOLLOWING NOTES REPRESENT MINIMUM ENFORCEMENT NOTES. THE DEVELOPER IS RESPONSIBLE TO ENFORCE THE BEST MANAGEMENT PRACTICES AT THE SITE ALONG WITH OTHER SOURCES.

- IN CASE OF EMERGENCY, CALL ERNIE KNODEL AT 24-HOUR TELEPHONE. (415)272-5252
- A STAND-BY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES. NECESSARY MATERIALS SHALL BE AVAILABLE ON-SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN IS IMMINENT.
- EROSION CONTROL DEVICES SHOWN ON THIS PLAN MAY BE REMOVED WHEN APPROVED BY CITY OFFICIAL IF THE GRADING OPERATION HAS PROGRESSED TO THE POINT WHERE THEY ARE NO LONGER REQUIRED.
- GRADED AREAS ADJACENT TO FILL SLOPES LOCATED AT THE SITE PERIMETER MUST DRAIN AWAY FROM THE TOP OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY. ALL LOOSE SOILS AND DEBRIS THAT MAY CREATE A POTENTIAL HAZARD TO OFF-SITE PROPERTY SHALL BE STABILIZED OR REMOVED FROM THE SITE ON A DAILY BASIS.
- ALL SILT AND DEBRIS SHALL BE REMOVED FROM ALL DEVICES WITHIN 24 HOURS AFTER EACH RAINSTORM AND BE DISPOSED OF PROPERLY.
- A GUARD SHALL BE POSTED ON THE SITE WHENEVER THE DEPTH OF WATER IN ANY DEVICES EXCEEDS TWO FEET. THE DEVICE SHALL BE DRAINED OR PUMPED WITHIN 24 HOURS AFTER EACH RAINSTORM. PUMPING AND DRAINING OF ALL BASINS AND DRAINAGE DEVICES MUST COMPLY WITH THE APPROPRIATE BMP FOR DEWATERING OPERATIONS.
- THE PLACEMENT OF ADDITIONAL DEVICES TO REDUCE EROSION DAMAGE AND CONTAIN POLLUTANTS WITHIN THE SITE IS LEFT TO THE DISCRETION OF THE FIELD ENGINEER. ADDITIONAL DEVICES AS NEEDED SHALL BE INSTALLED TO RETAIN SEDIMENTS AND OTHER POLLUTANTS ON SITE.
- DESILTING BASINS MAY NOT BE REMOVED OR MADE INOPERABLE BETWEEN NOVEMBER 1 AND APRIL 15 OF THE FOLLOWING YEAR WITHOUT THE APPROVAL OF THE BUILDING OFFICIAL.
- STORMWATER POLLUTION AND EROSION CONTROL DEVICES ARE TO BE MODIFIED, AS NEEDED, AS THE PROJECT PROGRESSES, THE DESIGN AND PLACEMENT OF THESE DEVICES IS THE RESPONSIBILITY OF THE QUALIFIED SWPPP DEVELOPER/FIELD ENGINEER. PLANS REPRESENTING CHANGES MUST BE SUBMITTED FOR APPROVAL IF REQUESTED BY THE BUILDING OFFICIAL.
- EVERY EFFORT SHOULD BE MADE TO ELIMINATE THE DISCHARGE OF NON-STORMWATER FROM THE PROJECT SITE AT ALL TIMES.
- ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET-FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES, OR WIND.
- STOCKPILES OF EARTH AND OTHER CONSTRUCTION-RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.
- CONTRACTOR TO FOLLOW CITY OF NAPA STANDARDS AND SPECIFICATIONS 1.10.02 WATER POLLUTION CONTROL.

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EROSION AND SEDIMENT CONTROL/SWPPP PLAN NOTES CONT'D...

- FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
 - EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC RIGHT-OF-WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
 - DEVELOPERS/CONTRACTORS/QUALIFIED SWPPP DEVELOPERS (QSD)/QUALIFIED SWPPP PRACTITIONER (QSP), ARE RESPONSIBLE TO INSPECT ALL EROSION CONTROL DEVICES AND BMPS ARE INSTALLED AND FUNCTIONING PROPERLY, IF THERE IS A 50% CHANCE OF 0.25 INCHES OR GREATER OF PREDICTED PRECIPITATION, AND AFTER ACTUAL PRECIPITATION. A CONSTRUCTION SITE INSPECTION CHECKLIST AND INSPECTION LOG SHALL BE MAINTAINED AT THE PROJECT SITE AT ALL TIMES AND AVAILABLE FOR REVIEW BY THE CITY OFFICIAL (SELF-INSPECTION CHECK LIST AND INSPECTION LOGS PER STATE SWPPP REQUIREMENTS). INCIDENTS OF NON-COMPLIANCE MUST BE REPORTED TO THE FIELD ENGINEER.
 - TRASH AND CONSTRUCTION-RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.
 - SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC RIGHT-OF-WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEEPED UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
 - ANY SLOPES WITH DISTURBED SOILS OR DENURED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.
 - PROVIDE STORMWATER CONVEYANCE SYSTEM STENCILING AND SIGNAGE FOR BOTH PRIVATE DEVELOPMENT AND PUBLIC RIGHT OR WAY.
 - PROVIDE CONCRETE STAMPING, OR EQUIVALENT, OF ALL STORMWATER CONVEYANCE SYSTEM INLETS AND CATCH BASINS WITHIN THE PROJECT AREA WITH PROHIBITIVE LANGUAGE (E.G., "NO DUMPING DRAINS TO NAPA RIVER").
 - POST SIGNS AND PROHIBITIVE LANGUAGE AND/OR GRAPHICAL ICONS, WHICH PROHIBIT ILLEGAL DUMPING AT PUBLIC ACCESS POINTS ALONG CHANNELS AND CREEKS WITHIN THE PROJECT AREA, TRAILHEADS, PARKS, BUILDING ENTRANCES AND BIORETENTION FACILITIES.
- THE FOLLOWING BMPS FROM THE "CALIFORNIA STORM WATER BMP CONSTRUCTION HANDBOOK" - NOVEMBER 2009, OR LATEST EDITION, OR EQUAL, MUST BE IMPLEMENTED FOR ALL CONSTRUCTION ACTIVITIES AS APPLICABLE. ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY CITY INSPECTORS. ONLY INCLUDE BMP'S REFERENCED PROJECT ON THE SITE MAP.

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EROSION AND SEDIMENT CONTROL/SWPPP PLAN NOTES CONT'D...

NON-STORMWATER MANAGEMENT

- NS1 - WATER CONSERVATION PRACTICES
- NS2 - DEWATERING OPERATIONS
- NS3 - PAVING AND GRINDING OPERATIONS
- NS4 - TEMPORARY STREAM CROSSING
- NS5 - CLEAR WATER DIVERSION
- NS6 - ILLICIT CONNECTION/DISCHARGE
- NS7 - POTABLE WATER/IRRIGATION
- NS8 - VEHICLE AND EQUIPMENT CLEANING
- NS9 - VEHICLE AND EQUIPMENT FUELING
- NS10 - VEHICLE AND EQUIPMENT MAINTENANCE
- NS11 - PILE DRIVING OPERATIONS
- NS12 - CONCRETE CURING
- NS13 - CONCRETE FINISHING
- NS14 - MATERIAL AND EQUIPMENT USE
- NS15 - DEMOLITION ADJACENT TO WATER
- NS16 - TEMPORARY BATCH PLANTS

WASTE MANAGEMENT & MATERIAL POLLUTION CONTROL

- WM1 - MATERIAL DELIVERY AND STORAGE
- WM2 - MATERIAL USE
- WM3 - STOCKPILE MANAGEMENT
- WM4 - SPILL PREVENTION AND CONTROL
- WM5 - SOLID WASTE MANAGEMENT
- WM6 - HAZARDOUS WASTE MANAGEMENT
- WM7 - CONTAMINATION SOIL MANAGEMENT
- WM8 - CONCRETE WASTE MANAGEMENT
- WM9 - SANITARY/SEPTIC WASTE MANAGEMENT
- WM10 - LIQUID WASTE MANAGEMENT

EROSION AND SEDIMENT CONTROL/SWPPP PLAN NOTES CONT'D...

EROSION CONTROL

- EC1 - SCHEDULING
- EC2 - PRESERVATION OF EXISTING VEGETATION
- EC3 - HYDRAULIC MULCH
- EC4 - HYDROSEEDING
- EC5 - SOIL BINDERS
- EC6 - STRAW MULCH
- EC7 - GEOTEXTILES & MATS
- EC8 - WOOD MULCHING
- EC9 - EARTH DIKES AND DRAINAGE SWALES
- EC10 - VELOCITY DISSIPATION DEVICES
- EC11 - SLOPE DRAINS
- EC12 - STREAMBANK STABILIZATION
- EC13 - POLYACRYLAMIDE

TEMPORARY SEDIMENT CONTROL

- SE1 - SILT FENCE
- SE2 - SEDIMENT BASIN
- SE3 - SEDIMENT TRAP
- SE4 - CHECK DAM
- SE5 - FIBER ROLLS
- SE6 - GRAVEL BAG BERM
- SE7 - STREET SWEEPING AND VACUUMING
- SE8 - SANDBAG BARRIER
- SE9 - STRAW BALE BARRIER
- SE10 - STORM DRAIN INLET PROTECTION

WIND EROSION CONTROL

- WE1 - WIND EROSION CONTROL

EQUIPMENT TRACKING CONTROL

- TC1 - STABILIZED CONSTRUCTION ENTRANCE EXIT
- TC2 - STABILIZED CONSTRUCTION ROADWAY
- TC3 - ENTRANCE/OUTLET TIRE WASH

3

STREET IMPROVEMENT PLAN EROSION CONTROL NOTES

AMERICAN CANYON, CALIFORNIA

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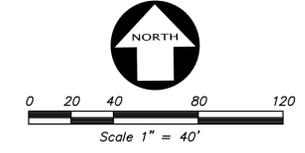
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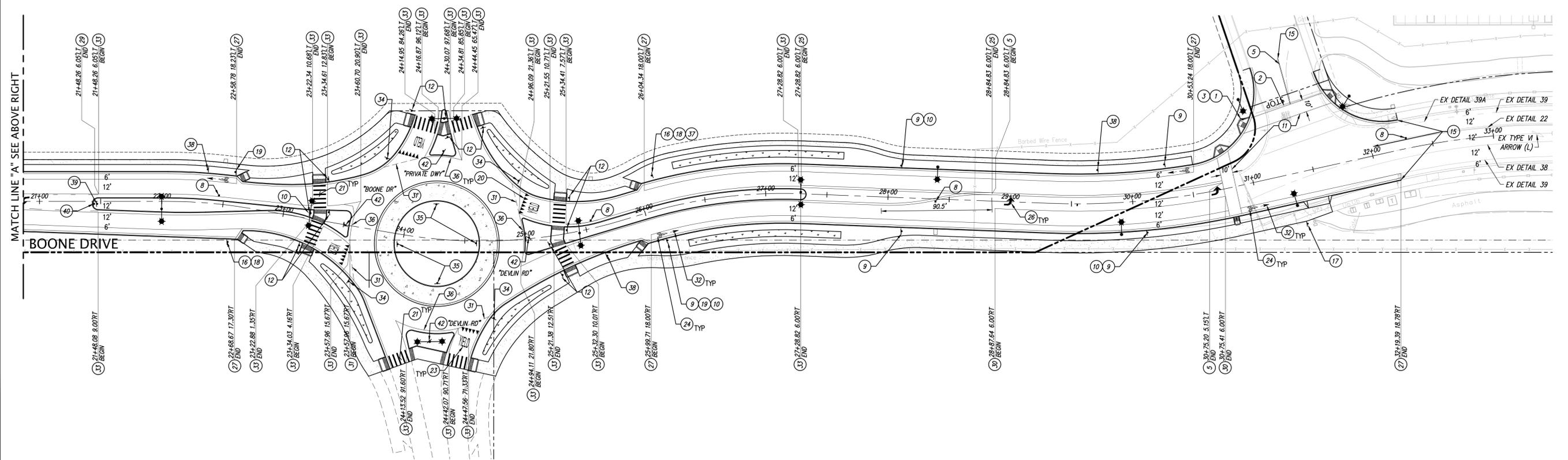
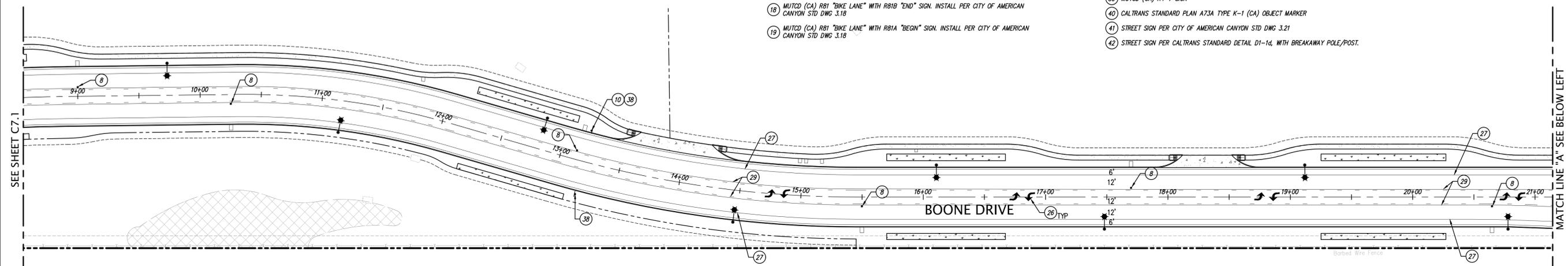
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DATE: 08-09-2022
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 CIVIL ENGINEER

KEY NOTES



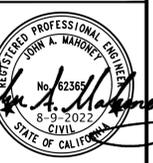
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- 2 STOP MARKING PER CITY OF AMERICAN CANYON STD DWG 3.20
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- 5 CALTRANS RSP A20A DETAIL 21
- 6 MUTCD (CA) R26 "NO PARKING" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 7 MUTCD (CA) W14-2 "NO OUTLET" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 8 FH BLUE REFLECTOR MARKER PER CITY OF AMERICAN CANYON STD DWG 7.07
- 9 MUTCD (CA) R7-9 "NO PARKING BIKE LANE" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 10 INSTALL SIGN ON STREET LIGHT POLE
- 11 10' WIDE "BASIC" CROSS WALK WITH 1' WIDE STRIPES SPACED 10' APART PER CALTRANS A24F
- 12 MUTCD (CA) W11-2 WITH W16-7P(R)(L) "CROSS WALK" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 13 MUTCD (CA) W11-2 WITH W16-9P "CROSS WALK AHEAD" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 14 REMOVE STRIPE
- 15 MATCH EXISTING PAVEMENT MARKINGS
- 16 MUTCD (CA) 11-15 "BIKES MAY USE SIDEWALK" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 17 MUTCD (CA) R44C "BIKES MUST EXIT" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 18 MUTCD (CA) R81 "BIKE LANE" WITH RB1B "END" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 19 MUTCD (CA) R81 "BIKE LANE" WITH RB1A "BEGIN" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 20 YIELD LINE PER CALTRANS A24E
- 21 10' WIDE "CONTINENTAL" CROSSWALK WITH 1' WIDE STRIPES SPACED 2.5' APART PER CALTRANS A24F
- 22 "STOP" LEGEND PER CALTRANS A24D
- 23 "YIELD" LEGEND PER CALTRANS A24D
- 24 BIKE LANE SYMBOL WITH PERSON PER CALTRANS A24C
- 25 CALTRANS RSP A20B DETAIL 28
- 26 TYPE IV ARROW (L) PER CALTRANS A24A
- 27 CALTRANS RSP A20D DETAIL 39
- 28 CALTRANS RSP A20D DETAIL 39A
- 29 CALTRANS RSP A20B DETAIL 31
- 30 CALTRANS RSP A20D DETAIL 38A
- 31 MODIFIED CALTRANS RSP A20D DETAIL 40 2' WIDE WHITE THERMOPLASTIC STRIPE
- 32 BIKE LANE ARROW PER CALTRANS A24A
- 33 CALTRANS RSP A20B DETAIL 24
- 34 MUTCD (CA) R1-2 "YIELD" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 35 MUTCD (CA) R6-4A "ROUNDABOUT DIRECTION ARROW" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 36 CALTRANS RSP A20B DETAIL 27B
- 37 MUTCD (CA) W16-1P "SHARE THE ROAD" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 38 MUTCD R2-1 "SPEED LIMIT 40 MPH" SIGN
- 39 MUTCD (CA) R4-7 SIGN
- 40 CALTRANS STANDARD PLAN A73A TYPE K-1 (CA) OBJECT MARKER
- 41 STREET SIGN PER CITY OF AMERICAN CANYON STD DWG 3.21
- 42 STREET SIGN PER CALTRANS STANDARD DETAIL D1-14, WITH BREAKAWAY POLE/POST.



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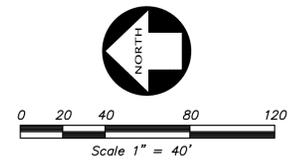
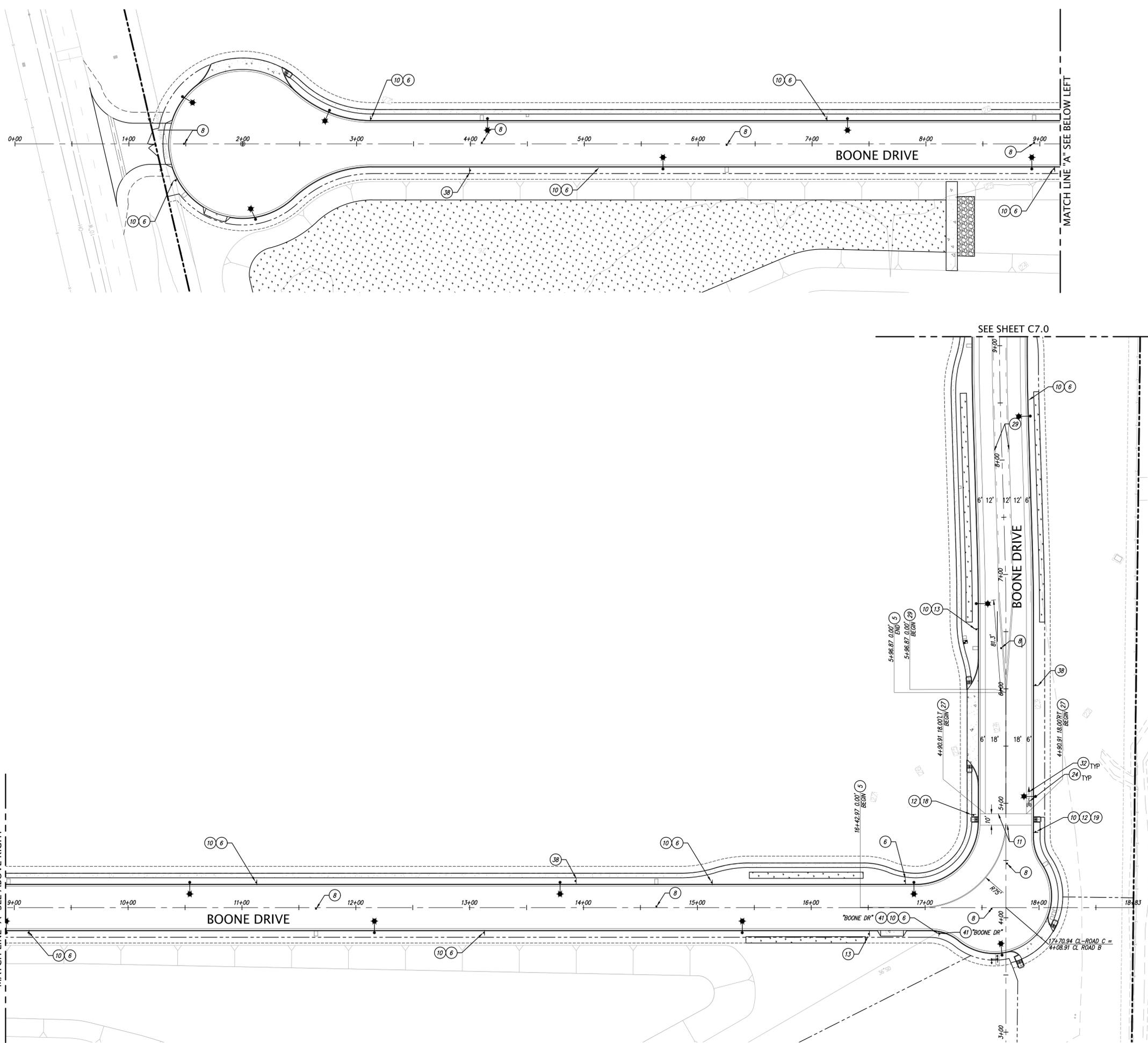


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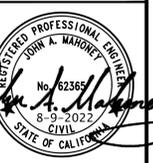


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- 6 MUTCD (CA) R26 "NO PARKING" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 7 MUTCD (CA) W14-2 "NO OUTLET" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 8 FH BLUE REFLECTOR MARKER PER CITY OF AMERICAN CANYON STD DWG 7.07
- 9 MUTCD (CA) R7-9 "NO PARKING BIKE LANE" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 10 INSTALL SIGN ON STREET LIGHT POLE
- 11 10' WIDE "BASIC" CROSS WALK WITH 1' WIDE STRIPES SPACED 10' APART PER CALTRANS A24F
- 12 MUTCD (CA) W11-2 WITH W16-7(R)(L) "CROSS WALK" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 13 MUTCD (CA) W11-2 WITH W16-9P "CROSS WALK AHEAD" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 14 REMOVE STRIPE
- 15 MATCH EXISTING PAVEMENT MARKINGS
- 16 MUTCD (CA) 11-15 "BIKES MAY USE SIDEWALK" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 17 MUTCD (CA) R44C "BIKES MUST EXIT" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 18 MUTCD (CA) R81 "BIKE LANE" WITH R81B "END" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 19 MUTCD (CA) R81 "BIKE LANE" WITH R81A "BEGIN" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 20 YIELD LINE PER CALTRANS A24E
- 21 10' WIDE "CONTINENTAL" CROSSWALK WITH 1' WIDE STRIPES SPACED 2.5' APART PER CALTRANS A24F
- 22 "STOP" LEGEND PER CALTRANS A24D
- 23 "YIELD" LEGEND PER CALTRANS A24D
- 24 BIKE LANE SYMBOL WITH PERSON PER CALTRANS A24C
- 25 CALTRANS RSP A20B DETAIL 28
- 26 TYPE IV ARROW (L) PER CALTRANS A24A
- 27 CALTRANS RSP A20D DETAIL 39
- 28 CALTRANS RSP A20D DETAIL 39A
- 29 CALTRANS RSP A20B DETAIL 31
- 30 CALTRANS RSP A20D DETAIL 38A
- 31 MODIFIED CALTRANS RSP A20D DETAIL 40 2' WIDE WHITE THERMOPLASTIC STRIPE
- 32 BIKE LANE ARROW PER CALTRANS A24A
- 33 CALTRANS RSP A20B DETAIL 24
- 34 MUTCD (CA) R1-2 "YIELD" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 35 MUTCD (CA) R6-4A "ROUNDABOUT DIRECTION ARROW" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 36 CALTRANS RSP A20B DETAIL 27B
- 37 MUTCD (CA) W16-1P "SHARE THE ROAD" SIGN. INSTALL PER CITY OF AMERICAN CANYON STD DWG 3.18
- 38 MUTCD R2-1 "SPEED LIMIT 40 MPH" SIGN
- 39 MUTCD (CA) R4-7 SIGN
- 40 CALTRANS STANDARD PLAN A73A TYPE K-1 (CA) OBJECT MARKER
- 41 STREET SIGN PER CITY OF AMERICAN CANYON STD DWG 3.21
- 42 STREET SIGN PER CALTRANS STANDARD DETAIL D1-14, WITH BREAKAWAY POLE/POST.

RECORD DRAWING

BASED UPON A SINGLE SITE OBSERVATION (NOT CONTINUOUS OR EXHAUSTIVE INSPECTIONS) AND INFORMATION PROVIDED BY OTHERS. IT IS OUR PROFESSIONAL OPINION THAT THE DRAWING ACCURATELY REPRESENTS THE FIELD CONDITIONS, OR REVEALED FIELD CONDITIONS TO THE BEST OF OUR KNOWLEDGE AND BELIEF. WE DO NOT WARRANT ITS ACCURACY AND COMPLETENESS AND WE ACCEPT NO LIABILITY FOR ANY ERRORS AND OMISSIONS WHICH MAY BE INCURRED BY ANY OTHER PARTY AS A RESULT OF THE USE OF THIS DRAWING.



KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2850 Collier Canyon Road
 Livermore, California 94551
 Phone (925) 245-8788
 Fax (925) 245-8796

STREET IMPROVEMENT PLAN
SIGNING & STRIPING PLAN

DATE	NOVEMBER, 2021
SCALE	1" = 40'
DESIGNER	JAM
JOB NO.	A13631-8
SHEET	C7.1
OF	60 SHEETS

CALIFORNIA

AMERICAN CANYON,



TITLE

Proposed Residential Solid Waste Rate Increase for Enhanced Services (SB 1383)

RECOMMENDATION

Take the following actions in conjunction with Proposition 218:

1. Conduct a Public Hearing on Proposition 218 and determine the official number of written protests received on the proposed residential solid waste rate increase; and
2. If the number of valid protest votes are below 50% of the number of property owners or customers authorized to vote, adopt the Resolution approving a residential solid waste rate increase.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director

BACKGROUND & ANALYSIS

Background

On November 16, 2021, City Council adopted Ordinance No. 2021-08 modifying Title 8 (Health and Safety) of the American Canyon Municipal Code to add "Chapter 8.20 Mandatory Municipal Solid Waste, Recycling and Compost Material Disposal Reduction." The adopted Ordinance is a requirement of State Senate Bill 1383 (SB 1383), the Climate Pollutant Reduction Act of 2016, requiring the California Department of Resources Recycling and Recovery (CalRecycle) to develop regulations to reduce organics in landfills as a source of methane and went into effect on January 1, 2022.

As adopted by CalRecycle, these SB 1383 regulations require all local agencies to implement a mandatory organic recycling ordinance and enforcement mechanisms to ensure that all covered residential and commercial generators are compliant with the regulations. This legislation requires all businesses, residents, and multi-family apartments to have access to recycling programs that capture food scraps, landscaping waste, among other organic waste materials.

SB 1383 is the most significant waste reduction unfunded mandate the State of California has adopted in the last 30 years. It requires the State to reduce organic waste into landfills by 75% by 2025, which equates to over 20 million tons annually. The purpose of this effort is to reduce the amount of methane gas released into the atmosphere as food and green waste decomposes in

landfills. The law also requires the State to increase edible food recovery by 20%. Since the law establishes statewide targets, a prescriptive approach to compliance is being used. This is different from AB 939 (Integrated Waste Management Act), which set local agency waste diversion mandates and allowed local governments to develop their own programs for reaching compliance.

AB 341 (mandatory commercial and multi-family recycling) and AB 1826 (mandatory commercial and multi-family organics recycling) are incorporated into SB 1383 regulations. These two (2) unfunded State mandates make local jurisdictions ultimately responsible for ensuring 100% compliance with the State's recycling goals. SB 1383 further extended the implementation of organic waste recycling programs to single family homes and made local jurisdictions directly responsible for programming and enforcement actions starting on January 1, 2022.

The following is a summary of unfunded SB 1383 mandates that the City is required to comply with:

- Recycle all food waste generated by all waste generators, including residents, businesses, City facilities, and large events and venues;
- Monitor and enforce compliance for all generators and track activities via an electronic database for annual reporting;
- Implement ordinances or similarly enforceable mechanisms;
- Establish (via ordinance and otherwise) all required enforcement protocols that include a schedule of fines for non-compliant entities. This ordinance must match State developed standards, including minimum fine structure;
- Establish an edible food recovery program that recovers edible food from the waste stream for human consumption;
- Conduct regular outreach and education to generators, haulers, facilities, and edible food recovery organizations;
- Conduct regular inspections of waste generator facilities to ensure regulatory compliance and to reduce contamination of recyclable materials; and,
- Procure products derived from California recycled organic waste such as compost, mulch, and renewable natural gas (RNG) produced from organic waste at levels to be prescribed by the State annually. Such procurement standards must also be incorporated into the new City ordinance.

Analysis

In 2003, the City entered into a Franchise Agreement ("Agreement") for solid waste collection services with USA Waste of California, LLC which through ownership changes is now known as Recology, Inc. ("Recology"). Agreement Article 6 Compensation and Rates and subsequent amendments, provided that solid waste rates are to be adjusted annually based on the Consumer Price Index ("CPI") for All Urban Customers for the San Francisco, Oakland, and San Jose metropolitan area as published in the Bureau of Labor Statistics for the 12-month period ending in August, multiplied by the then-current rate for each service. In addition to annual CPI, Recology and/or the City can consider a Special Rate Review, if there is change in law that was not reasonably

known to the Collector before the date of the Agreement, that Collector substantiates would result in a significant and direct increase in Collector's cost of providing Collection Services to the City.

Recology is proposing an adjustment to residential rates effective September 1, 2022, in response to the State unfunded mandate of SB1383.

Other than the annual CPI adjustment, commercial rates are not increasing at this time as recycling requirements, including inspection, reporting, and enforcement, have been in place for some time with the current rate structure. The last non-CPI related residential and commercial rate adjustment took place in December 2013.

In addition, to the provisions established in the Franchise Agreement, the City's ability to adjust rates is governed by Proposition 218. In 1996, California voters approved Proposition 218 which requires a specific process for cities to impose or increase certain types of fees. The provisions of Proposition 218 set forth in Article XIII D of the California Constitution provide that certain types of "Property Related Fees," such as fees for refuse, water and sewer, are subject to a "majority protest" process.

The fees must be set so that:

- The revenues generated by the fee do not exceed the cost of service;
- No property owner's fee exceeds his/her proportionate share of the costs; and,
- The City does not impose a property-related fee for a service that is not available to the property owner.

In preparation for the Proposition 218 process, on May 3, 2022, Recology and City staff presented to City Council six different residential rate increase options to implement the baseline collection requirements of SB 1383 and several service options to consider to meet the City's obligation to implement SB 1383 program outreach, monitoring, and enforcement. The baseline requirements and options considered are below:

- SB1383 Requirements (baseline increase)
 - Organics collection for all residential customers, including food waste
 - Color-compliant carts and containers
- Additional Service Options
 - Route reviews (inspecting trash bins)
 - Public Outreach & Education
 - City staff member

The presentation detailed the various rate structure options proposed as well as a solid waste rate comparison of other agencies within Napa County and immediately adjacent agencies. After careful deliberation, City Council reached consensus on Rate Option 3.

The table below is a snapshot of the current City residential rate, baseline increase referred to as Rate Option 1, and the recommended increase, Rate Option 3:

Residential Bin Size	Current Residential Rates	Baseline Increase (Option 1*)	Recommendation (Option 3**)
32-gallon	\$25.46	\$27.24	\$29.79
64-gallon	\$38.71	\$41.42	\$45.29
96-gallon	\$56.24	\$60.18	\$65.80

* Increase for Residential Food Waste Only

** Residential for Food Waste and 8.2% franchise fee (City) for 1 full time employee

Recology's anticipated expenditures to cover the SB1383 mandates for residential customers:

Recology Expenses	Baseline Increase (Option 1)	Recommendation (Option 3)
Increase in Franchise Fees (Distributed to City)	\$0	\$150,000
Liability insurance	\$3,537.19	\$8,474.22
Disposal Costs	\$111,181.79	\$111,181.79
Regional Allocations	\$2,476.04	\$5,931.95
Corporate Allocations	\$6,190.09	\$14,829.88
Total Expenses	\$123,385.11	\$290,417.84

The Option 3 recommendation will provide the funding equivalent to one full-time City staff member, currently the Environmental Specialist series classification, to implement the City's recycling and waste management related programs. While there will be one dedicated staff member to the program, the intent will be to cross-train the environmental team with solid waste requirements and as needed be able to provide for contract services to navigate the new solid waste mandates. Again, the various State mandates are currently unfunded requiring all jurisdictions in California to bring their commercial businesses and/or residents into compliance.

The dedicated City Staff member will coordinate with the City's waste hauler, will perform outreach and monitoring, and will address reporting requirements established by CalRecycle under the various legislation mentioned above. In addition, this person will serve as the main point of contact for residents and businesses alike to resolve service issues with Recology as well as an educational resource to ensure compliance with State law.

Proposed City residential rate increase in comparison to other agencies:

Agency Rates	32-gallon	64-gallon	96-gallon

City of American Canyon (Proposed Rate Increase)	\$29.79	\$45.29	\$65.80
City of St. Helena	\$32.62	\$65.24	\$97.86
Town of Yountville	\$33.75	\$67.50	\$101.25
City of Benicia	\$34.03	\$42.56	\$58.70
City of Napa	\$38.29	\$58.71	\$90.30
City of Vallejo	\$38.33	\$60.85	\$86.05
Napa County	\$39.78	\$58.49	\$84.12
Napa Upper Valley	\$44.86	\$89.72	\$134.58

As seen in the rate table above, the City of American Canyon will still have the lowest collection rates for 32-gallon sized bins, and other than Benicia that is on a bi-weekly pick-up schedule, will remain the lowest for 64-gallon and 96-gallon bins for all of Napa County and the City of Vallejo with the recommended rate increase. Once the residential rates are adopted, the rates will be adjusted annually based on CPI and the provisions in the Agreement.

With the adoption of the proposed rates and implementation of the organics waste recycling, there is a potential opportunity for residents to reduce their larger landfill bin size depending on their ability to recycle organics in their yard waste bin. In addition, eligible residents are able to apply for the Recology Cares Program which equates to an approximate 15% rate reduction to their bill.

Conclusion

On June 7, 2022, City Council adopted Resolution No. 2022-42 to set a public hearing date of August 16, 2022 for the rate increase to conform with Proposition 218 and directed Staff to commence the 45-day protest process consistent with Proposition 218. On June 27, 2022, 6,080 notices including procedures for submitting a written protest were mailed to all property owners shown on the last equalized property tax assessment roll of single-family households and all current residential customers (listing provided by Recology). The notice included information about refuse collection services in the City, the reason for the proposed rate increase, as well as the current rates and proposed rates. Owners were informed that if they wished to protest the proposed new rates, they were to submit their written protest to the City Clerk in advance or on the night of the public hearing prior to the close of the hearing.

Between June 27, 2022 and August 2, 2022, the City received 42 validated written protests. As stated above, written protests may still be received prior to the close of the hearing and a total number will be provided orally at the meeting. If written protests against the proposed rate increase are presented by a majority, or 50 percent plus one, of the property owners of the identified parcels upon which the rates are proposed to be imposed and tenants directly responsible for the payment of the solid waste services fees, the City Council cannot adopt the rate increase.

City staff received Council feedback to provide information on what waste goes in which bin and

that information has been attached to this staff report. In addition, City staff created a website: CityofAmericanCanyon.org/OrganicsRecycling to inform customers of the proposed rate increase as well as educate them on what needs to go in which solid waste bin. Staff also circulated public outreach on Facebook and Nextdoor. Additional outreach will be needed pending the adoption of the resolution.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

There is no impact to the General Fund at this time. However, if the protest succeeds in reaching 50 percent plus one, the City will need to identify other funding to implement the necessary rates to meet the State requirements of SB1383.

ENVIRONMENTAL REVIEW

The recommended action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guideline section 15378. Further, the action is exempt under CEQA Guidelines Sections 15307 and 15308 for actions by regulatory agencies for the protection of natural resources and the environment.

ATTACHMENTS:

1. [Resolution Solid Waste Rate Increase](#)
2. [Exhibit A Monthly Residential Rates](#)
3. [5/3/22 Solid Waste Presentation](#)
4. [Prop 218 Public Hearing Notice](#)
5. [What to Put in Recycling, Composting, and Trash Bins Flyers](#)

RESOLUTION NO. 2022- XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON, CALIFORNIA APPROVING A RESIDENTIAL SOLID WASTE RATE INCREASE

WHEREAS, the City of American Canyon (“City”) is committed to meeting its mandated solid waste diversion requirements through program implementation of its Solid Waste, Recycling and Organic Mandatory Collection Implementation plan; and

WHEREAS, Senate Bill (SB) 1383 (Lara, 2016) was signed into law and establishes methane emissions reduction goals of 50 percent in the level of the statewide landfill disposal of organic waste from the 2014 level by 2020 and 75 percent by 2025 and an increase edible food recovery by 20 percent by 2025; and

WHEREAS, the State Department of Resources Recycling and Recovery (CalRecycle) developed regulations in California Code of Regulations (“CCR”) Title 14 Natural Resources, Division 7, Chapter 12, to implement the goals of SB 1383; and

WHEREAS, CCR Section 18984 entitled Organic Waste Collection Services requires jurisdictions implement an organic waste diversion program that provides organic waste collection services to all businesses and residences; and

WHEREAS, the City’s solid waste and recyclables collection, processing and disposal services Franchise Agreement (Agreement) with Recology, Inc. (Recology) does not presently include organic waste collection services to residences; and

WHEREAS, Recology has requested the consideration of a special rate increase for providing organic waste collection services to residences in accordance with the Agreement with the City; and

WHEREAS, Recology has submitted documentation outlining the cost increase due to residential organic waste collection services associated with the new SB1383 mandates; and

WHEREAS, the City has requested a Franchise Fee adjustment to be included in Recology’s residential rate structure to provide full implementation of all SB1383 recycling and waste management related program requirements; and

WHEREAS, the requested rate adjustments will help ensure the health and safety of the community while protecting the City’s financial health; and

WHEREAS, City Council intends to adopt the solid waste residential rate structure proposed by the analysis following the procedures required by Proposition 218, article XIII D, section 6 of the California Constitution; and

WHEREAS, on June 7, 2021, City Council adopted Resolution No. 2022-42 setting a public hearing date and time for the rate increase to conform with Proposition 218 and directed City staff to commence the 45-day protest process consistent with Proposition 218; and

WHEREAS, on August 16, 2022, City Council held the public protest hearing and gave persons the opportunity to protest the residential solid waste rate increase, in writing and oral testimony although oral comments do not not qualify as a formal protest; and

WHEREAS, City Council has fully heard and considered all matters and things pertaining to the proposed solid waste rate adjustments in conformity with Proposition 218.

NOW THEREFORE BE IT RESOLVED that in accordance with Proposition 218 requirements, the American Canyon City Council does hereby adopt the residential solid waste rate increase as set forth in the attached Exhibit A.

BE IT FURTHER RESOLVED that the rate increase shall take effect on September 1, 2022.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of August, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Leon Garcia, Mayor

ATTEST:

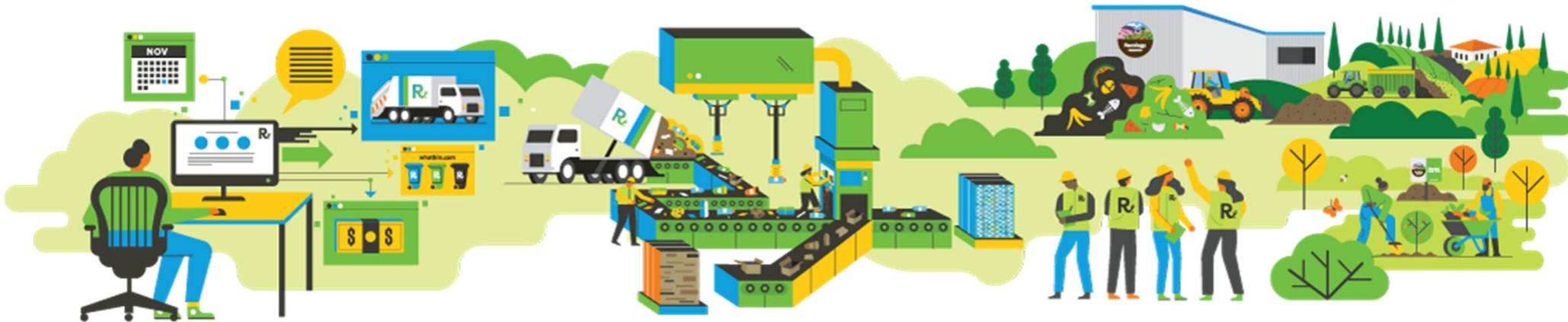
APPROVED AS TO FORM:

Taresa Geilfuss, City Clerk

William D. Ross, City Attorney

**CITY OF AMERICAN CANYON
SOLID WASTE AND RECYCLABLES COLLECTION, PROCESSING AND DISPOSAL SERVICES
PROPOSED RESIDENTIAL MONTHLY RATE INCREASE**

Can Size	Current Rates <small>(effective 1/1/22)</small>	New Rates <small>(effective 9/1/22)</small>	Monthly Increase
32-gallon	\$25.46	\$29.79	\$4.33
64-gallon	\$38.71	\$45.29	\$6.58
96-gallon	\$56.24	\$65.80	\$9.56



**SB1383 Service Options
May 3, 2022**



CAL FIRE

Bigger Wildfires



SB 1383 services must include:

- ✓ Organics collection for all customers, including food waste
- ✓ Color-compliant carts & containers
- Route reviews
- Outreach & Education
- New City Recycling Coordinator (City Hire)

Current Residential Rates

32-gallon	\$25.46
64-gallon	\$38.71
96-gallon	\$56.24

Option 1 Baseline

32-gallon	\$27.24
64-gallon	\$41.42
96-gallon	\$60.18

- Residential Food waste

Option 2

32-gallon	\$28.52
64-gallon	\$43.36
96-gallon	\$62.99

- Residential Food waste
- +6.9% to franchise fee for ½ FTE

Option 3 Staff Recommendation

32-gallon	\$29.79
64-gallon	\$45.29
96-gallon	\$65.80

- Residential Food waste
- +8.2% to franchise fee for 1 FTE

Option 4

32-gallon	\$27.75
64-gallon	\$42.19
96-gallon	\$61.30

- Residential Food waste
- SB 1383 outreach & route reviews

Option 5

32-gallon	\$28.77
64-gallon	\$43.74
96-gallon	\$63.55

- Residential Food waste
- +6.9% to franchise fee for ½ FTE
- SB 1383 outreach & route reviews

Option 6

32-gallon	\$30.04
64-gallon	\$45.68
96-gallon	\$66.36

- Residential Food waste
- +8.2% to franchise fee for 1 FTE
- SB 1383 outreach & route reviews

**Option 3
Staff
Recommendation**

32-gallon	\$29.79
64-gallon	\$45.29
96-gallon	\$65.80

- Residential Food waste
- +8.2% to franchise fee for 1 FTE

Vallejo Rates

32-gallon	\$38.33
64-gallon	\$60.85
96-gallon	\$86.05

Benicia Rates

32-gallon	\$34.03
64-gallon	\$42.56
96-gallon	\$58.70

- Every other week organic/green waste collection

**Napa (City)
Rates**

32-gallon	\$38.29
64-gallon	\$58.71
96-gallon	\$90.30

**Napa (County)
Rates**

32-gallon	\$39.78
64-gallon	\$58.49
96-gallon	\$84.12

**Napa Upper Valley
Rates**

32-gallon	\$44.86
64-gallon	\$89.72
96-gallon	\$134.58

**Yountville
Rates**

32-gallon	\$33.75
64-gallon	\$67.50
96-gallon	\$101.25

**St. Helena
Rates**

32-gallon	\$32.62
64-gallon	\$65.24
96-gallon	\$97.86

City of American Canyon

Current Residential Rates

32-gallon	\$25.46
64-gallon	\$38.71
96-gallon	\$56.24

Option 1 Baseline

32-gallon	\$27.24
64-gallon	\$41.42
96-gallon	\$60.18

- Residential Food waste

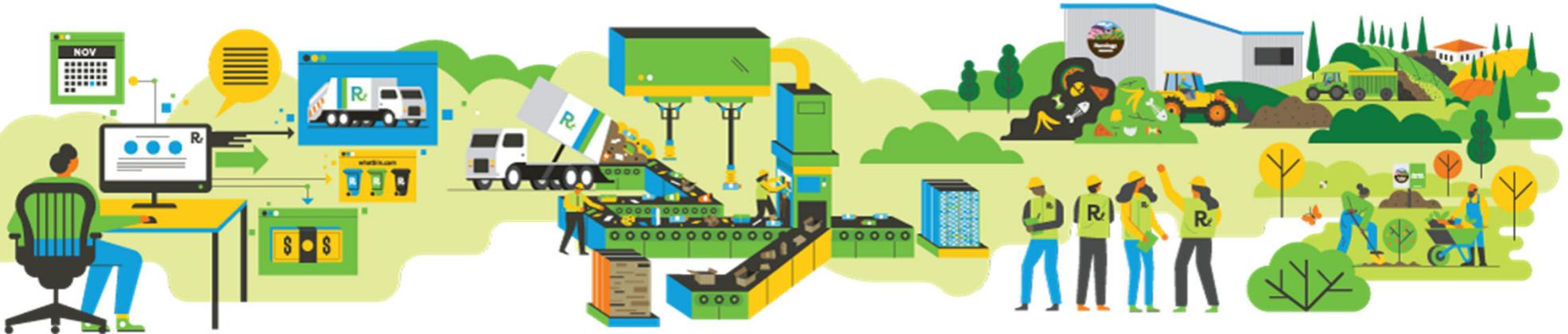
Option 3 Staff Recommendation

32-gallon	\$29.79
64-gallon	\$45.29
96-gallon	\$65.80

- Residential Food waste
- +8.2% to franchise fee for 1 FTE

Next Steps

- Feedback and Direction to City Staff (5/3/22, City Council Meeting)
- Prop 218 process, set hearing date (6/7/22, City Council Meeting)
- Prop 218 protest hearing/ rate approval (8/2/22, City Council Meeting)
- Approval of Recology Franchise Amendment (following rate approval)





NOTICE OF PUBLIC HEARING

Proposed Rate Adjustment for Residential Garbage, Recycling & Organic Waste Customers

California State Law SB 1383 requires all California residents and businesses to separate "organic" waste from other trash. To help customers comply with new mandated requirements, the City of American Canyon and Recology have amended our franchise agreement to expand the services provided. Beginning in September 2022, residents will be required to put green waste, food waste, and food-soiled paper in the green bin.

The proposed rates remain the lowest in Napa County. Visit our website to see the comparisons.

Can Size	Current Rates <i>(effective 1/1/22)</i>	Proposed Rates <i>(effective 9/1/22)</i>	Monthly Increase
32-Gal	\$ 25.46	\$ 29.79	\$ 4.33
64-Gal	\$ 38.71	\$ 45.29	\$ 6.58
96-Gal	\$ 56.24	\$ 65.80	\$ 9.56

Soiled paper
污紙
Papel sucio



Food scraps
廚餘
Desechos de alimentos



Plants
樹木
Plantas



No plastic bags
禁止膠袋
No ponga bolsas de plástico

For more information scan QR Code, or visit CityofAmericanCanyon.org/RateIncrease

Upang i-download ang pabatid na ito sa Filipino, i-scan ang QR Code o bisitahin ang CityofAmericanCanyon.org/RateIncrease

Para descargar este aviso en español, escanee el Código QR o visite CityofAmericanCanyon.org/RateIncrease



PUBLIC HEARING



Tuesday, August 16, 2022, 6:30 PM

City of American Canyon City Council Chambers
4381 Broadway Street, Suite 201, American Canyon

How to Protest this Increase:

The City will accept written protests (emails or faxes will not be accepted) against the proposed rate increase from property owners and customers of record. Protests may be hand-delivered or mailed to the City Clerk at 4381 Broadway Street, Suite 201, before 6:30 PM on August 16, 2022.

Customers may submit objections to the rate increase in person at the Public Hearing until the end of the public input portion of the Hearing. If the majority (51%) of our residential customers submit valid written protests, the City will not implement the proposed rate increase.

Valid Written Protests must Include:

1. Customer Name
2. Customer Signature
3. Customer Service Address
4. A statement indicating customer protest to the proposed increase

Organics like food scraps, yard trimmings, paper, and cardboard make up half of what Californians dump in landfills.

California Senate Bill (SB) 1383 aims to:

- Reduce organic waste disposal by 75% by 2025.
- Rescue for people to eat at least 20% of currently disposed of surplus food by 2025.

Visit [Calrecycle.ca.gov/organics/slcp](https://calrecycle.ca.gov/organics/slcp) for more information.



AVISO DE AUDIENCIA PÚBLICA

Ajustes propuestos de las tarifas para clientes de basura residencial, reciclaje y residuos orgánicos

La Ley Estatal de California SB 1383 requiere que todos los residentes y negocios de California separen los desechos “orgánicos” del resto de la basura. Para ayudar a los clientes a cumplir los nuevos requisitos obligatorios, el Ayuntamiento de American Canyon y Recology han modificado nuestro acuerdo de franquicia para ampliar los servicios prestados. A partir de septiembre de 2022, a los residentes se les requerirá depositar los desechos verdes, los restos de comida y el papel sucio de alimentos en el contenedor verde.

Las tarifas propuestas siguen siendo las más bajas del condado de Napa. Visite nuestra web para ver las comparativas.

Tamaño del cubo	Tarifas actuales <i>(efectivas el 1/1/22)</i>	Tarifas propuestas <i>(efectivas el 9/1/22)</i>	Aumento mensual
32 galones	\$ 25.46	\$ 29.79	\$ 4.33
64 galones	\$ 38.71	\$ 45.29	\$ 6.58
96 galones	\$ 56.24	\$ 65.80	\$ 9.56

Papel sucio
汚紙
Papel sucio



Restos de comida
廚餘
Desechos de alimentos



Plantas
樹木
Plantas



Sin bolsas de plástico
禁止膠袋
No ponga bolsas de plástico

Para obtener más información, escanee el código QR o visite CityofAmericanCanyon.org/RateIncrease

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AUDIENCIA PÚBLICA



Martes, 16 de agosto de 2022, 6:30 p. m.

Cámaras del Concejo Municipal de American Canyon,
4381 Broadway Street, Suite 201, American Canyon

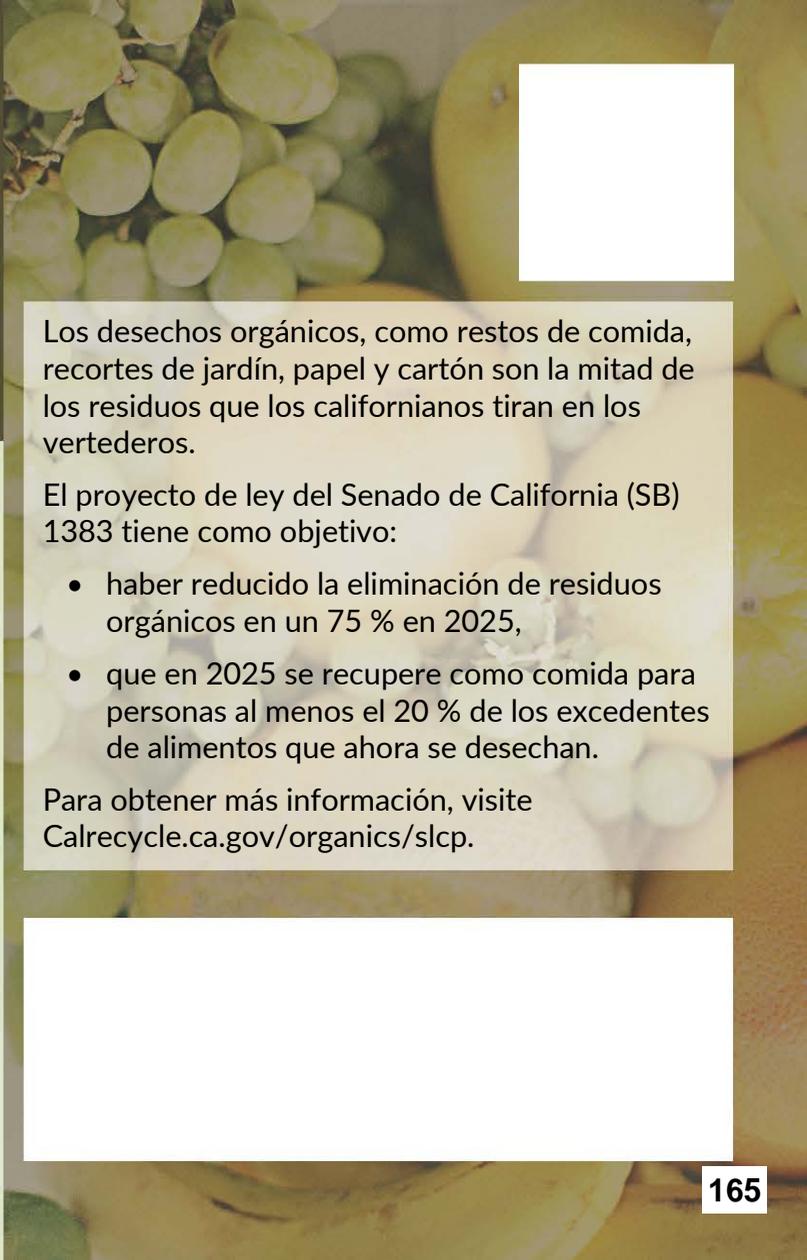
Cómo protestar este aumento:

El Ayuntamiento aceptará protestas por escrito (no se aceptarán por correo electrónico ni por fax), por parte de los propietarios y clientes registrados, contra el aumento de tarifas propuesto. Las protestas pueden entregarse en mano o enviarse por correo al Secretario Municipal, a 4381 Broadway Street, Suite 201, antes de las 6:30 p. m. del 16 de agosto de 2022.

Los clientes pueden presentar objeciones al aumento de las tarifas en persona, en la Audiencia Pública, hasta que termine la parte de comentarios públicos de la Audiencia. Si la mayoría (51 %) de nuestros clientes residenciales presenta protestas válidas por escrito, el Ayuntamiento no implementará el aumento de tarifas propuesto.

Las protestas válidas por escrito deben incluir:

1. nombre del cliente,
2. firma del cliente,
3. dirección del servicio del cliente,
4. una declaración de protesta del cliente por el aumento propuesto.



Los desechos orgánicos, como restos de comida, recortes de jardín, papel y cartón son la mitad de los residuos que los californianos tiran en los vertederos.

El proyecto de ley del Senado de California (SB) 1383 tiene como objetivo:

- haber reducido la eliminación de residuos orgánicos en un 75 % en 2025,
- que en 2025 se recupere como comida para personas al menos el 20 % de los excedentes de alimentos que ahora se desechan.

Para obtener más información, visite Calrecycle.ca.gov/organics/slcp.



ABISO SA PAMPUBLIKONG PAGDINIG

Iminumungkahing Pagsasaayos ng Singil para sa Mga Customer sa Residensiyal na Basura, Pag-recycle at Nabubulok na Basura

Hinihiling ng SB 1383 ng Batas ng Estado ng California sa lahat ng residente ng at negosyo sa California na ihiwalay ang “nabubulok o organic” na basura mula sa ibang basura. Para tulungan ang mga customer na sumunod sa mga bagong iniuutos na kinakailangan, binago ng City of American Canyon and Recology ang aming kasunduan hinggil sa prangkisa para palawakin ang mga ibinibigay na serbisyo. Simula Setyembre 2022, hihilingin sa mga residente na ilagay ang mga organic o green na basura, basura sa pagkain, at papel na narumihan ng pagkain sa berdeng basurahan.

Nananatiling pinakamababa sa Napa County ang mga iminumungkahing singil. Bisitahin ang aming website para tingnan ang mga paghahambing.

Laki ng Lata	Mga Kasalukuyang Singil <i>(Nagkabisa noong 1/1/22)</i>	Mga Iminumungkahing Singil <i>(Magkakabisa sa 9/1/22)</i>	Buwanang Pagtaas ng Singil
32-Gal	\$ 25.46	\$ 29.79	\$ 4.33
64-Gal	\$ 38.71	\$ 45.29	\$ 6.58
96-Gal	\$ 56.24	\$ 65.80	\$ 9.56

Maruming papel
汚紙
Papel sucio



Mga tira-tirang pagkain
廚餘
Desechos de alimentos



Mga halaman
樹木
Plantas



Bawal ang mga plastik na bag
禁止膠袋
No ponga bolsas de plástico

Para sa higit pang impormasyon, i-scan ang QR Code, o bisitahin ang CityofAmericanCanyon.org/RateIncrease

Upang i-download ang pabatid na ito sa Filipino, i-scan ang QR Code o bisitahin ang CityofAmericanCanyon.org/RateIncrease

Para descargar este aviso en español, escanee el Código QR o visite CityofAmericanCanyon.org/RateIncrease



PAMPUBLIKONG PAGDINIG

Martes, Agosto 16, 2022, 6:30 PM



City of American Canyon City Council Chambers
4381 Broadway Street, Suite 201, American Canyon

Paano Tumutol sa Pagtaas na ito:

Tatanggap ang Lungsod ng mga nakasulat na pagtutol (hindi tatanggapin ang mga email o fax) laban sa iminumungkahing pagtaas ng singil mula sa mga may-ari ng ari-arian at customer na nasa rekord. Maaaring personal na ipadala o ipadala sa mail ang mga pagtutol sa City Clerk sa 4381 Broadway Street, Suite 201, bago ang 6:30 PM ng Agosto 16, 2022.

Maaaring personal na magsumite ang mga customer ng mga pagtutol sa pagtaas ng singil sa Pampublikong Pagdinig hanggang sa katapusan ng bahagi ng Pagdinig para sa input ng publiko. Kung magsumite ang karamihan (51%) ng aming mga residensiyal na customer ng mga wastong nakasulat na pagtutol, hindi ipapatupad ng Lungsod ang iminumungkahing pagtaas ng singil.

Dapat kasama sa Mga Wastong Nakasulat na Pagtutol ang:

1. Pangalan ng Customer
2. Lagda ng Customer
3. Address para sa Serbisyo ng Customer
4. Pahayag na nagsasaad ng pagtutol ng customer sa iminumungkahing pagtaas

Binubuo ng mga nabubulok o organic, na tulad ng mga tira-tirang pagkain, damo at/o halaman mula sa bakuran, papel, at karton, ang kalahati ng mga itinatapon ng mga taga-California sa mga landfill.

Nilalayon ng Panukalang-Batas sa Senado (Senate Bill, SB) 1383 ng California na:

- Bawasan ang pagtapon ng nabubulok na basura nang 75% bago ang 2025.
- Magsagip para kumain ang mga tao nang hindi bababa sa 20% ng kasalukuyang itinatapong sobrang pagkain bago ang 2025.

Bisitahin ang [Calrecycle.ca.gov/organics/slcp](https://www.calrecycle.ca.gov/organics/slcp) para sa higit pang impormasyon.

回收 RECYCLING RECICLAJE

Clean paper

乾淨紙張

Papel limpio



Hard plastics

硬塑料

Plásticos duros



Bottles and cans

玻璃瓶，鐵罐及

鋁產品

Botellas y latas



No plastic bags

禁止膠袋

No ponga bolsas

de plástico

PUT THESE MATERIALS IN YOUR **BLUE RECYCLING BIN**

Paper (All clean and dry paper)

- ✓ Cardboard (uncoated only)
- ✓ Cereal boxes (remove plastic liner)
- ✓ Egg cartons
- ✓ Envelopes (windows OK)
- ✓ Junk mail and magazines
- ✓ Packing or kraft paper
- ✓ Paper bags
- ✓ Phonebooks
- ✓ Sticky notes
- ✓ Shredded paper: place in sealed paper bag and label "Shredded Paper"
- ✓ Wrapping paper (non-metallic)

Glass

- ✓ Glass bottles and jars only (metal caps and lids too)

Metal

- ✓ Aluminum cans
- ✓ Aluminum foil/trays: ball foil up to softball size
- ✓ Metal caps and lids
- ✓ Paint cans (must be empty or dry)
- ✓ Spray cans (must be empty)
- ✓ Steel (tin) cans

Hard plastics (no plastic bags, wrappers, or Styrofoam)

- ✓ Bottles: leave caps on
- ✓ Buckets (metal handle OK)
- ✓ Coffee cup lids
- ✓ Containers and clamshells
- ✓ Cups and plates (plastic only, no Styrofoam)
- ✓ Flower pots and trays
- ✓ Toys (no electronics, metal, or batteries)
- ✓ Tubs and lids

PLEASE **DO NOT** PUT THESE MATERIALS IN YOUR **BLUE RECYCLING BIN!**

Put these in your **Green Composting Bin instead**

- ✓ Dirty paper (plates, napkins, tissues, take-out boxes)
- ✓ Food
- ✓ Paper coffee cups
- ✓ Plastic labeled "Compostable"
- ✓ Coated or greasy paper or cardboard
- ✓ Wood: no plywood/pressboard or treated, stained, painted wood.

Put these items in your **Black Landfill Bin instead**

- ✓ Broken ceramic dishware and glassware
- ✓ Diapers and feminine products
- ✓ Composite items made of multiple materials
- ✓ Glass (other than bottles and jars)
- ✓ Juice, soup, or soy milk type boxes with foil/plastic liner
- ✓ Light bulbs: Incandescent only are OK for trash
- ✓ Plastic items mixed with metal, fabric or rubber
- ✓ Rubber or latex gloves
- ✓ Styrofoam meat trays or other dirty Styrofoam

These **don't belong in your blue or green bins, but should still be recycled.**

- Batteries: small residential quantities can be recycled.
- Cooking oil.
- Construction and demolition debris
- Electronics
- Hangers: take to your local garment cleaner for reuse
- Light bulbs containing mercury (fluorescent/HID)
- Metals other than cans or lids (pots/pans/scrap metal)
- Plastic bags and film: recycle clean plastic bags at participating California supermarkets
- Styrofoam: take packing peanuts to local shipping store for reuse.
- Wood (pallets and other)

堆肥

COMPOSTING

ABONO

Soiled paper
污紙
Papel sucio



Food scraps
廚餘
Desechos de alimentos



Plants
樹木
Plantas



No plastic bags
禁止膠袋
No ponga bolsas de plástico

PUT THESE MATERIALS IN YOUR GREEN COMPOSTING BIN

Dirty paper

- ✓ Greasy pizza boxes and paper bags
- ✓ Paper coffee filters
- ✓ Paper cups and plates
- ✓ Paper ice cream containers (metal rim is OK)
- ✓ Paper napkins, tissues, and paper towels
- ✓ Paper take-out boxes and containers
- ✓ Paper milk and juice cartons (no foil liner)

Food scraps

- ✓ All fruits and vegetables (pits and shells too)
- ✓ Coffee grounds
- ✓ Dairy products (no liquids)
- ✓ Eggshells and eggs
- ✓ Leftovers and spoiled food
- ✓ Meat (including bones)
- ✓ Seafood (including shellfish)

Plants

- ✓ House plants
- ✓ All plant debris including flowers, leaves, weeds, and branches
- ✓ Tree trimmings (less than 6" in diameter and 4' long)

Other

- ✓ Bags labeled "Compostable" only
- ✓ Cooking grease: Small amounts can be soaked up with a paper towel and composted.
- ✓ Corks (no plastic)
- ✓ Cotton balls/cotton swabs with paper stems
- ✓ Hair, fur, and feathers (non-synthetic/colored)
- ✓ Plastic clearly labeled "Compostable"
- ✓ Vegetable wood crates (metal wire OK)
- ✓ Waxed cardboard and paper
- ✓ Wood: small pieces of clean wood/sawdust (no plywood/pressboard/painted/stained/treated)
- ✓ Wooden chopsticks, coffee stirrers, toothpicks

PLEASE DO NOT PUT THESE MATERIALS IN YOUR GREEN COMPOSTING BIN!

Put these in your Blue Recycling Bin instead

- ✓ Aluminum foil or trays
- ✓ Glass bottles and jars
- ✓ Metal cans and lids
- ✓ Plastic not labeled "Compostable"
- ✓ Recyclable/clean cardboard or paper

Put these items in your Black Landfill Bin

- ✓ Composite items made of multiple materials
- ✓ Juice, soup, or soy milk type boxes with foil/plastic liner
- ✓ Styrofoam meat trays or other dirty Styrofoam

These items **don't** belong in your green or blue bins, but should still be recycled.

- Batteries: small residential quantities can be recycled.
- Cooking oil.
- Electronics
- Hangers: take to your local garment cleaner for reuse
- Plastic bags and film: recycle clean plastic bags at California supermarkets.
- Styrofoam: take packing peanuts to local shipping store for reuse.



NO PLASTIC BAGS



NO GLASS

垃圾填埋場

LANDFILL

BASURA



Clean, dry plastic bags can't go in the blue or green bins, but can be recycled at participating supermarkets.



PUT THESE MATERIALS IN YOUR BLACK LANDFILL BIN

These items go in your black landfill bin because there are currently no recycling options in San Francisco:

- ✓ Broken ceramic dishware and glassware
- ✓ Diapers
- ✓ Feminine products
- ✓ Composite items made of multiple materials
- ✓ Glass (other than bottles and jars)
- ✓ Juice, soup, or soy milk type boxes with foil/plastic liner
- ✓ Kitty litter and animal feces (bagged)
- ✓ Light bulbs: incandescent only, no mercury-containing bulbs, i.e., fluorescent or HID
- ✓ Plastic items mixed with metal, fabric, or rubber
- ✓ Plastic labeled "biodegradable" because it cannot be composted or recycled
- ✓ Plywood, pressboard, and painted, stained, or treated wood
- ✓ Rubber or latex gloves or rubber bands
- ✓ Styrofoam meat trays or other dirty Styrofoam

PLEASE **DO NOT** PUT THESE MATERIALS IN YOUR BLACK LANDFILL BIN!

- Food, dirty or waxy paper, waxy cardboard, or plants (compostables) or plastic labeled "compostable" — [Green Composting Bin](#)
- Recyclable clean paper / cardboard, glass, metal, or hard plastic — [Blue Recycling Bin](#)

Find recycling options for these toxic or bulky items

- Appliances
- Asbestos
- Batteries: small residential quantities can be recycled
- Construction debris.
- Electronics
- Household hazardous waste or chemicals
- Large items (furniture, metal, plastic, wood, etc.)
- Light bulbs containing mercury (Fluorescent/HID)
- Motor oil
- Needles or syringes
- Paint
- Toys with electronics or batteries



TITLE

City of American Canyon Local Roadway Safety Plan

RECOMMENDATION

Adopt a Resolution adopting the City of American Canyon Local Roadway Safety Plan.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director

BACKGROUND & ANALYSIS

Background

The City, through the assistance of a consultant, GHD, has developed a Local Roadway Safety Plan (LRSP) to analyze the City's collision trends and develop countermeasures that can most effectively address the safety issues contributing to collisions within the City. The proposed LRSP identifies key safety activities and projects to ensure a safe public transportation system for all modes. The countermeasures and recommendations includes the "5 E's" of highway safety – engineering, enforcement, education, emergency response, and emerging technologies.

A LRSP is different from a transportation planning document, or bicycle and pedestrian plan, in that the LRSP is a data driven process and recommend countermeasures to enhance traffic safety, whereas transportation planning documents focus on creating programs, policies and projects to enhance traffic safety and plan for roadway, bicycle and pedestrian connectivity, expansion projects and requirements. In addition, the LRSP will be used for the purpose of complying with new state and federal requirements related to the Highway Safety Improvement Program (HSIP) grant funding opportunities. In order to qualify for project specific grant funding, local agencies are required to show identified safety issues through traffic data, and demonstrate that the implementation of Caltrans approved countermeasures will enhance roadway safety.

Community Engagement/Outreach

Community engagement and outreach was an important part and requirement of the development of the LRSP. City staff performed public notification and outreach using its social media platforms Facebook and Nextdoor, as well as the City Manager's Friday Update digital newsletter. A project website was created at <https://ghd.mysocialpinpoint.com/american-canyon-lrsp/home> to solicit public input by hosting a survey and interactive map in which the public could identify location of

safety concerns and provide input on how to enhance safety at particular locations as well as review and provide input on the draft LRSP. The project website had the Google Translate option enabled that could translate the webpage in over 100 languages and detect the user's browsers settings to automatically display the website in their language preference.

The City began publicizing the project website on May 19, 2022, the same evening as the City's Traffic Calming Workshop. Visitors to the page were invited to provide comments on an interactive project map and share their thoughts through a project survey through July 29, 2022 as well as public comments on the draft LRSP through August 5, 2022. Those comments are listed and addressed in Appendix A: Stakeholder and Public Input of the Draft LRSP ([Attachment 3](#)). The community also had opportunities to comment on the LRSP process at City Council on July 19 and the Planning Commission on July 28, 2022.

A stakeholder group was created to provide input into the LRSP. Stakeholders included staff from the City of American Canyon Public Works and Police Departments, American Canyon Fire Protection District, Napa County, Napa Valley Unified School District, Napa County Office of Education, California Department of Transportation (Caltrans), Napa Valley Transportation Authority, and Napa County Bicycle Coalition. On May 3, 2022, the stakeholder group discussed the LRSP process, ideas for the LRSP visions, goals, and priorities, and reviewed the data collection and analysis. On June 16, 2022, the group met a second time to discuss public comments and concerns, recent developments, safety countermeasures and projects, refined LRSP's guiding principles, and coordinated next steps. In addition, the stakeholders were asked to provide input on the draft LRSP.

Discussion/Analysis

The past five (5) years of collision history (2017-2021) was collected and evaluated for City roadways and shown on the [attached map](#). Based on the collision data analysis and the stakeholder working group input, the LRSP addresses multiple Strategic Highway Safety Plan (SHSP) challenge areas such as bicyclists, intersections, pedestrians, distracted driving, and aggressive driving. The LRSP provides a list of countermeasures for priority intersections and roadways segments based on collision analysis and the feedback from City staff, other stakeholders, and the public. Non-engineering strategies were also developed through stakeholder and public input with City staff.

The LRSP addresses some of the safety improvements that the City has already identified as projects in the five-year Capital Improvement Program (CIP) as well as the Highway 29 Corridor Improvement Project led by the Napa Valley Transportation Authority. On March 15, 2022, City Council approved five CIP projects that are being funded through the American Rescue Plan Act (ARPA) of 2021. The proposed ARPA projects are as follows:

- Benton Way Enhanced Crosswalk Improvements
- Class II Bike Lanes and Intersection Improvement Projects
- Elliott Drive Enhanced Crosswalk Improvements
- Melvin Road Sidewalk and Drainage Improvements
- Paving and Utility Improvements (Rancho Del Mar Area)

The engineering countermeasures in the plan also coincide with HSIP funding requirements. [Table 1](#) lists the top eight City street intersection improvements and top six Caltrans Highway 29 intersection improvements. [Table 2](#) lists the top seven City roadway segment improvements and top five Caltrans Highway segment improvements identified through the data analysis, and the suggested countermeasures that may be applied to those locations. [Table 3](#) is a general list of countermeasures that can be deployed citywide including education, enforcement and engineering components. Lastly, [Table 4](#) is a general list of recommended non-engineering strategies that may be applied throughout the City of American Canyon. The LRSP is a living document that should be updated every five years to remain eligible for state and federal funding.

Following the adoption of the LRSP, it is City staffs intention to apply for Cycle 11 HSIP grant funding before the September 12, 2022 deadline.

FISCAL IMPACT

There is no financial impact at this time.

ENVIRONMENTAL REVIEW

The appropriate level of environmental review for any project undertaken as part of the LRSP will be conducted once funding has been secured for any specific projects that are identified for processing.

ATTACHMENTS:

- [1. Resolution Local Roadway Safety Plan](#)
- [2. Exhibit A American Canyon LRSP](#)
- [3. Appendix A Stakeholder and Public Input](#)
- [4. Table 1 LRSP](#)
- [5. Table 2 LRSP](#)
- [6. Table 3 LRSP](#)
- [7. Table 4 LRSP](#)
- [8. Collision Density Map](#)

RESOLUTION NO. 2022- XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON, CALIFORNIA ADOPTING A LOCAL ROADWAY SAFETY PLAN

WHEREAS, a Local Roadway Safety Plan (LRSP) is a data driven process that provides the framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads while contributing to the success of the state Strategic Highway Safety Plan (SHSP); and

WHEREAS, the LRSP is being created for the purpose of complying with new state and federal grant funding requirements related to the Highway Safety Improvement Program (HSIP); and

WHEREAS, the LRSP has been developed through the coordinated efforts of City of American Canyon staff and consultants, stakeholder working group meetings, and input from the public through a series of public online and virtual engagements and a public review period; and

WHEREAS, based on five years of collision history (2017-2021) analysis and stakeholder working group input, the LRSP addresses multiple SHSP challenge areas such as bicyclists, intersections, pedestrians, distracted driving, and aggressive driving as well as providing a list of safety countermeasures for priority intersections and roadway segments; and

WHEREAS, the LRSP will serve not only as a requirement for grant fund eligibility but also a blueprint for addressing traffic safety issues throughout the community across the “5 E’s” of highway safety – engineering, enforcement, education, emergency response, and emerging technologies; and

WHEREAS, the LRSP is a living documents that should be updated every five years to remain eligible for state and federal funding.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of American Canyon hereby adopts the Local Roadway Safety Plan detailed in Exhibit A.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of August, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Leon Garcia, Mayor

ATTEST:

APPROVED AS TO FORM:

Taresa Geilfuss, City Clerk

William D. Ross, City Attorney



Local Roadway Safety Plan

Draft Document

City of American Canyon

August 11, 2022



Acknowledgements

A special thanks to all the Safety Partners that contributed to this plan.

City of American Canyon

Public Works Department

City Council

Planning Commission

Napa County

Public Works

Caltrans, District 4

American Canyon Police Department

American Canyon Fire Protection District

Napa Valley Transportation Authority

Napa County Bicycle Coalition

Napa Valley Unified School District

Napa County Office of Education

Executive Summary

A Local Roadway Safety Plan (LRSP) is a data driven traffic safety planning document that is now a requirement for Cycle 11 of the Highway Safety Improvement Program (HSIP). The goal of the LRSP is overall road safety improvements with an emphasis on reducing fatal and severe injury collisions. This plan also involves input from stakeholders and the public in identifying priority locations that could benefit from safety improvements but might not currently show a collision issue. This comprehensive plan is focused on mitigating the City of American Canyon (City) primary collision types and factors, with an overall reduction in collisions citywide.

The development of American Canyon's LRSP was a collaborative process with a local leadership group that represents the 5 E's (not just engineering) and public outreach. **The 5 E's of traffic safety include Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies.**



This holistic approach allows certain areas of concern not showing a crash pattern to be analyzed. Also, it fosters local, state, and agency partnerships to advance local road safety.

In following the overall LRSP process, a Stakeholder Working Group (Working Group) was formed with the City as the lead and local organizations from the 5 E's and anyone with an interest in improving the City's roadway safety. This group gathered for meetings to discuss the overall collision analysis, goals, priorities, safety recommendations, and overall development of the safety plan.

Based on the past 5 years' collision analysis and the City's Stakeholder Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge/Emphasis Areas including but not limited to:

- Pedestrians
- Bicyclists
- Intersections
- Aggressive Driving/Speeding
- Distracted Driving

In addition, the vision, mission statement, and goals were established in guiding the development of the LRSP. It was also decided that the LRSP for the City of American Canyon would be a living document with official updates every five (5) years.

Data analysis, public input, and City feedback helped to determine the priority locations in the City. State Route 29 (SR 29) runs at grade through American Canyon and divides the east and west sides of the City. These locations have been separated from the City jurisdiction intersections. All the locations, along with their proposed countermeasures per Caltrans Local Roadway Safety Manual for HSIP grant funding, are shown in the tables below.

Priority Intersections and Recommended Countermeasures

Intersection	Recommended Countermeasures
City Jurisdiction	
Flosden Rd and Daniel Dr	Improve sight distance to intersection (Clear Sight Triangles) Install pedestrian crossing at uncontrolled locations (new signs and markings only)
American Canyon Rd and Broadway/Silver Oak Trail	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
American Canyon Rd and Newell Dr/Flosden Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Rio Del Mar and Los Altos PI	Evaluate conversion of intersection to mini-roundabout
Flosden Rd and Canyon Creek Dr	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Flosden Rd and Via Bellagio	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
American Canyon Rd and Via Firenze	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI) Install high visibility yellow school crosswalk striping
Rio Del Mar and Rio Grande	Relocate existing school crossing Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
Caltrans Jurisdiction*	
SR 29 and American Canyon Rd	Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Rio Del Mar	Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Napa Junction Rd	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 and Eucalyptus Dr	Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Donaldson Way	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 / Green Island Rd	Install signage for traffic merging onto SR 29

*Only low-cost countermeasures considered. Larger corridor improvements planned and anticipated to begin construction in FY 2025/26

Priority Segments and Recommended Countermeasures

Segment	Recommended Countermeasures
City Jurisdiction	
Newell Dr (Silver Oak Trail to American Canyon Rd)	Install dynamic/variable speed warning signs
American Canyon Rd (Newell Dr to E City Limit)	Install dynamic/variable speed warning signs
	Install guardrail
	Install delineators, reflectors and/or object markers Repair and paint (retroreflective) median end caps
Paoli Loop Rd (SR 29 to SR 29 Overpass)	Install dynamic/variable speed warning signs Install centerline rumble strips/stripes
Flosden Rd (Daniel Dr to S City Limit)	Install dynamic/variable speed warning signs Install delineators, reflectors and/or object markers
American Canyon Rd (Silver Oak Trail to Newell Dr)	Install dynamic/variable speed warning signs Install delineators, reflectors and/or object markers
Silver Oak Trail (American Canyon Rd to Newell Dr)	Install dynamic/variable speed warning signs Install pedestrian crossing (with enhanced safety features)
Benton Way (Wetlands Edge Rd to Donaldson Way/Elliott Dr)	Install dynamic/variable speed warning signs Install pedestrian crossing (with enhanced safety features)
Caltrans Jurisdiction*	
SR 29 (American Canyon Rd to S City Limit)	Add segment lighting Install dynamic/variable speed warning signs
SR 29 (Green Island Rd to Napa Junction Rd)	Add segment lighting Install dynamic/variable speed warning signs
SR 29 (Rio Del Mar to Donaldson Way)	Add segment lighting Install dynamic/variable speed warning signs
SR 29 (Donaldson Way to American Canyon Rd)	Add segment lighting Install dynamic/variable speed warning signs
SR 29 (Napa Junction Rd to Rio Del Mar)	Add segment lighting Install dynamic/variable speed warning signs

*Only low -cost countermeasures considered. Larger corridor improvements planned and anticipated to begin construction in FY 2025/26

Recommended Systemic Countermeasures

Location	Type of Countermeasure	Countermeasure
Citywide	Education	Pedestrian and bicycle education campaign (crossing at crosswalks, wearing high-visibility clothing at night, following the bicycle rules of the road etc.)
	Education	Safe driver education for all drivers
	Education	Safe driving campaign for students
	Enforcement	Speed enforcement and management ²
	Engineering	Install bike infrastructure ¹
	Engineering	Add sidewalks/close sidewalk gaps
	Engineering	Pedestrian Crossing Enhancements ¹
	Engineering	Provide pedestrian countdown timers, updated push buttons, AND Leading Pedestrian Intervals (LPIs) at signalized intersections (as needed)
	Engineering	Flashing Yellow Arrows/Protected Left Turn signal heads at signalized intersections
	Engineering	Evaluate installation of green bike conflict markings at intersections ¹
Engineering	Evaluate adding bike boxes at intersections ¹	

¹ Pedestrian Crossing Enhancements and Bike Safety Improvements are part of the HSIP Set Aside funding and do not require previous collision history

² Speed Management can include the installation of traffic calming devices and/or speed limit changes through AB 43

It is important to understand the upcoming funding opportunities in the successful implementation of these safety projects. Most of the proposed countermeasures are HSIP fundable (Cycle 11 opened May 9, 2022). However, countermeasures can be implemented through other funding sources including:

- Active Transportation Program (ATP)
 - Next call for funding projects is scheduled to start in March 2024
- Congestion Mitigation and Air Quality (CMAQ) program
- Sustainable Transportation Planning Grant (Sustainable Communities)
- Stimulus funding sources
- Capital Improvement Program or with on-going maintenance work

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Appendices

Appendix A	Stakeholder and Public Input
Appendix B	Collision Data

List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
APS	Accessible Pedestrian Signal
ATP	Active Transportation Program or Plan
AWSC	All-Way Stop Control
BCR	Benefit to Cost Ratio
BUI	Biking Under the Influence
CA MUTCD	California Manual on Uniform Traffic Control Devices
CMAQ	Congestion Mitigation and Air Quality
DUI	Driving Under the Influence
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
FSI	Fatal or Severe Injury
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
LRSM	Local Roadway Safety Manual
LRSP	Local Roadway/Road Safety Plan
SHSP	Strategic Highway Safety Plan
SSAR	Systemic Safety Analysis Report
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System
TWSC	Two-Way Stop Control

1. Introduction

The project involves the development of a Local Roadway/Road Safety Plan (LRSP), which provides local agencies an opportunity to address unique roadway safety needs in their jurisdictions. This comprehensive document will both help to guide the City in safety countermeasures and allow eligibility for funding in future HSIP applications. The process of preparing an LRSP creates a framework to systematically identify and analyze local safety problems and recommend engineering safety improvements for future Highway Safety Improvement Program (HSIP) funding.

Preparing an LRSP facilitates local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that contribute to California’s Strategic Highway Safety Plan (SHSP) overall vision and goals. This SHSP focuses on reducing fatal and severe injury collisions (FSI collisions) with focused challenge/emphasis areas with a focus on the Five “E’s” of Traffic Safety (see **Figure 1.1**).

The City and GHD will follow the Federal Highway Administration’s (FHWA) Local Road Safety process in the following six (6) steps as shown in **Figure 1.2**:



Figure 1.1 California SHSP (2020-2024)



Figure 1.2 FHWA’s LRSP Development Process

In working with the first step of establishing leadership, GHD and the City of American Canyon reached out to the various stakeholder representative for the LRSP working group in capturing the “5E’s” and local community members that can contribute to the overall safety plan for the City of American Canyon. This working group was key in developing a comprehensive safety plan that is tailored to address the local needs and issues.

2. Background

2.1 Purpose and Need

American Canyon is located at the southern tip of Napa Valley and serves as a gateway to wine country. The City lies approximately 40 miles northeast from San Francisco and has easy access to the San Francisco Bay Ferry located in Vallejo. Its population is approximately 22,000 as of the 2020 Census, up from approximately 20,000 in the 2010 Census. American Canyon is host to multiple recreational areas with the Newell Open Space Preserve in the east, the Napa River Bay Trail and Wetlands Edge Park in the west, and Eagle Vines and Chardonnay Golf Clubs to the north. Additionally, Napa County Airport lies just north of the City near the industrial area.

With its recreational options, local wineries, and close proximity to both Napa Valley and San Francisco, American Canyon sees many different types of roadway users each day. State Route 29 runs through the City at grade and serves as a main thoroughfare for local and pass through traffic. In addition, the City of American Canyon roadways serve a variety of users including pedestrians, bicyclists, transit riders, passenger cars, and heavy trucks for freight, with a mix of local, recreational, and regional trips.

In focusing in on the roadway safety needs, the past five years of collisions (2017-2021) were evaluated for City roadways and the high severity collisions are discussed below.

2.1.1 City Roadways

During the five-year period between 2017 and 2021, there were 2 fatal and 5 severe injury collisions recorded for the roadways under the City of American Canyon's jurisdiction. There were 2 fatal and 10 severe injury collisions on SR 29.

Figure 2.1 shows a map of the 4 fatal and 15 severe injury collisions on City and Caltrans roadways between 2017 and 2021. In improving roadway safety for the City of American Canyon, it is important to focus on mitigating these high injury and loss of life collisions.



Figure 2.1 Fatal and Severe Injury Collisions in the City of American Canyon (2017-2021)

2.2 Standards and Guidelines

In developing the City of American Canyon LRSP, the following standards and guidelines were followed:

- “Local Roadway Safety, A Manual for California’s Local Road Owners”, Caltrans, Version 1.6, April 2022.
- 2020-2024 California’s Strategic Highway Safety Plan (SHSP), “California Safe Roads: 2020-2024 Strategic Highway Safety Plan”, Caltrans.
- “Developing Safety Plans, A Manual for Local Rural Road Owners”, Federal Highway Administration, March 2012.
- “Highway Safety Manual”, American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- “California Manual of Uniform Traffic Control Devices (CA MUTCD)”, Revision 5, 2014.

2.2.1 California Strategic Highway Safety Plan

The LRSP will complement California’s SHSP 2020-2024. Per this plan, the recommended challenge areas are shown in **Figure 2.2**. This plan will focus on challenge/emphasis areas that are determined through data analysis and stakeholder input.



Figure 2.2 SHSP Challenge Areas

For HSIP Cycle 11, Caltrans has updated the SHSP Challenge Areas to incorporate speed management in conjunction with aggressive driving.

2.3 Methodology

The LRSP methodology followed the FHWA’s LRSP development process as shown in **Figure 2.3**.

Below is a roadmap created by the Federal Highway Administration to show the process of creating the Local Road Safety Plan. Here are the primary steps used to create this plan:

1. **Identify Stakeholders**
 - i) Working Group was formed of the 5 E’s and other interested representatives.
2. **Use Safety Data**
 - i) Past 5 years of collisions were analyzed with discussion of other high-risk locations.
3. **Chose Proven Solutions**

i) FHWA Proven Countermeasures and Caltrans safety countermeasures were used in mitigation collision trends and risk characteristics.

4. **Implement Solutions**

i) Projects were identified for specific location and systemically.



Figure 2.3 FHWA's LRSP Development Map (Source: Federal Highway Administration)

3. Safety Partners/Stakeholders

3.1 Stakeholder Working Group Members

Based on community connections, the City of American Canyon led the formation of the LRSP Stakeholder Working Member Group. This leadership group was crucial in the development of the LRSP and helped in capturing the safety needs, goals, and priorities including safety countermeasures for the City of American Canyon.

The Stakeholder Working Group included the following representatives:

- City of American Canyon
- Napa County
- Caltrans, District 4
- American Canyon Police Department
- American Canyon Fire Protection District
- Napa Valley Transportation Authority
- Napa County Bicycle Coalition
- Napa Valley Unified School District
- Napa County Office of Education

3.1.1 Stakeholder Working Group Meetings

Two meetings were held with the stakeholder working group and facilitated by GHD. The virtual meetings were as follows:

- Tuesday, May 3, 2022 from 1 p.m. to 2:30 p.m.
 - Discussed the LRSP overall process, working group member's safety priorities, past 5 years of collisions (City and Caltrans roadways), vision, goals, and priorities.
- Thursday, June 16, 2022 from 2 p.m. to 3:30 p.m.
 - Reviewed first meeting, discussed public comments and ways to address their concerns, recent developments, safety countermeasures and projects, refined LRSP's guiding principles, and coordinated next steps.

The meeting agendas for the stakeholder working group meetings are in **Appendix A: Stakeholder and Public Input**. The stakeholder working group provided their feedback and comments on the Draft Local Roadway Safety Plan document before the plan was finalized. With many of the safety countermeasures to include engineering, enforcement, and emergency response, it is important to have buy off from the stakeholders in understanding how the plan will be implemented.

3.2 SHSP Challenge Areas

Based on the LRSP Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including:

- Pedestrians
- Bicyclists
- Intersections
- Aggressive Driving/Speeding
- Distracted Driving

3.3 Guiding Principles

The members of the working group coordinated to establish the vision, mission statement, and goals that guided the development of the document. Ideally, this document will help the City move toward Vision Zero. The aim of Vision Zero is to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traditionally, traffic deaths and severe injuries have been considered as inevitable side effects of modern life. The reality is that these tragedies can be addressed over time by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

3.3.1 Vision Zero

Vision Zero is a significant departure from the status quo in two major ways:

- Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to minimize those inevitable mistakes and reduce their likeliness to result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes. Roadway users are however still responsible for their mistakes and should follow all applicable laws and use reasonable judgement when conducting themselves within the public right of way.
- Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

3.3.2 Safe Systems Approach

The Federal Highway Administration (FHWA) is using the Safe System approach to work towards their goal of zero fatalities in vehicles. In providing a comprehensive approach to safety, the Safe System approach is to design our vehicles and infrastructure in a manner that anticipates human error and accommodates human tolerances with a goal of reducing fatal and serious injuries. The following framework is intended to assist the vehicle and infrastructure communities in making decisions in alignment with Safe System principles. Implementing and selecting safe system practices and design will incrementally improve safety over time.

FHWA defines the Safe System Approach Principles and Elements as follows:

- *Safe Road Users—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.*
- *Safe Vehicles—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.*

- *Safe Speeds—Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.*
- *Safe Roads—Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.*
- *Post-Crash Care—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.*

Adopting a Safe System approach does not absolve users of their responsibility. Other safety practices such as speed management strategies, driver education, enforcement, and effective emergency response will remain essential to improving road safety. With the passing of Assembly Bill (AB) 43, there will be flexibility in setting speed limits.

Figure 3.1 shows a graphic displaying the safe systems approach.



Source: FHWA.

Figure 3.1 Safe Systems Approach

3.3.3 Vision, Mission Statement, and Goals

3.3.3.1 Vision

A vision statement describes what the Local Road Safety Plan is trying to achieve.

The City of American Canyon will strive toward the elimination of all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

3.3.3.2 Mission Statement

The mission statement defines the purpose of the plan, what it does, and what it is about. The mission statement was developed in collaboration with the working group.

The City of American Canyon will provide a safe, sustainable, and equitable multimodal transportation system for all users of the public roadways in the city.

3.3.3.3 Goals

Safety goals were developed for the Local Roadway Safety Plan. It is important to capture realistic goals that can be measurable or evolve over time.

- Goal #1:** Create a safe, healthy, convenient, and connected community by developing a roadway safety plan targeted to American Canyon’s transportation and roadway safety needs.
- Goal #2:** Reduce the potential for fatal and severe injury collisions citywide.
- Goal #3:** Reduce rear end collisions on SR 29 by implementing strategies that mitigate speed.
- Goal #4:** Reduce broadside collisions on City roadways by implementing strategies that reduce Right of Way and Signals/signs violations.
- Goal #5:** Improve multimodal transportation safety by expanding the City’s non-motorized transportation infrastructure using context sensitive design.
- Goal #6:** Improve safety around schools by increasing multimodal infrastructure, enhanced crossings, and education and enforcement

3.3.3.4 Motto and Pledge

The City of American Canyon adopted a motto as part of their on-going efforts to create safer streets in the community. This motto encompasses the efforts of the LRSP as well as the Traffic Calming Program. The motto is:

“We ♥ Safe Streets”



Residents are invited to take the safe streets pledge and proudly display the above decal to encourage others to take the pledge.

4. Analyze Safety Data

4.1 Recent/Planned Safety Projects

4.1.1 American Rescue Plan Act of 2021 Proposed Projects

In March 2021, United States Congress passed the American Rescue Plan Act of 2021 to provide additional relief in response to the impacts of the COVID-19 pandemic. The City of American Canyon was successful in receiving funding for multiple Capital Improvement Projects. The proposed projects are as follows:

- Benton Way Enhanced Crosswalk Improvements
- Class II Bike Lanes and Intersection Improvement Projects (See **Figure 4.1** below)
- Elliott Drive Enhanced Crosswalk Improvements
- Melvin Road Sidewalk and Drainage Improvements
- Paving and Utility Improvements (Rancho Del Mar Area)

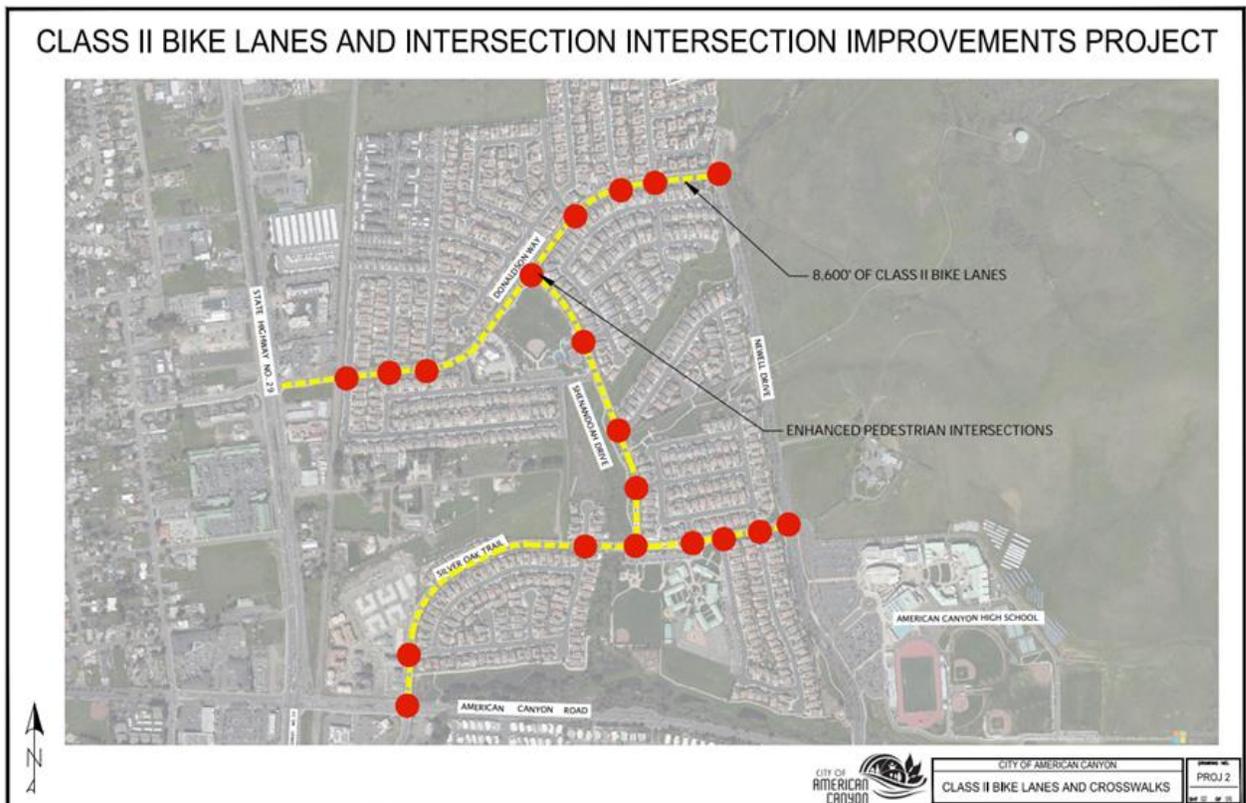


Figure 4.1 Proposed ARPA Funded Bike Lane and Intersection Improvement Project

4.1.2 State Route 29 Multimodal Improvement Project

Regionally, State Route (SR) 29 provides a direct connection between counties along Interstate 80 (I-80) and I-580 and counties along US 101 in the North Bay. Locally, SR 29 is also the lifeblood of access into and out of Napa County. Notwithstanding their disparate local context, vehicular volumes on SR 29 are comparable to other nearby state highways (SR 12 and SR 37). However, because the SR 29 Corridor functions as American Canyon's "Main Street", it experiences significant safety, operational, and context sensitive design issues between American Canyon Road and Napa Junction during weekday and weekend peak hour conditions.

This plan builds upon the previously completed SR 29 Comprehensive Multimodal Corridor Plan (completed May 2020) by identifying three alternative solutions to relieve traffic congestion, improve safety, support transit, and increase multimodal options for pedestrians and cyclists. These options then moved forward to the next phase of project development Project Initiation Document (PID). Per the SR 29 Corridor PID the preferred alternative is shown in **Figure 4.2**.

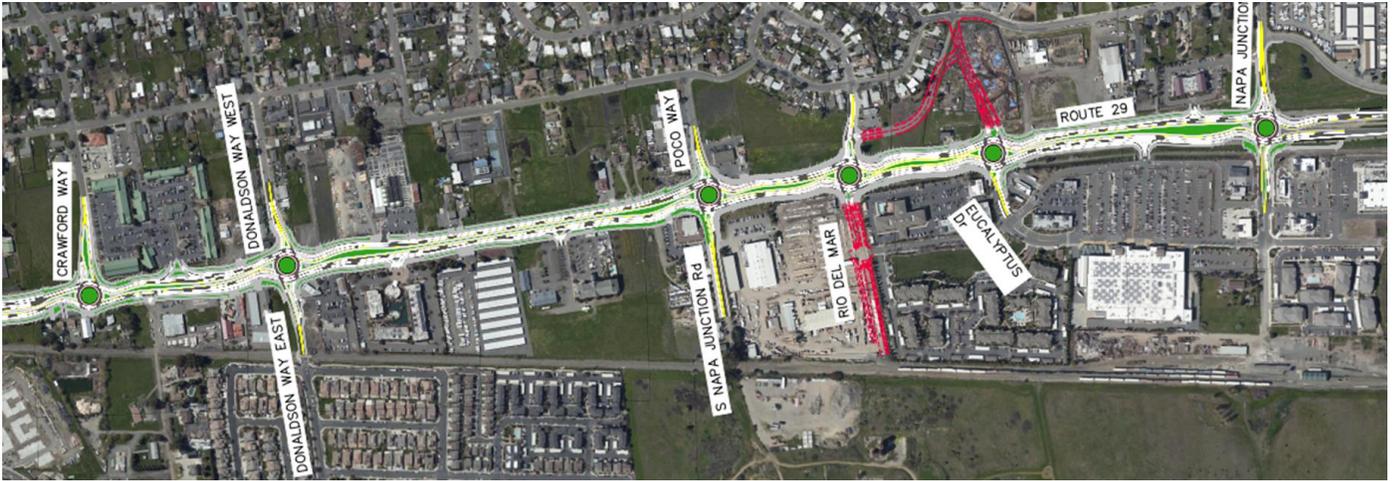


Figure 4.2 SR 29 Roundabout Corridor Alternative

Once the PID is approved, the preferred alternative will move forward to the Project Approval & Environmental Documents (PA&ED) phase and Project Plans, Specifications, and Estimate (PS&E) design package with construction anticipated to begin in FY 2025/26.

4.1.3 Other Projects

In addition to the above projects, American Canyon has other projects in construction, planned, continually on-going, and recently completed. These projects are as follows:

In construction:

- Green Island Road Reconstruction and Widening Project – Updating signal crossing, reconstructing railroad crossing, and constructing Class I multi-use trail (Napa Valley Vine Trail)

On-going/Planned:

- Bike Rodeos in coordination with the Napa County Bicycle Coalition
- Child Seat and Bike Helmet giveaways with pedestrian and bicycle safety presentations by ACPD
- Community Safety Booklets
- Broadway District Specific Plan
- Updates to the Traffic Calming Guidelines
- Complete Streets Safety Assessment in coordination with Berkeley SafeTREC – currently underway and recommendations are being coordinated
- Pedestrian Crossing Improvements at Daniel Drive and Flosden Road – previously evaluated improvements in consideration
- Safe Routes to School in coordination with Napa County Bicycle Coalition and Napa Valley Transportation Authority
- Citywide Speed Survey – currently underway by Fehr and Peers

Recently Completed:

- Devlin Road and Vine Trail Extension – Extension of Devlin Road to Green Island Road to improve circulation

4.2 Collision Data

The City of American Canyon collision data was gathered using the Statewide Integrated Traffic Records System (SWITRS) and Transportation Injury Mapping System (TIMS). The City supplemented some missing collision data using collision reports. Each data set was analyzed, crosschecked, and compiled into one complete comprehensive data set. This process was done to ensure that all reported collisions occurring within the City are accounted for and to provide additional information that one system may not have captured. The data set contains five years' worth of collisions spanning from January 1, 2017, to December 31, 2021.

Between 2017 and 2021, 671 collisions were reported in the City of American Canyon. These collisions were classified based on roadway jurisdiction (City or Caltrans). Collisions were further categorized into intersection related collisions and roadway segment related collisions with a separate focus on the City streets and Caltrans roadways.

The pie chart in **Figure 4.3** depicts the number of collisions by collision location (intersection or segment) and jurisdiction (City, SR 29). The highest number of collisions were at SR 29 intersections (270 collisions).

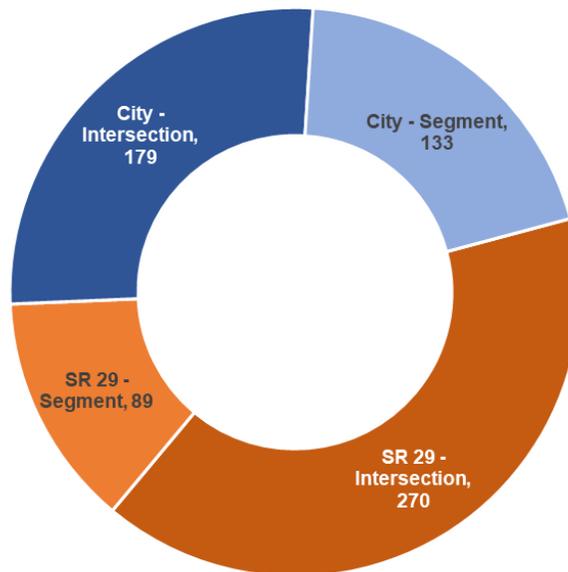


Figure 4.3 Total Collisions within the City of American Canyon (2017-2021)

As shown on the collision density map (see **Figure 4.4** below), areas with high density of collisions include along all of SR 29, American Canyon Road, Newell Drive, and Flosden Rd,

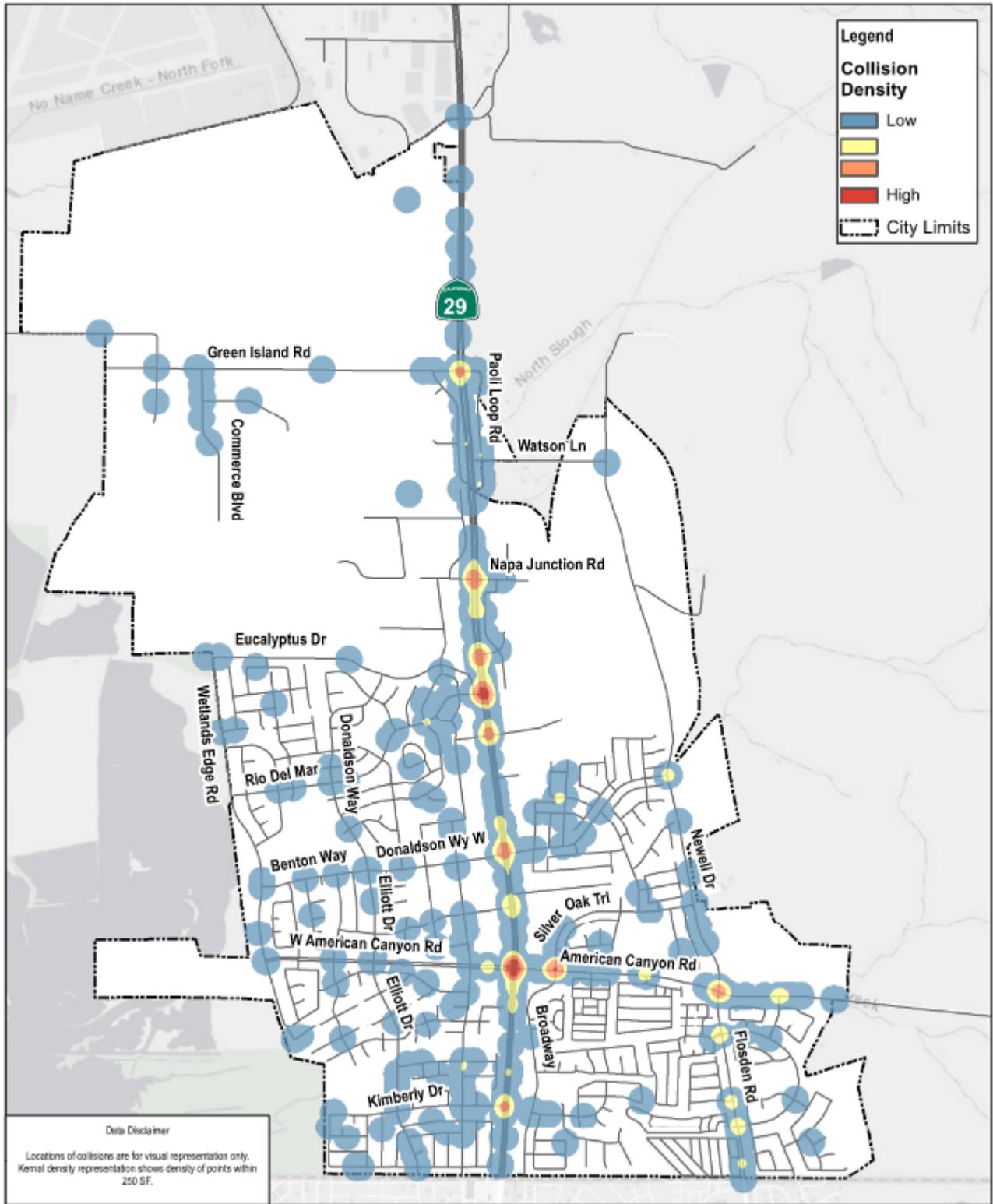


Figure 4.4 Collision Density on All Roadways (2017-2021)

4.2.1 Collisions on City Roadways

There were 312 collisions recorded on roadways under the City’s jurisdiction between 2017 and 2021. There were 2 fatal collisions and 5 severe injury collisions on City roadways. Sideswipe collisions were the most common collision type followed by broadside and hit object collisions. **Figure 4.5** summarizes the City collisions based on severity and type.

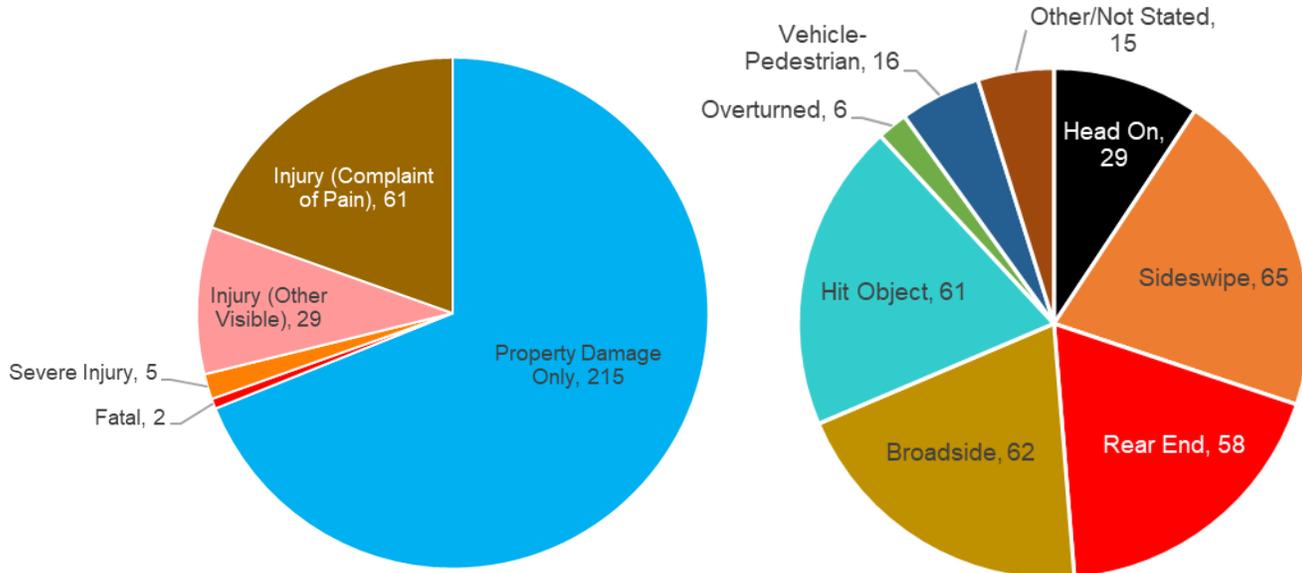


Figure 4.5 Summary of City Collisions (2017-2021)

The top five violation categories (not including unknown or not stated collisions) for City roadways are presented in **Figure 4.6**. The top violation category on City roadways was unsafe speed. Many of the unsafe speed collisions resulted in rear end collisions.

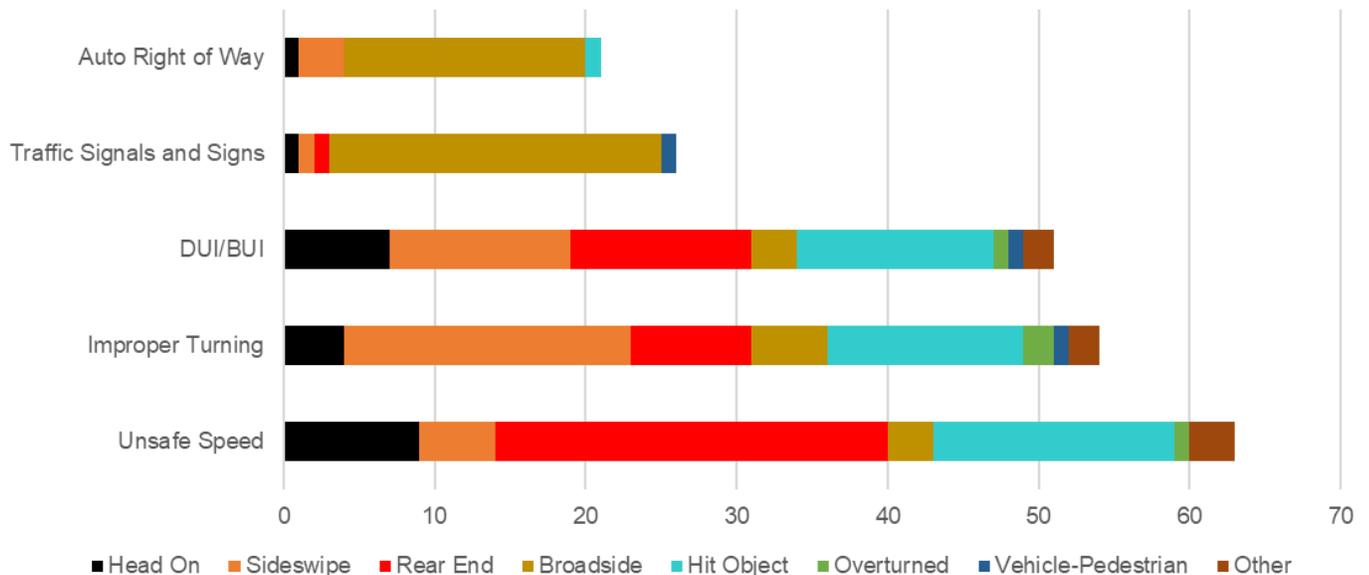


Figure 4.6 Top Violation Categories on City Roadways (2017-2021)

With the Highway Safety Improvement Program (HSIP) funding concentrating on the past five (5) years of collision data, further collision analysis focused on collisions from 2017 to 2021. The total number of collisions and Equivalent Property Damage Only (EPDO) rating were assessed to determine the top study intersections (refer to **Appendix B: Collision Data**). Per the *Caltrans Local Roadway Safety Manual*, it is recommended to rank locations with higher severity as higher focus. The Highway Safety Manual (HSM) methodology of Equivalent Property Damage Only (EPDO) rating assigns a weight to collisions in capturing the relative severity in equivalent property damage only (PDO =1).

Table 4.1 provides the comprehensive collision costs and EPDO weights that were used in ranking the collisions. Collision costs include both direct and indirect costs. Direct crash costs include ambulance service, police and fire services, property damage, insurance, and other costs directly related to the crashes. Indirect collision costs account for the value society would place on pain and suffering or loss of life associated with the crash.

Table 4.1 Comprehensive Collision Costs and Equivalent Property Damage Only (EPDO) Weights (2020 dollars)

SWITRS Code	Crash Severity	Location Type	Crash Cost*	Severity Ranking**
Highway Safety Manual (HSM)				
1	Fatal	-	\$ 7,219,800	543
2	Severe Injury	-	\$ 389,000	29
3	Other Visible Injury	-	\$ 142,300	11
4	Complaint of Pain	-	\$ 80,900	6
0	Property Damage Only	-	\$ 13,300	1
Local Roadway Safety Manual (LRSM)***				
1 & 2	Fatal & Severe Injury	Signalized Intersection	\$ 1,787,000	120
		Non-Signalized Intersection Roadway	\$ 2,843,000	191
			\$ 2,461,000	165
3	Other Visible Injury	-	\$ 159,900	11
4	Complaint of Pain	-	\$ 90,900	6
0	Property Damage Only	-	\$ 14,900	1

* Based on Table 7-1, Highway Safety Manual (HSM), First Edition, 2010. Adjusted to 2020 dollars.

** Based on Equivalent Property Damage Only (EPDO)

*** Local Roadway Safety: A Manual for California's Local Road Owners (LRSM), Version 1.6, 2022.

For the purposes of identifying priority locations for this plan, the intersection and segment collisions on City roadways were analyzed based off the LRSM EPDO ranking and total collisions. The top five intersections and segments in each of these three categories were identified as a priority. After removing duplicates between the lists, 7 unique City intersections, 7 unique State Route 29 intersections, 7 unique City roadway segments, and 5 unique State Route 29 segments were identified.

The intersection of American Canyon Rd and Broadway/Silver Oak Trail had the highest severity ranking due to multiple severe injury collisions as well as the highest number of collisions (28). The intersection of Flosden Rd and Daniel Dr ranked second due to a fatality at the intersection. **Table 4.2** shows the top intersections, per collision analysis. Further detailed collision analysis is in **Appendix B: Collision Data**.

Table 4.2 Top Intersections on City Roadways, Per Collision Analysis

Primary Road	Secondary Road	EPDO	Total Collisions
American Canyon Rd	Broadway/Silver Oak Trail	311	28
Flosden Rd	Daniel Dr	209	5
American Canyon Rd	Newell Dr/Flosden Rd	198	19
Rio Del Mar	Los Altos Pl	197	3
Flosden Rd	Canyon Creek Dr	32	7
Flosden Rd	Via Bellagio	27	7
American Canyon Rd	Via Firenze	22	7

The segment collisions were also analyzed EPDO and total number of collisions. **Table 4.3** shows the top segments, per collision analysis. The segment of American Canyon Road (Newell Drive to East City Limit) had the highest EPDO (178) and tied with two other segments for the highest number of collisions (9).

Table 4.3 Top Segments on City Roadways, Per Collision Analysis

Location	EPDO	Total Collisions
American Canyon Rd (Newell Dr to E City Limit)	178	9
Newell Dr (Silver Oak Trail to American Canyon Rd)	166	2
American Canyon Rd (SR 29 to Silver Oak Trail)	47	7
Paoli Loop Rd (SR 29 to SR 29 Overpass)	29	9
W American Canyon Rd (James Rd to SR 29)	22	7
Flosden Rd (Daniel Dr to S City Limit)	19	9
American Canyon Rd (Silver Oak Trail to Newell Dr)	18	8

4.2.1.1 Additional Locations

Per stakeholder feedback, the segments of Silver Oak Trail from American Canyon Road to Newell Drive and Benton Way from Wetlands Edge Road to Donaldson Way/Elliott Drive are included as priority locations. These two locations did not have significant enough severity or number of collisions to appear in the top segments on their own but are still top priorities due to their proximity to schools. Both locations are main routes to schools and see significant numbers of vulnerable road users during school hours.

Additionally, the Planning Commission identified the intersection of Rio Del Mar and Rio Grande as a location in need of improvements. The existing school crossing is located approximately 60 feet south of the intersection and lies at the end of a curve resulting in limited sight distance. Due to its proximity to a public park and multiple schools, this location sees significant numbers of vulnerable road users as well.

4.2.2 Collisions on Caltrans Roadways

There were 312 collisions recorded on Caltrans roadways between 2017 and 2021. Of these collisions, 179 were at SR 29 intersections and 133 were along segments. The intersection of SR 29 and American Canyon Road had the highest EPDO (650) and the highest number of collisions (59) in the five-year period between 2017 and 2021. **Table 4.4** shows the top intersections, per collision analysis.

Table 4.4 Top Intersections on Caltrans Roadways, Per Collision Analysis

Primary Road	Secondary Road	EPDO	Total Collisions
SR 29	American Canyon Rd	650	59
SR 29	Rio Del Mar	522	50
SR 29	Poco Way	424	16
SR 29	Green Island Rd	244	15
SR 29	Napa Junction Rd	126	31
SR 29	Eucalyptus Dr	87	27
SR 29	Donaldson Way	70	25

The segment of SR 29 from American Canyon Road to the South City Limit had the highest EPDO (416) due to a fatality. The segment of SR 29 from Green Island Road to Napa Junction Road had the highest number of collisions (25). **Table 4.5** shows the top segments per collision analysis. Further detailed collision analysis is in **Appendix B: Collision Data**.

Table 4.5 Top Segments on Caltrans Roadways, Per Collision Analysis

Location	EPDO	Total Collisions
SR 29 (American Canyon Rd to S City Limit)	416	23
SR 29 (Green Island Rd to Napa Junction Rd)	80	25
SR 29 (Rio Del Mar to Donaldson Way)	76	21
SR 29 (Donaldson Way to American Canyon Rd)	68	13
SR 29 (Napa Junction Rd to Rio Del Mar)	54	14

4.2.3 Collisions Related to Challenge/Emphasis Areas

4.2.3.1 Pedestrians

There were twenty (20) total collisions involving pedestrians from 2017 to 2021. These majority took place at City intersections – 13 collisions occurred at City intersections, 5 occurred at SR 29 intersections, and 2 occurred along City segments. The pedestrian location at the time of collision, along with corresponding severity, is shown in **Figure 4.7**. Of the 20 collisions, 4 included pedestrians in the road (including the shoulder), and 14 included pedestrians crossing in the crosswalk at an intersection.

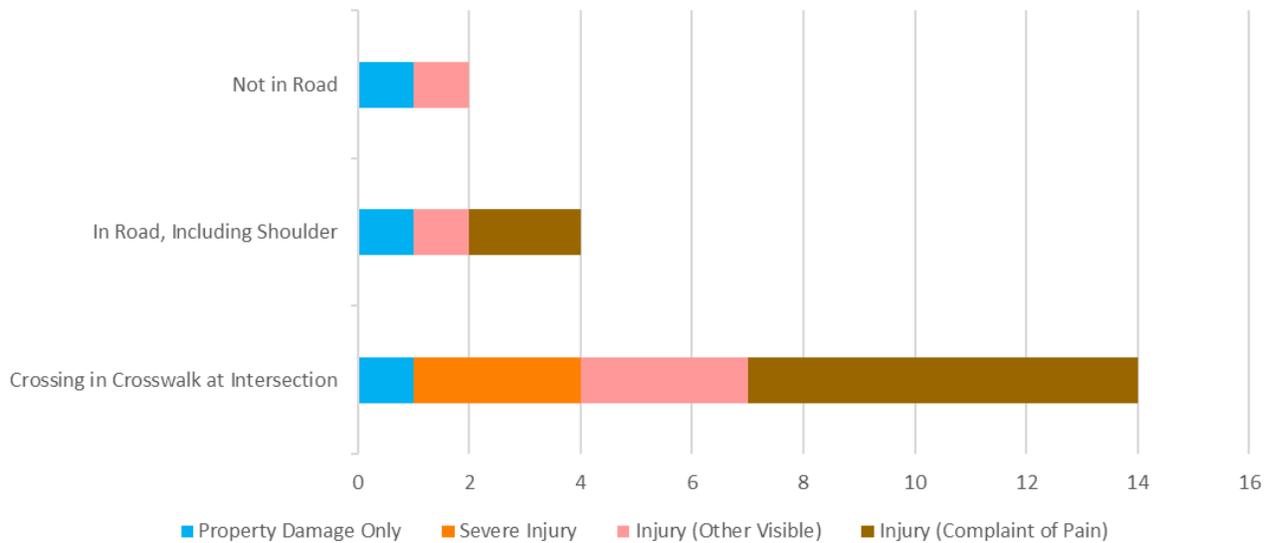


Figure 4.7 Pedestrian Location at Time of Collision

The mapped location of each pedestrian collision is shown in **Figure 4.8**.

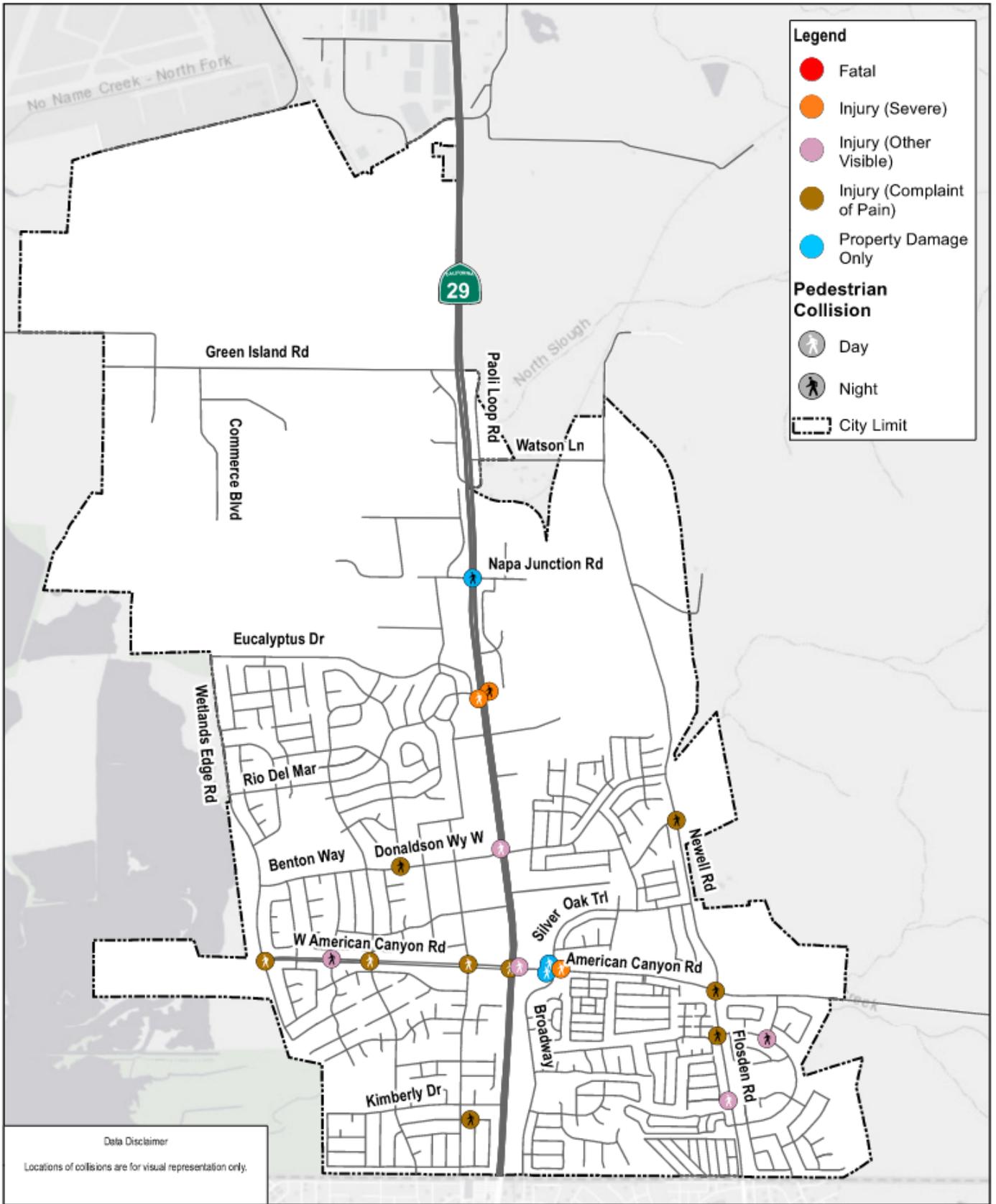


Figure 4.8 Map of Pedestrian Collisions (2017-2021)

4.2.3.2 Bicyclists

There were twelve (12) total bicycle collisions in the City from 2017 to 2021 including one (1) fatal incident. The highest collision type was broadside with 5 collisions. The majority of these collisions took place at the intersections of SR 29 at American Canyon Rd and American Canyon Rd at Broadway/Silver Oak Trail. The type of bicycle collisions, along with corresponding severity, is shown in **Figure 4.9**.

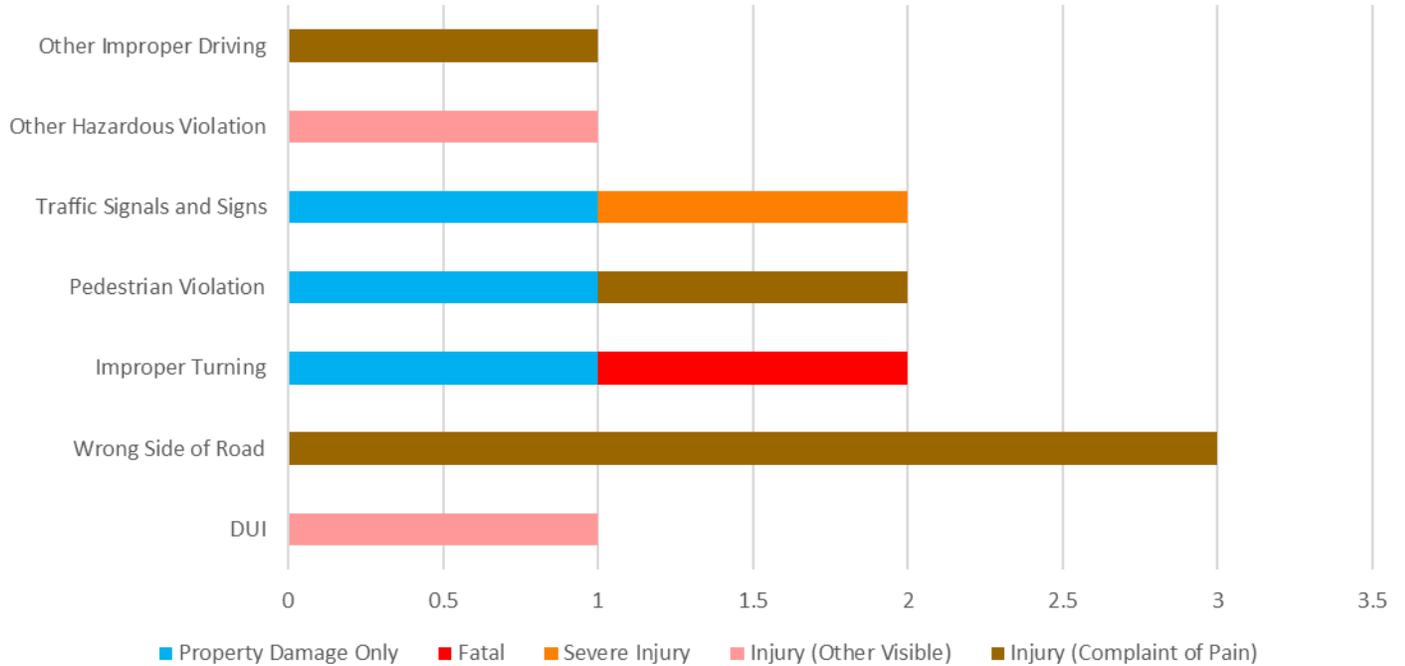


Figure 4.9 Bicycle Collision Types and Severity

The mapped location of each bicycle collision is shown in **Figure 4.10**.

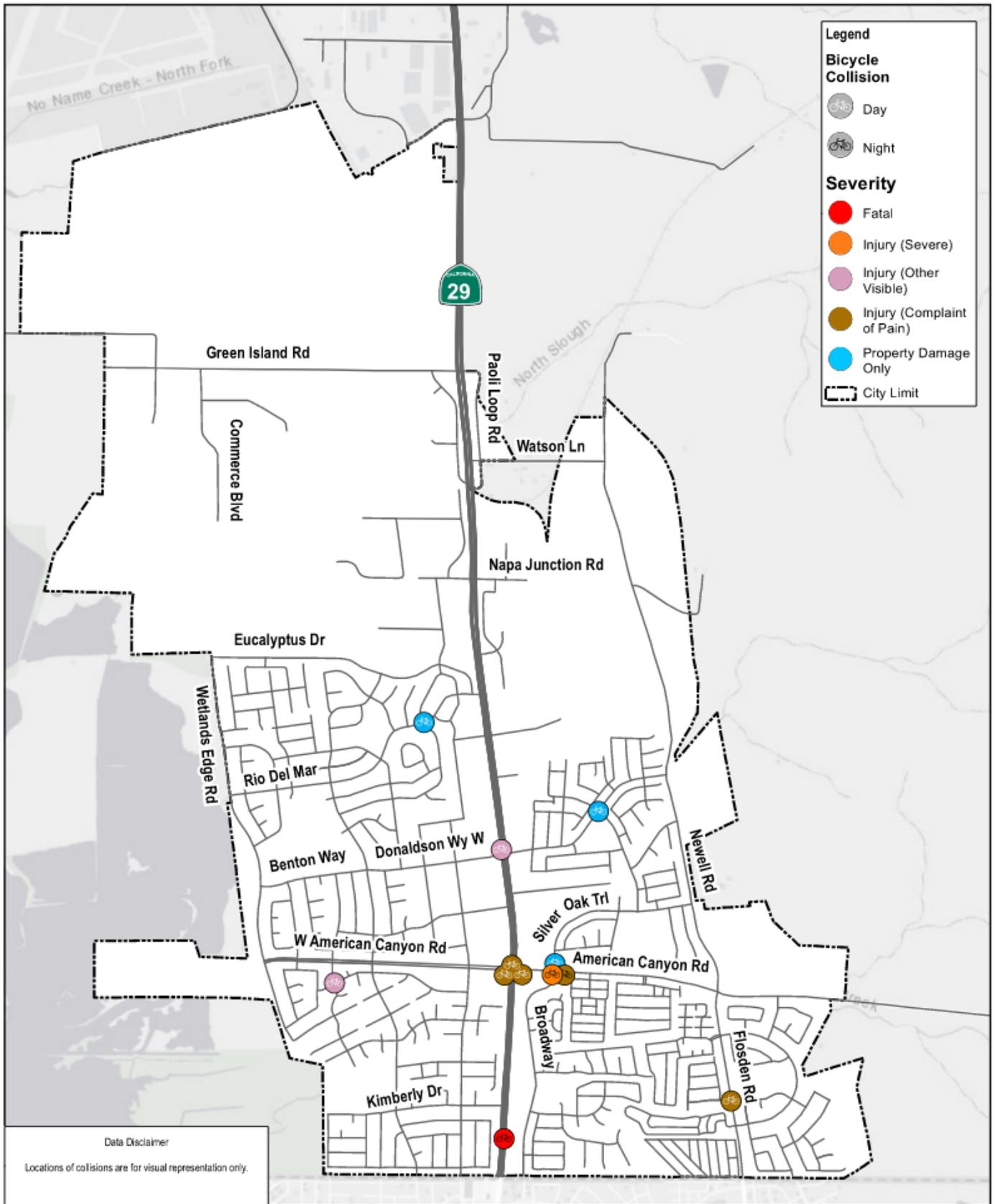


Figure 4.10 Map of Bicycle Collisions (2017-2021)

4.2.3.3 Intersections

For the past 5 years (2017-2021), there were 671 collisions on all roadways in American Canyon (City and Caltrans jurisdictions). Of those collisions, 449 (67%) occurred at intersections. The majority of intersection collisions (270) occurred at intersections under Caltrans jurisdiction. There were 179 intersection related collisions at City intersections. The top violation category for intersections was unsafe speed (see **Figure 4.8**). The majority of unsafe speed violations resulted in rear end collisions.

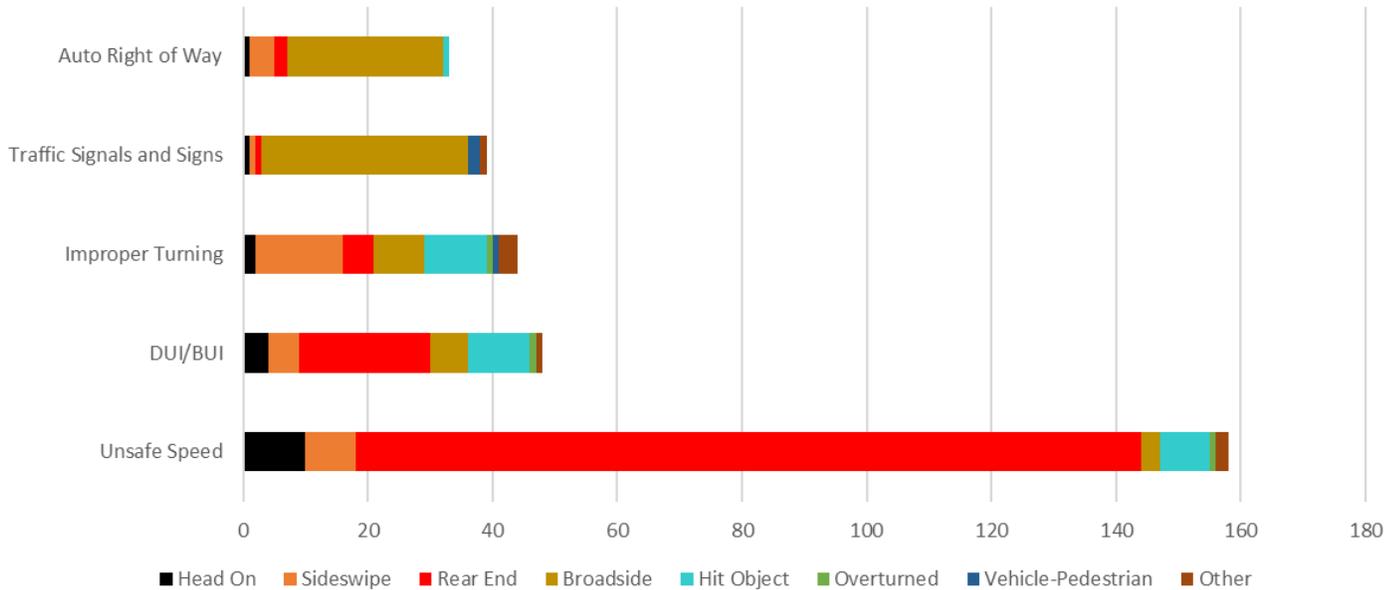


Figure 4.11 Top 5 Violation Categories for Intersection Collisions

4.2.3.4 Aggressive Driving / Speeding

Aggressive driving including speeding can be assessed through collision violation categories for unsafe speed and traffic signals and signs violations. There were 279 collisions on all roadways in the City due to these violations between 2017 and 2021 (see **Table 4.6**). This is approximately 42 percent of all collisions on City roadways. Many of these collisions resulted in rear end or broadside collisions.

Table 4.6 Aggressive Driving Collisions on All Roadways (2017-2021)

Severity	Collisions on All Roadways		Percentage of Collisions Per Severity	Percentage of Total Collisions
	Aggressive Driving	Total		
Fatal	1	4	25%	0%
Severe Injury	8	15	53%	1%
Injury (Other Visible)	24	57	42%	4%
Injury (Complaint of Pain)	94	183	51%	14%
Property Damage Only	152	412	37%	23%
TOTAL	279	671	-	42%

4.2.3.5 Distracted Driving

Distracted driving is categorized in collision data as inattention. Categories for inattention include cell phones (handheld or hands-free), electronic equipment, smoking, eating, children, animal, personal hygiene, and reading. There were 108 collisions between 2017 and 2021 that had inattention as a factor of the collision. Most of these

collisions were listed an “Other” type of inattention and the second highest type of inattention was using a cell phone while driving.

5. Public Outreach

5.1 Public Website

A project website was created on the Social Pinpoint platform to inform the public about the LRSP and provide a platform for public engagement. **Figure 5.1** displays the homepage for the website found at ghd.mysocialpinpoint.com/american-canyon-lrsp. The project website had the Google Translate option enabled that could translate the webpage in over 100 languages and detect the user’s browsers settings to automatically display the website in their language preference. In addition, the user could toggle the preferred language on the upper right corner of the webpage. Visitors to the page were invited to provide comments on an interactive project map and share their thoughts through a project survey. Comments from the interactive map and detailed results from the survey are included in **Appendix A: Stakeholder and Public Input**.

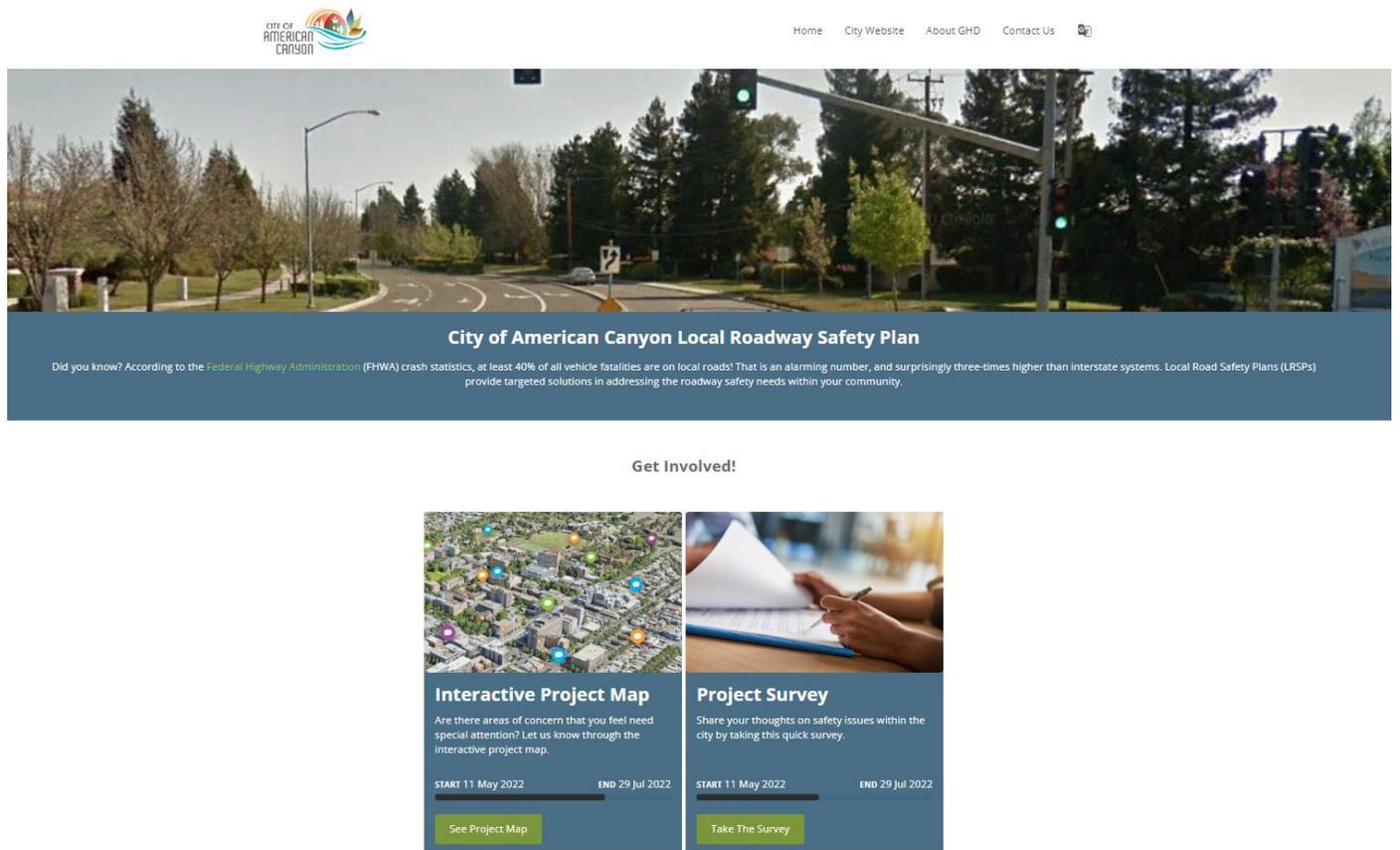


Figure 5.1 Public Website Home Page

The website was open to public input from May 11, 2022 to July 29, 2022 (80 days). It was promoted through a variety of sources including, but not limited to:

- City Facebook
- City Newsletter
- City website

- NextDoor
- Traffic Calming Workshop on May 19, 2022

5.1.1 Interactive Map

The interactive map feature on the website allowed the public to drag icons to a location within the City and leave a comment regarding driving, transit, schools biking, or pedestrians at that location. At the end of the open comment period, there were 292 map comments. **Figure 5.2** shows the interactive map feature from the website. Areas with high densities of interactive map comments within American Canyon include Elliott Way between Benton Way and American Canyon Road, James Road between Wilson Way and Donaldson Way W, Wetlands Edge Road, Donaldson Way E, Newell Drive, and Melvin Road.

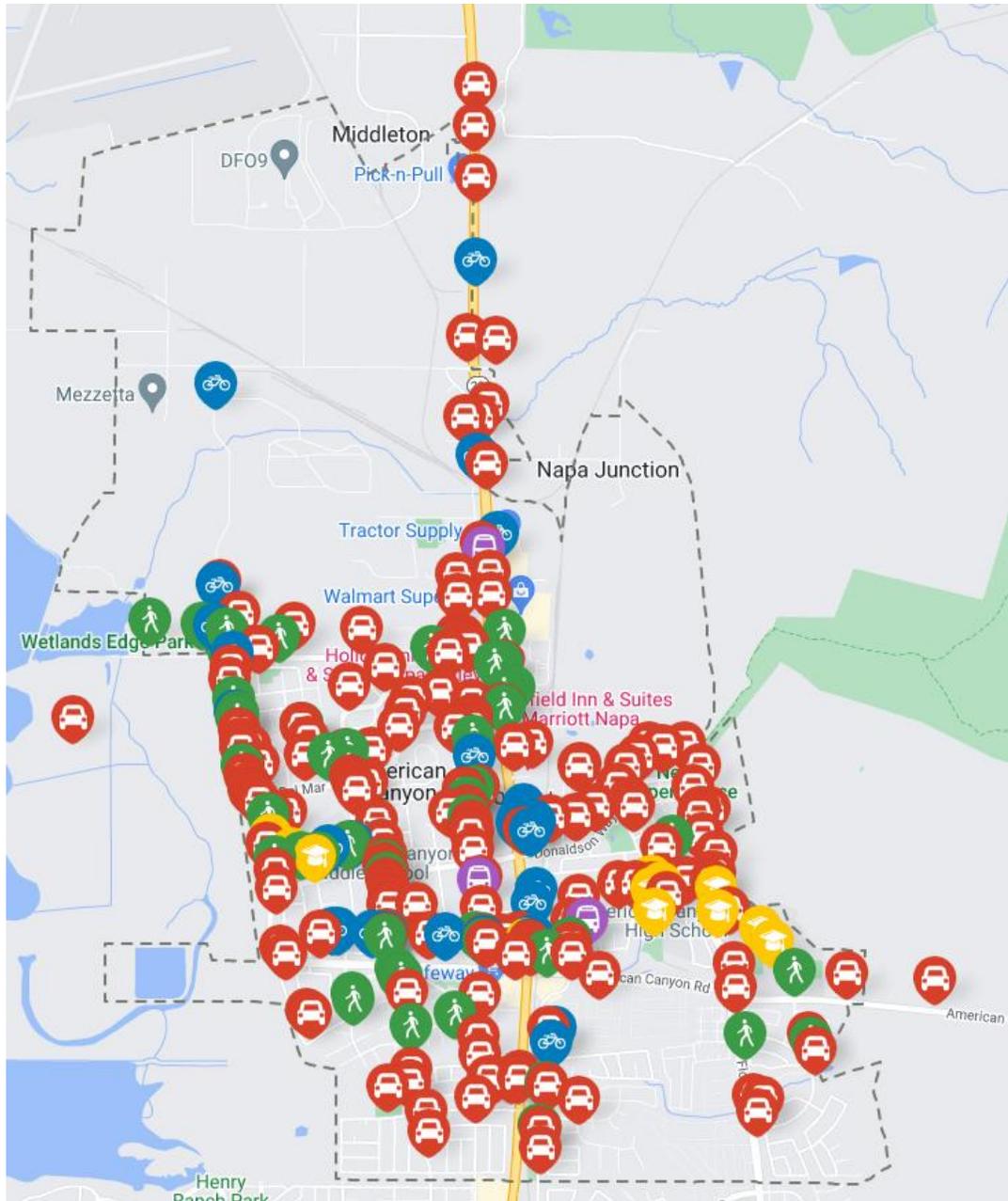


Figure 5.2 Public Website Interactive Map

Individual comments, along with their respective responses, are presented in **Appendix A: Stakeholder and Public Input**. As the comment collection period is still on-going, not all provided comments have been addressed at the time of this draft. All comments will be addressed in the final report appendices.

5.1.2 Public Survey

As shown in **Figure 5.3**, the City of American Canyon Public Survey asked respondents six questions relating to the LRSP and received 90 survey responses during the open comment period. According to the survey, the primary safety issues for American Canyon are intersections and speed related collisions. Other identified issues included lack of protected bike lanes, drivers running stop signs, and lack of traffic calming in neighborhoods.

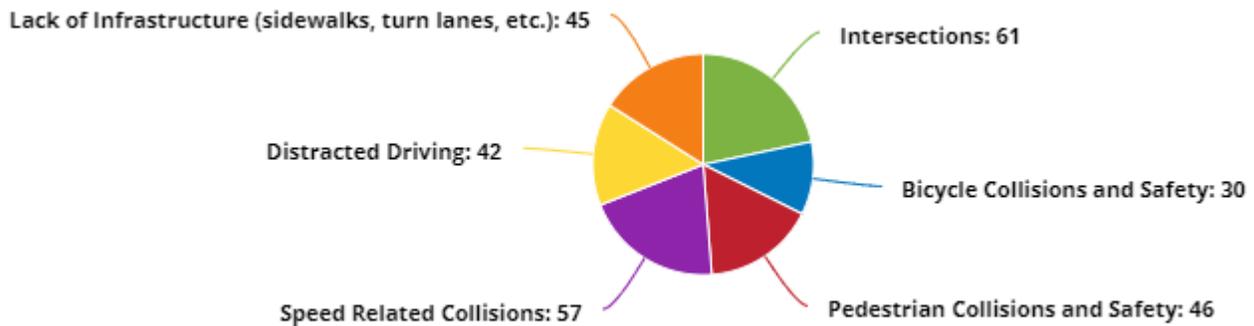


Figure 5.3 Public-Identified Roadway Issues

All survey questions and their corresponding responses are provided in **Appendix A: Stakeholder and Public Input**.

5.2 Public Engagement

On May 19, 2022, the City of American Canyon held a Traffic Calming Workshop to update the public on the plans for traffic calming within the City. This workshop also addressed the LRSP and promoted the public website to receive public feedback.

Additionally, the American Canyon LRSP was presented at a City Council meeting on July 19, 2022, and at a Planning Commission meeting on July 28, 2022. These meetings provided updates to the public with the work completed on the plans and provided time at the end of the presentation for the attendees to address any questions or concerns they had. Attendees were also directed to the public website to leave comments on the interactive map and respond to the survey after these meetings.

6. Identify Strategies

Through coordination and feedback from the City of American Canyon, LRSP stakeholder working group, and public outreach, safety projects and strategies were identified for the Local Roadway Safety Plan.

The LRSP references specific location engineering projects and systemic safety applications. In addition, safety strategies and projects that address the other E's to include Enforcement, Education, Emergency Response, and Emerging Technologies will be discussed below.

6.1 Engineering Strategies

Recommended countermeasures for the priority locations were chosen per the most recent Caltrans, Local Roadway Safety Manual (Version 1.6), April 2022, guidance from the City and stakeholders on preferred countermeasures, crash characteristics, and observations from Google Maps.

6.1.1 Intersection Projects

The locations and characteristics of the seven (7) City and seven (7) Caltrans priority intersections are shown in **Table 6.1** below.

Table 6.1 Priority Intersection Characteristics

Primary Road	Secondary Road	Control	Crash Characteristics												
			Relative Severity (EPDO)	Total Crashes	Top Type of Collision (Number of Collisions)	Top Violation Category (Number of Collisions)	Fatal + Severe Injury	% at Night	Wet	Ped	Bike	Involv. w/Fixed Object	Pedestrian Not in Crosswalk	Alcohol Involved	Dark with No Streetlights
City Jurisdiction															
Flosden Rd	Daniel Dr	TWSC	209	5	All Unique	All Unique	1	40%	1	1	1	0	1	1	0
American Canyon Rd	Broadway/Silver Oak Trail	Signal	311	28	Broadside (11)	Traffic Signals and Signs (8)	2	39%	3	3	3	1	0	6	0
American Canyon Rd	Newell Dr/Flosden Rd	Signal	198	19	Broadside (7)	Traffic Signals and Signs (6)	1	32%	0	1	0	3	0	2	0
Rio Del Mar	Los Altos Pl	AWSC	197	3	Other (2)	All Unique	1	0%	0	0	1	0	0	0	0
Flosden Rd	Canyon Creek Dr	Signal	32	7	Broadside (3)	Traffic Signals and Signs (2)	0	43%	0	1	0	0	0	0	0
Flosden Rd	Via Bellagio	Signal	27	7	Broadside (3)	Unsafe Speed (2)	0	29%	1	0	0	2	0	1	0
American Canyon Rd	Via Firenze	Signal	22	7	Sideswipe (2), Hit Object (2)	DUI (2), Traffic Signals and Signs (2)	0	57%	0	0	0	2	0	2	0
Caltrans Jurisdiction															
SR 29	American Canyon Rd	Signal	650	59	Rear End (30)	Unsafe Speed (20)	4	36%	7	7	3	4	1	9	1
SR 29	Rio Del Mar	Signal	522	50	Rear End (38)	Unsafe Speed (34)	3	26%	9	9	0	2	0	6	1
SR 29	Napa Junction Rd	Signal	126	31	Rear End (20)	Unsafe Speed (16)	0	29%	3	3	0	1	1	1	2
SR 29	Poco Way	TWSC	424	16	Rear End (7)	Auto Right of Way (5)	2	13%	1	1	0	1	0	1	0
SR 29	Eucalyptus Dr	Signal	87	27	Rear End (22)	Unsafe Speed (14)	0	37%	2	2	0	1	0	6	1
SR 29	Green Island Rd	TWSC	244	15	Rear End (9)	Unsafe Speed (9)	1	27%	0	0	0	1	0	2	0
SR 29	Donaldson Way	Signal	70	25	Rear End (16)	Unsafe Speed (8)	0	20%	4	4	1	0	0	5	0

The countermeasures recommended for these locations are presented in **Table 6.2**.

Table 6.2 Recommended Countermeasures for Priority Intersections

Intersection	Control	Relative Severity (EPDO)	Total Collisions	Top Type of Collision	Countermeasure Number*	CRF	Funding Eligibility	Recommended Countermeasures
City Jurisdiction								
Flosden Rd / Daniel Dr	TWSC	209	5	All Unique	NS11 NS20PB	20% 10%	90% 90%	Evaluate and improve sight distance to intersection Install pedestrian crossing (new signs and markings only)
American Canyon Rd / Broadway/Silver Oak Trail	Signal	311	28	Broadside (11)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S02	15%	90%	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
American Canyon Rd / Newell Dr/Flosden Rd	Signal	198	19	Broadside (7)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S02	15%	90%	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Rio Del Mar / Los Altos Pl	AWSC	197	3	Other (2)	NS05mr	30%	90%	Evaluate conversion to mini-roundabout ¹
Flosden Rd / Canyon Creek Dr	Signal	32	7	Broadside (3)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S02	15%	90%	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Flosden Rd / Via Bellagio	Signal	27	7	Broadside (3)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S02	15%	90%	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
American Canyon Rd / Via Firenze	Signal	22	7	Sideswipe (2), Hit Object (2)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S02	15%	90%	Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
					-	-	-	Install high visibility yellow school crosswalk striping
Rio Del Mar / Rio Grande	AWSC	0	0	-	-	-	-	Relocate existing school crossing
					NS21PB	35%	90%	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
Caltrans Jurisdiction								
SR 29 / American Canyon Rd	4	650	59	Rear End (30)	S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
					S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 / Rio Del Mar	3	522	50	Rear End (38)	S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
					S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 / Napa Junction Rd	4	126	31	Rear End (20)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 / Poco Way	4	424	16	Rear End (7)	Mitigations along SR 29 influence the operations and safety of this intersection.			
SR 29 / Eucalyptus Dr	3	87	27	Rear End (22)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)
					S21PB	60%	90%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 / Green Island Rd	4	244	15	Rear End (9)	-	-	-	Install signage for traffic merging onto SR 29
					-	-	-	Replace botts dots with thermoplastic striping
SR 29 / Donaldson Way	4	70	25	Rear End (16)	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)

*Countermeasure number is per the LRSM and can be found in the Appendix

¹ Intersection must meet CAMUTCD warrants to implement countermeasure

6.1.2 Segment Projects

Throughout the analysis period, there were 133 collisions reported on City of American Canyon roadway segments and 89 collisions on SR 29 roadway segments (non-intersection related). A breakdown of roadway collisions on City streets are included in **Appendix B: Collision Data**. Priority segments and their crash characteristics for the City of American Canyon are displayed in **Table 6.3** below.

Table 6.3 Priority Segments Characteristics

Primary Road	Limits	Length (mi)	Crash Characteristics												
			Relative Severity (EPDO)	Total Crashes	Top Type of Collision (Number of Collisions)	Top Violation Category (Number of Collisions)	Fatal + Severe Injury	% at Night	Wet	Ped	Pedestrian Not in Crosswalk	Bike	Involv. w/Parked Car	Involv. w/Fixed Object	Alcohol Involved
City Jurisdiction															
Newell Dr	Silver Oak Trail to American Canyon Rd	0.31	166	2	Hit Object (2)	DUI (1), Unsafe Speed (1)	1	100%	0	0	0	0	0	1	1
American Canyon Rd	SR 29 to Silver Oak Trail	0.12	47	7	Rear End (4)	Unsafe Speed (4)	0	29%	0	1	0	0	0	0	2
American Canyon Rd	Newell Dr to E City Limit	0.38	178	9	Hit Object (3)	Unsafe Speed (3)	1	22%	2	0	0	0	0	3	1
Paoli Loop Rd	SR 29 to SR 29 Overpass	0.46	29	9	Head On (3)	Unsafe Speed (7)	0	44%	3	0	0	0	1	4	0
W American Canyon Rd	James Rd to SR 29	0.13	22	7	Broadside (5)	Auto Right of Way (5)	0	14%	0	0	0	0	0	0	2
Flosden Rd	Daniel Dr to S City Limit	0.26	19	9	Hit Object (5)	Improper Turning (3), Auto Right of Way (3)	0	44%	0	0	0	0	0	5	2
American Canyon Rd	Silver Oak Trail to Newell Dr	0.55	18	8	Hit Object (4)	Unsafe Speed (3)	0	13%	2	0	0	0	0	4	0
Silver Oak Trail	American Canyon Rd to Newell Dr	0.59	3	3	Rear End (1), Broadside (1), Hit Object (1)	Improper Turning (1), Auto Right of Way (1), Unknown (1)	0	0%	0	0	0	0	1	1	0
Benton Way	Wetlands Edge Rd to Donaldson Way/Elliott Dr	0.36	16	6	Sideswipe (2), Broadside (2)	Traffic Signals and Signs (2)	0	16%	1	0	0	0	0	1	0
Caltrans															
SR 29	American Canyon Rd to S City Limit	0.69	416	23	Rear End (11)	Unsafe Speed (9)	2	48%	3	0	0	1	0	6	4
SR 29	Green Island Rd to Napa Junction Rd	0.71	80	25	Rear End (16)	Unsafe Speed (18)	0	20%	2	0	0	0	0	4	2
SR 29	Rio Del Mar to Donaldson Way	0.55	76	21	Rear End (16)	Unsafe Speed (13)	0	43%	1	0	0	0	1	2	2
SR 29	Donaldson Way to American Canyon Rd	0.38	68	13	Rear End (6)	Unsafe Speed (5)	0	46%	1	0	0	0	1	2	3
SR 29	Napa Junction Rd to Rio Del Mar	0.39	54	14	Rear End (12)	Unsafe Speed (12)	0	50%	0	0	0	0	0	1	2

The countermeasures recommended for these locations are presented in **Table 6.4**.

Table 6.4 Recommended Countermeasures for Priority Segments

Segment	Relative Severity (EPDO)	Total Collisions	Top Type of Collision	Length	Countermeasure Number*	CRF	Funding Eligibility	Recommended Countermeasures
City Jurisdiction								
Newell Dr (Silver Oak Trail to American Canyon Rd)	166	2	Hit Object (2)	0.31	R26	30%	90%	Install dynamic/variable speed warning signs
American Canyon Rd (SR 29 to Silver Oak Trail)	47	7	Rear End (4)	0.12	Mitigations at American Canyon Rd/SR 19 and American Canyon Rd/Silver Oak Trail intersections influence the operations and safety of this segment.			
American Canyon Rd (Newell Dr to E City Limit)	178	9	Hit Object (3)	0.38	R26	30%	90%	Install dynamic/variable speed warning signs
					R04	25%	90%	Install guardrail
					R27	15%	90%	Install delineators, reflectors and/or object markers
					-	-	-	Repair and paint (retroreflective) median end caps
Paoli Loop Rd (SR 29 to SR 29 Overpass)	29	9	Head On (3)	0.46	R26	30%	90%	Install dynamic/variable speed warning signs
					R30	20%	90%	Install centerline rumble strips/stripes
W American Canyon Rd (James Rd to SR 29)	22	7	Broadside (5)	0.13	-	-	-	Evaluate sight distance at driveways
Flosden Rd (Daniel Dr to S City Limit)	19	9	Hit Object (5)	0.26	R26	30%	90%	Install dynamic/variable speed warning signs
					R27	15%	90%	Install delineators, reflectors and/or object markers
American Canyon Rd (Silver Oak Trail to Newell Dr)	18	8	Hit Object (4)	0.55	R26	30%	90%	Install dynamic/variable speed warning signs
					R27	15%	90%	Install delineators, reflectors and/or object markers
Silver Oak Trail (American Canyon Rd to Newell Dr)	3	3	Rear End (1), Broadside (1), Hit Object (1)	0.59	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced features)
					R26	30%	90%	Install dynamic/variable speed warning signs
Benton Way (Wetlands Edge Rd to Donaldson Way/Elliott Dr)	16	6	Sideswipe (2), Broadside (2)	0.36	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced features)
					R26	30%	90%	Install dynamic/variable speed warning signs
Caltrans Jurisdiction								
SR 29 (American Canyon Rd to S City Limit)	416	23	Rear End (11)	0.69	R01	35%	90%	Add segment lighting
					R26	30%	90%	Install dynamic/variable speed warning signs
SR 29 (Green Island Rd to Napa Junction Rd)	80	25	Rear End (16)	0.71	R01	35%	90%	Add segment lighting
					R26	30%	90%	Install dynamic/variable speed warning signs
SR 29 (Rio Del Mar to Donaldson Way)	76	21	Rear End (16)	0.55	R01	35%	90%	Add segment lighting
					R26	30%	90%	Install dynamic/variable speed warning signs
SR 29 (Donaldson Way to American Canyon Rd)	68	13	Rear End (6)	0.38	R01	35%	90%	Add segment lighting
					R26	30%	90%	Install dynamic/variable speed warning signs
SR 29 (Napa Junction Rd to Rio Del Mar)	54	14	Rear End (12)	0.39	R01	35%	90%	Add segment lighting
					R26	30%	90%	Install dynamic/variable speed warning signs

*Countermeasure number is per the LRSM and can be found in the Appendix

6.1.3 Systemic Safety Countermeasures

When selecting countermeasures, just focusing on locations with current collision issues is a reactive approach to roadway safety planning. A reactive approach targets recent hot-spots and specific problems that are associated with these locations; as a result of this approach, locations with low traffic volumes but with similar safety issues as hot spot locations are not addressed. To mitigate collisions in a both a reactive and proactive approach, Caltrans' Local Roadway Safety Manual suggests agencies utilize a comprehensive approach that includes systemic and hot spot location improvements in developing a safety plan.

Potential countermeasures that can be applied systemically throughout various locations in the City are presented in **Table 6.5** below.

Table 6.5 Systemic Countermeasures

Location	Type of Countermeasure	Countermeasure
Citywide	Education	Pedestrian and bicycle education campaign (crossing at crosswalks, wearing high-visibility clothing at night, following the bicycle rules of the road etc.)
	Education	Safe driver education for all drivers
	Education	Safe driving campaign for students
	Enforcement	Speed enforcement and management ²
	Engineering	Install bike infrastructure ¹
	Engineering	Add sidewalks/close sidewalk gaps
	Engineering	Pedestrian Crossing Enhancements ¹
	Engineering	Provide pedestrian countdown timers, updated push buttons, AND Leading Pedestrian Intervals (LPis) at signalized intersections (as needed)
	Engineering	Flashing Yellow Arrows/Protected Left Turn signal heads at signalized intersections
	Engineering	Evaluate installation of green bike conflict markings at intersections ¹
Engineering	Evaluate adding bike boxes at intersections ¹	

¹ Pedestrian Crossing Enhancements and Bike Safety Improvements are part of the HSIP Set Aside funding and do not require previous collision history

² Speed Management can include the installation of traffic calming devices and/or speed limit changes through AB 43

6.1.4 Active Transportation

American Canyon has an active walking and biking community, with multimodal improvements already on the roadways or in planning and design. In evaluating future transportation projects, it is important to look for opportunities to incorporate facilities and safety improvements for bicycle, pedestrians, and transit, including evaluating protected bicycle and pedestrian pathways. This will help to provide a safe alternative to driving and reduce greenhouse gases while increasing the health and vitality of the community. The reduction of greenhouse gases and increase of active transportation coincides with the City's Climate Adaption Plan which is in the process of being updated.

With additional bikeways and safety improvements, the City acknowledges the importance of bike racks at major attractions and plans to incorporate these into improvement plans.

6.2 Non-Engineering Strategies

A comprehensive approach to selecting countermeasure recognizes that not all safety issues can be addressed through infrastructure improvements. The comprehensive approach to safety involves the 5 E's of traffic safety. Besides engineering safety countermeasures, it is important to recommend safety countermeasures to coincide with the other safety E's. Non-engineering strategies for the American Canyon LRSP are shown in **Table 6.6** below.

Table 6.6 Non-Engineering Strategies

Strategy Type	Recommended Strategy
 Education	Pedestrian education campaign
	Bicyclist education and resources
	Safe Routes to School maps and outreach at schools
	Social media blasts with quick education tool for all users
	Dangers of speeding/speed management campaigns
	Driver education through distracted driving campaigns
	Partner with Regional and Local partners (NVTA, Napa Bike, NCOE)
 Emerging Technologies	ITS infrastructure, web/mobile application (apps) and smart cities practices
	Crash warning system
	Changeable message signs
	Bicycle detection
	Upgraded controllers for leading pedestrian intervals as needed.
	Installing touchless Accessible Pedestrian Signals
 Enforcement	Targeted speed enforcement
	Focused DUI check points or routine stops
	Increasing number of traffic enforcement officers through OTS grants
	Distracted driving enforcement
 Emergency Response	Maintain emergency preemption at signalized intersections
	Improve and maintain access for emergency response vehicles

7. Prioritize and Incorporate Strategies

7.1 Funding Sources

Funding opportunities can come through grant funding such as HSIP, Active Transportation Program (ATP), and other state funded grants. It should be noted that the Active Transportation Program (ATP) funding is very competitive and typically awarded for larger projects in high-density communities.

Each HSIP cycle has available project funding for Benefit to Cost Ratio (BCR) and funding set-aside projects. BCR projects use expected benefit and estimated cost to determine eligibility and likelihood for receiving funding. The expected benefit is determined using the crash history and the predicted collision reduction from the recommended countermeasures.

HSIP also provides funding set-aside projects that do not require a collision history. Set aside funding consists of guardrail upgrades, pedestrian crossing enhancements, installing edge-lines, bike safety improvements, and set-aside for tribes. Each of the set-aside projects except the tribal set-asides are applicable for the City of American Canyon.

For funding for the non-engineering strategies, the California Office of Traffic Safety has resources that can be used by the City to help in traffic safety education for residents. Some campaigns highlighted in their website include impaired driving, distracted driving, pedestrian & bicycle safety, and speeding. The website provides educational materials, safety tips, facts, and resources to use in educating the public on traffic safety.

7.2 Prioritized Projects

In evaluating how to implement safety projects, preliminary benefit-to-cost ratios (BCRs) for priority intersection and segment projects were calculated using the HSIP Cycle 11 Analyzer. **Tables 7.1** and **7.2** contain lists of the proposed intersection and segment projects and their corresponding BCRs. These tables also show additional potential funding opportunities. It should be noted that some of the recommended countermeasures are not current HSIP countermeasures. However, these improvements can typically be included in an HSIP project provided the cost does not exceed 20% of the total project cost.

In addition, the awarded projects through the BCR application for HSIP Cycle 10 started at a BCR of 12. Even though the minimum for the grant application was a BCR of 3.5, the projects submitted were very competitive. Some of this was due to agencies' funding shortfalls with COVID lockdowns and the HSIP grant application deadline extension which allowed more agencies to submit. Therefore, the maximum project cost is also included for a BCR of 10.

Table 7.1 Priority of City Intersection Projects

Intersection	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Preliminary B/C Ratio	Total Expected Benefit	Preliminary Estimated Project Cost*	HSIP Funding Reimbursement Ratio	HSIP Set-Aside**
City Jurisdiction							
Flosden Rd and Daniel Dr	Improve sight distance to intersection (Clear Sight Triangles)	\$134,976	34.6	\$1,349,760	\$39,000	90%	PCE
	Install pedestrian crossing at uncontrolled locations (new signs and markings only)					90%	
American Canyon Rd and Broadway/Silver Oak Trail	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	\$579,442	66.0	\$5,794,422	\$87,750	90%	
	Improve signal timing (coordination, phases, red, yellow, or operation)					50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
American Canyon Rd and Newell Dr/Flosden Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	\$171,784	19.6	\$1,717,839	\$87,750	90%	
	Improve signal timing (coordination, phases, red, yellow, or operation)					50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
Rio Del Mar and Los Altos Pl	Convert intersection to mini-roundabout	\$353,856	18.1	\$3,538,561	\$195,000	90%	
Flosden Rd and Canyon Creek Dr	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	\$34,389	3.9	\$343,893	\$87,750	90%	
	Improve signal timing (coordination, phases, red, yellow, or operation)					50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
Flosden Rd and Via Bellagio	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	\$22,272	2.5	\$222,722	\$87,750	90%	
	Improve signal timing (coordination, phases, red, yellow, or operation)					50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
American Canyon Rd and Via Firenze	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	\$18,054	2.1	\$180,542	\$87,750	90%	
	Improve signal timing (coordination, phases, red, yellow, or operation)					50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
Caltrans Jurisdiction							
SR 29 and American Canyon Rd	Improve signal timing (coordination, phases, red, yellow, or operation)	\$328,342	43.9	\$3,283,423	\$74,750	50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
SR 29 and Rio Del Mar	Improve signal timing (coordination, phases, red, yellow, or operation)	\$597,777	80.0	\$5,977,771	\$74,750	50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
SR 29 and Napa Junction Rd	Improve signal timing (coordination, phases, red, yellow, or operation)	\$56,547	8.7	\$565,471	\$65,000	50%	
SR 29 and Eucalyptus Dr	Improve signal timing (coordination, phases, red, yellow, or operation)	\$39,009	5.2	\$390,091	\$74,750	50%	
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					90%	
SR 29 and Donaldson Way	Improve signal timing (coordination, phases, red, yellow, or operation)	\$31,275	4.8	\$312,751	\$65,000	50%	

* Includes 30% contingency

**PCE = Pedestrian Crossing Enhancements

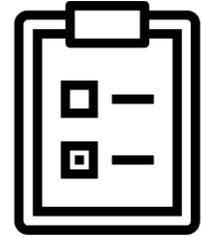
Table 7.2 Priority of City Segment Projects

Segment	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Preliminary B/C Ratio	Total Expected Benefit	Preliminary Estimated Project Cost*	HSIP Funding Reimbursement Ratio	HSIP Set-Aside**
City Jurisdiction							
Newell Dr (Silver Oak Trail to American Canyon Rd)	Install dynamic/variable speed warning signs	\$148,554	76.2	\$1,485,541	\$19,500	90%	
American Canyon Rd (Newell Dr to E City Limit)	Install dynamic/variable speed warning signs	\$426,984	49.0	\$4,269,843	\$87,108	90%	G
	Install guardrail					90%	
	Install delineators, reflectors and/or object markers					90%	
Paoli Loop Rd (SR 29 to SR 29 Overpass)	Install dynamic/variable speed warning signs	\$37,321	4.5	\$373,209	\$82,649	90%	
	Install centerline rumble strips/stripes					90%	
Flodsen Rd (Daniel Dr to S City Limit)	Install dynamic/variable speed warning signs	\$23,174	10.9	\$231,743	\$21,285	90%	
	Install delineators, reflectors and/or object markers					90%	
American Canyon Rd (Silver Oak Trail to Newell Dr)	Install dynamic/variable speed warning signs	\$21,967	9.4	\$219,674	\$23,275	90%	
	Install delineators, reflectors and/or object markers					90%	
Silver Oak Trail (American Canyon Rd to Newell Dr)	Install dynamic/variable speed warning signs	\$2,682	0.3	\$26,821	\$84,500	90%	PCE
	Install pedestrian crossing (with enhanced safety features)					90%	
Benton Way (Wetlands Edge Rd to Donaldson Way/Elliott Dr)	Install dynamic/variable speed warning signs	\$9,924	1.2	\$99,241	\$84,500	90%	PCE
	Install pedestrian crossing (with enhanced safety features)					90%	
Caltrans Jurisdiction							
SR 29 (American Canyon Rd to S City Limit)	Add segment lighting	\$761,181	29.0	\$7,611,811	\$262,600	90%	
	Install dynamic/variable speed warning signs					90%	
SR 29 (Green Island Rd to Napa Junction Rd)	Add segment lighting	\$108,508	4.1	\$1,085,076	\$262,600	90%	
	Install dynamic/variable speed warning signs					90%	
SR 29 (Rio Del Mar to Donaldson Way)	Add segment lighting	\$111,604	5.4	\$1,116,040	\$205,400	90%	
	Install dynamic/variable speed warning signs					90%	
SR 29 (Donaldson Way to American Canyon Rd)	Add segment lighting	\$125,012	8.4	\$1,250,116	\$148,200	90%	
	Install dynamic/variable speed warning signs					90%	
SR 29 (Napa Junction Rd to Rio Del Mar)	Add segment lighting	\$83,636	5.1	\$836,357	\$162,500	90%	
	Install dynamic/variable speed warning signs					90%	

* Includes 30% contingency

**G = Upgrade Guardrail, PCE = Pedestrian Crossing Enhancements

8. Evaluation Process



To evaluate the success of this plan, yearly collision analysis, along with requests for public feedback, can take place and be compared to the established goals.

- 1 Goal: Create a safe, healthy, convenient, and connected community by developing a roadway safety plan targeted to American Canyon’s transportation and roadway safety needs.**

Measure of Success: The number of residents choosing alternative modes of transportation more often noticeably increases after the implementation of this plan and proposed countermeasures. Residents report feeling safe and are better able to navigate the City without a vehicle. This can be captured through a public survey.

- 2 Goal: Reduce the potential for fatal and severe injury collisions citywide.**

Measure of Success: There is a downward trend of fatal and severe injury collisions throughout the City over a 5-year period.

- 3 Goal: Reduce rear end collisions on SR 29 by implementing strategies that mitigate speeding.**

Measure of Success: There is a downward trend of rear end collisions on SR 29 after speed management strategies have been implemented over a 5-year period.

- 4 Goal: Reduce broadside collisions in City roadways by implementing strategies that reduce Right of Way and Signals/Signs violations.**

Measure of Success: There is a downward trend of broadside collisions on City roadways after strategies have been implemented over a 5-year period.

- 5 Goal: Improve multimodal transportation safety by expanding the City’s opportunities for non-motorized transportation infrastructure using context sensitive designs.**

Measure of Success: American Canyon prioritizes multimodal improvements in grant and city funding opportunities with context sensitive design solutions. With these improvements, there will be a downward trend in bicycle and pedestrian collisions with vehicles over a 5-year period.

- 6 Goal: Improve safety around schools by increasing multimodal infrastructure, enhanced crossings, and education and enforcement.**

Measure of Success: Residents will feel more comfortable choosing multimodal transportation to travel to and from school zones and express an increased feeling of safety in these areas. This can be captured through a survey from the schools.

9. Next Steps

The City of American Canyon plans to send the Local Roadway Safety Plan to City Council for adoption in August 2022. This safety plan will be a living document and will guide the City's roadway safety needs for the next five years. It will be updated as needed and the goals will be monitored.

10. References

Recent/Planned Projects

Traffic Data

- City of American Canyon Collision Data, Statewide Integrated Traffic Records System, 2017-2021.
- City of American Canyon Collision Data, Transportation Injury Mapping System, 2017-2021.

Plans/Manuals/Articles

- “Developing Safety Plans, A Manual for Local Rural Road Owners”, Federal Highway Administration, March 2012, http://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/.
- 2020-2024 California’s Strategic Highway Safety Plan (SHSP), “California Safe Roads: 2020-2024 Strategic Highway Safety Plan”, Caltrans.
- “Local Roadway Safety, A Manual for California’s Local Road Owners”, Caltrans, Version 1.6, April 2022
- “Highway Safety Manual”, American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- “California Manual of Uniform Traffic Control Devices (CA MUTCD)”, Revision 5, 2014.

Websites

- California Department of Transportation, “Strategic Highway Safety Plan (SHSP)”, <https://dot.ca.gov/programs/safety-programs/shsp>.
- California Department of Transportation, “Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)”, <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>.
- California Department of Transportation, “HSIP Cycle 10”, <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>.
- City of American Canyon Local Road Safety Plan, <https://ghd.mysocialpinpoint.com/american-canyon-lrsp>
- Institute of Transportation Engineers, <https://www.ite.org/technical-resources/topics/safe-systems/>.

Surveys

- Local Road Safety Plan Project Survey, <https://ghd.mysocialpinpoint.com/american-canyon-lrsp>.

Appendix A

Stakeholder and Public Input

Appendix B

Collision Data



ghd.com

→ **The Power of Commitment**

Appendix A

Stakeholder and Public Input

Agenda

May 03, 2022

Project	City of American Canyon Local Road Safety Plan	From	Kathryn Kleinschmidt
Subject	Stakeholder Working Group Meeting	Tel	+1 805 858-3147
Date/Time	May 3, 2022 from 1 p.m. to 3 p.m.	Project no.	12574952

1. Introductions

- a. Erica Ahmann Smithies -Safety Champion/Project Manager for the City
- b. LRSP Stakeholder Working Group members
 - i. Role and interest in serving on this committee

2. Background

- a. Purpose of LRSP
 - i. Engages stakeholders representing all E's and other local community stakeholders (neighboring jurisdictions, advocacy groups, and officials) in developing a plan of action to increase safety and create a prioritized list of projects
- b. LRSP Process

3. Data Analysis

- a. Collision data from the past 6 complete years (2015-2020)
 - i. Location
 - ii. Hot Spot Locations
 - iii. Collision Severity
 - iv. Collision Type
 - v. Fatal and Severe Injury Collisions
 - vi. Environmental Factors
 - vii. Top Violation Categories
 - viii. Pedestrian Collisions
 - ix. Bicycle Collisions
- b. Focus challenge areas per Strategic Highway Safety Plan
- c. Top ranking intersections and segments
- d. Safety Approach
 - i. Safe System Approach
- e. Safety Projects
 - i. Recent, on-going, and planned
 - ii. ARPA proposed projects
 - iii. SR 29

4. Vision, Goals, & Priorities

- i. Vision
- ii. Goals
- iii. Mission Statement
- iv. Metrics and Strategies
- v. FHWA's Proven Safety Countermeasures
- vi. HSIP Funding

5. Plan Updates

- a. Track metrics
- b. Update every 5 years
- c. Living document

6. Other Items

- a. Public Outreach
- b. Action Items

Agenda

June 16, 2022

Project	City of American Canyon Local Road Safety Plan	From	Kathryn Kleinschmidt
Subject	Stakeholder Working Group Meeting #2	Tel	+1 805 858-3147
Date/Time	June 16, 2022, from 2 p.m. to 3:30 p.m.	Project no.	12574952

1. Introductions

- a. Facilitators
- b. Safety Champion/Project Manager for the County/City
- c. LRSP Stakeholder Working Group members

2. 1st Meeting Summary

- a. Meeting summary
 - i. Challenge/emphasis areas
 - ii. Sample mission, vision, and goals
 - iii. Collision analysis from past 5 years
- b. Guiding principles
 - i. Finalize mission, vision, and goals

3. Recent Developments

- a. Public website engagement
 - i. Overall engagement
 - ii. Summarized interactive map comments
 - iii. Summarized survey results

4. Safety Countermeasures

- a. Methodology
- b. Countermeasures for City and Caltrans roadways
 - i. Recent projects
 - ii. Priority locations
 1. Intersection countermeasures
 2. Segment countermeasures
 - iii. Systemic countermeasures
 - iv. Non-engineering strategies

5. Next Steps

- a. Provide feedback on meeting topics
- b. Public meeting to follow
- c. Draft LRSP document

Memorandum

August 11, 2022

To	Erica Smithies, Becky Hendryx	Tel	+1-805-858-3147
From	Kathryn Kleinschmidt	Email	Kathryn.Kleinschmidt@ghd.com
CC	Kiera Bryant	Ref. No.	12574952
Subject	Summary of Current Public Engagement from the American Canyon LRSP Public Website		

1. Introduction

This memorandum documents the public website engagement from the American Canyon Local Roadway Safety Plan public website (ghd.mysocialpinpoint.com/american-canyon-lrsp). The website opened for public input on May 12, 2022 and is still accepting responses at the time of this memorandum. It was promoted through a variety of sources including, but not limited to:

- City of American Canyon Facebook post (May 12, 2022) and news feed
- City of American Canyon city website home page
- City of American Canyon Traffic Calming Workshop (May 19, 2022)

2. Public Website Results

2.1 Overall Engagement

Figure 1 shows the number of unique stakeholders, interactive map comments, and survey responses that the website gathered during the current public input period. Unique stakeholders are the number of people who are interacting with the website (adding comments/answering surveys).



Figure 1 Summary of Current Engagement

The week with the most engagement (highest number of comments and survey responses submitted) was June 28 to July 6. **Figure 2** shows the stakeholder engagement by day.

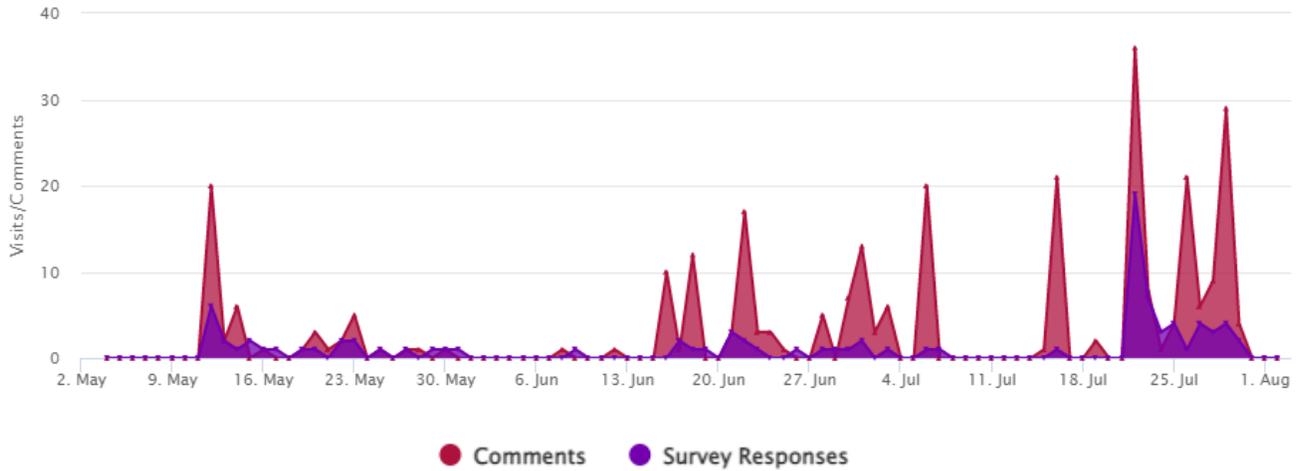


Figure 2 Stakeholder Engagement by Day

2.2 Interactive Map Engagement

There were 151 comments on the interactive map feature of the website. This feature on the website allowed the public to drag icons to a location within the city and leave a comment regarding driving, transit, schools, biking, or pedestrians at that location. The recorded interactive map comments are mapped in **Attachment 1**. The top comment type was a driving comment (see **Figure 3** for the breakdown of responses).

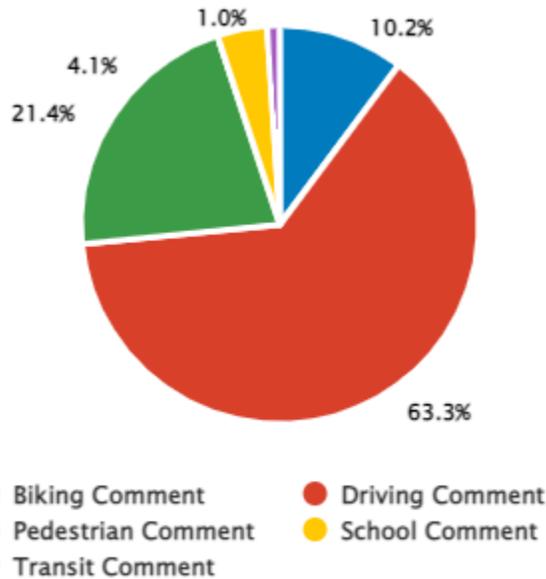


Figure 3 Type of Comments for the Interactive Map

Figure 4 shows a heatmap of the interactive map comments. Areas with high densities of interactive map comments within American Canyon include Elliott Way between Benton Way and W American Canyon Road, James Road between Wilson Way and Donaldson Way W, Wetlands Edge Road, Donaldson Way E, Newell Drive, and Melvin Road.

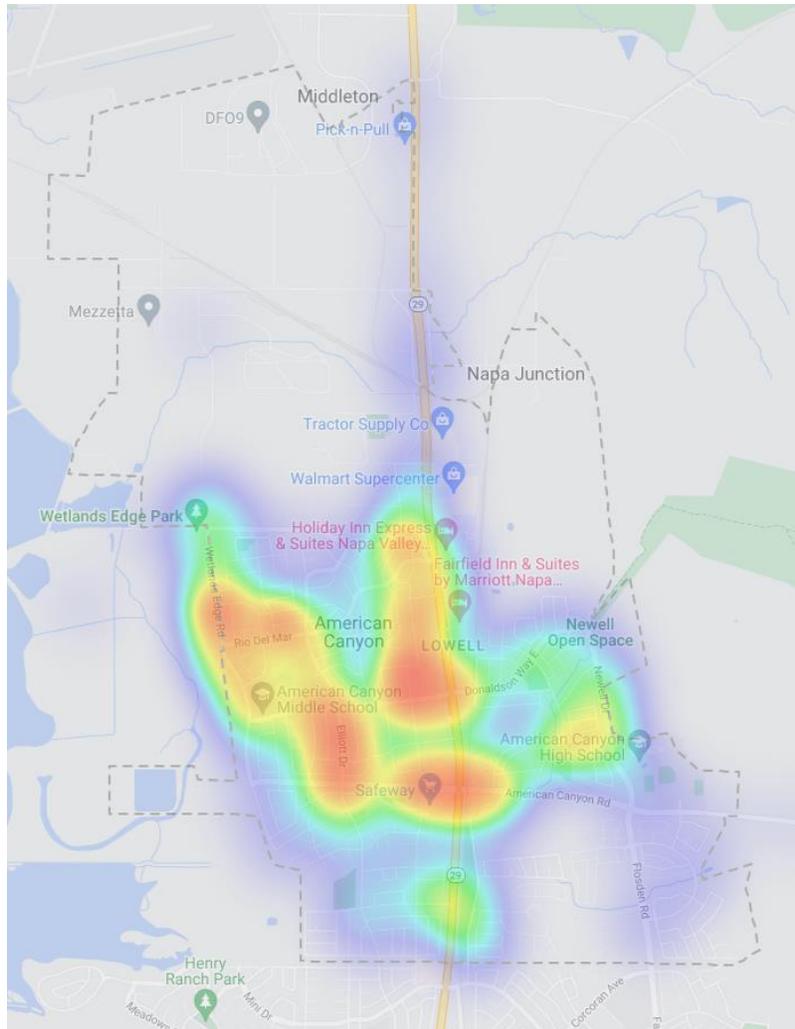


Figure 4 Heatmap of Interactive Map Comments

2.3 Public Survey

The City of American Canyon Public Survey asked six primary questions relating to the LRSP. The survey received 44 responses as of July 14, 2022. The results from the survey are documented below.

1. What are the main roadway safety issues for American Canyon?

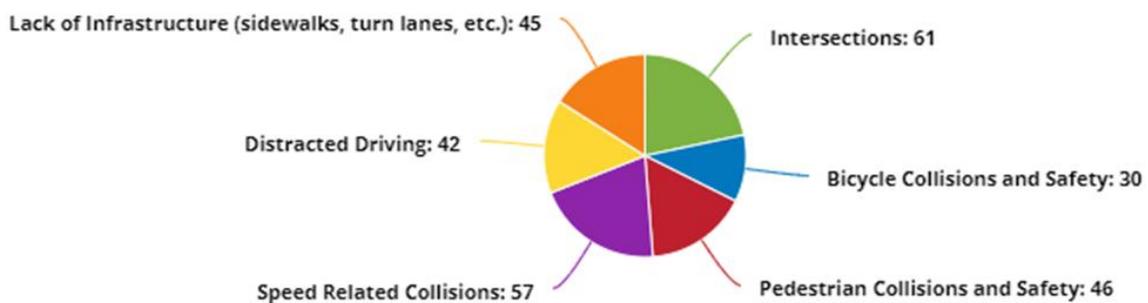


Figure 5 Responses to Public Survey Question 1

Other safety issues and concerns identified by the public include:

- Accidents
- Additional bike paths that connect neighborhoods and provide an alternative to driving. Safer pedestrian and bike crossings for hwy 29 (Rio Del Mar, American Canyon Road, Donaldson Way)
- A lot of the streets are in poor condition. A lot of speeding on main roads that are used to go around HWY29 traffic and people not knowing how to use a stop sign. There are also portions that do not have sidewalks or ramps that make it difficult for people walking with strollers or handicap.
- A lot of traffic in neighbors.
- A lot of vehicles use Dan Rose and Elliott to bypass hwy 29 traffic. Cars are speeding, not paying attention and running stop signs. Suggesting Speed bumps- similar to what was added on Wetlands Edge near the new Napa Junction campus. Continued Police presence at school bus stops, Dan Rose drive and near schools during Commute time.
- Anything to help with making people Stop instead of rolling through . Plus on 29 the lane that turns into the shopping center with Westamerica bank. Cars race Down the strip and at last minute shoot back Into traffic on many time going well over the painted white stripes, can raised white concrete and raised material to stop drivers from going over it.
- Donaldson & Eucalyptus and Donaldson & Jana stop signs impact me directly.
- Donaldson Way East/West stop light has grown into a major traffic back up intersection. A round about is a GREAT idea. it could be mirrored off of several larger roundabouts that have been successfully installed down towards Pebble Beach off of hways 1 and 68 in Carmel Woods.
- Drivers flying (speeding) through our residential streets, and hardly anyone stops at stop signs-they just blow through. It's very unsafe on our residential roads.
- Drivers -- particularly those younger than age 50 -- routinely drive beyond the posted speed limits. A notable number of drivers operate their vehicles while using a mobile device.
- Drivers routinely drive beyond the posted 25MPH speed limit along Shenandoah Drive and Silver Oak Trail -- typically driving 30-40MPH (based both on my estimation and by way of the speed indicator on Shenandoah Dr.). About 30% of all drivers are driving while simultaneously attending to a mobile device. On rare occasion, drivers will run stop signs -- the few times I've seen this it was 100% young Black males. An extremely reckless act I increasingly observe regards drivers stopped on the railroad tracks (on American Canyon Road) while awaiting the to signal change; the drivers committing this unsafe act are overwhelmingly females of all ages.
- Every day I see total disregard for safety like speeding, ignoring stop signs, endangering pedestrians etc.
- Excessive speeding down Rio Del Mar. Running 4-way stops by schools.
- Few residents seem concerned with speed and stop signs. As someone who has been hit by a car as a child and now has grandchildren living in American Canyon, I find the lack of enforcement unfortunate. I hope it doesn't take a tragedy to make changes.
- Google maps routes traffic through vintage ranch on Newell and then Donaldson so that it is non-stop traffic and people drive way to fast and ignore and blow through the stop signs. I see this almost daily.
- Heavy volume of traffic on roads not designed to bear that level of traffic
- Hello I resigned at 20 Corrina Way in American Canyon I'm concerned about the speeding that on our street now. Corvina court was a private Court . It's no longer a private Court . I think we should think about speed bumps. Also the Street light at night time.

- I live on Danrose and you'd never know there were stop signs at every corner if you just watched all the cars blowing through all day.
- I live on Melvin Rd and it is the frontage road to highway 29. People use Melvin Road to keep from traveling on the congested highway. It is particularly heavily traveled in early morning and afternoon during rush hour. People traveling on Melvin Road are very rude, speeding and overtake you while you are pulling out of your driveway. I realize there is no resolve to this issue but I wish drivers would be more considerate.
- Inconsistent traffic flows, caused backups
- Infrastructure is need on American Canyon Road leading to Hwy 80. No road divider or lights. We hear screeching all night long from cars speeding and braking. The lights on 29 thru AC are not timed and create a hellacious commute.
- I see a lot of people running through stop signs and speeding in neighborhoods.
- Its no secret we have too many cars commuting thru our town. Many using side streets to speed thru to avoid the traffic of the highway. There also needs to be more speed measure put into place near schools.
- Las personas cada vez manejan muy distraídos y muy alta velocidad
- Many of the large setbacks and large parking lots on commercial lots make it dangerous for pedestrians to shop and dine out because there are many unmarked traffic lanes in the parking lot and there is a large space to traverse that is solely designed for cars. We should consider reducing free parking requirements on these businesses and create design standards that protect pedestrians who are crossing the parking lot that the businesses can opt into. It will be good for businesses, pedestrians, and the city.
- Many streets are very crowded during peak morning rush and many children are walking to school. People in vehicles speeding through intersections. More stop signs, speed bumps and crossing walk lights could help. Also our streets are crowded with cars, trucks and RVs that never more or just rotate and block streets and views of driveways and crosswalks.
- Mobile home parks with no speed bumps!!! Signs are posted for 10 MPH HOWEVER, after recently removing the speed bumps traffic goes 40-60 MPH on a daily basis
- No one stops at stop signs, lots of speeding. Traffic from the highway diverts to residential surface streets causing major problems in morning and evening commutes. I could go on and on and on and.....
- Not enough ada sidewalks
- Not stopping for stop signs
- On American canyon road people drive very fast. In order to curb this speeding maybe another stop sign or stop light would help.
- People speeding on residential streets. People running stop signs. People doing donuts and burning rubber on residential streets/intersections.
- People speed through the neighborhoods running stop signs.
- Road discipline is in steep decline as drivers rush due to busy lives. Probably most of us fall in that category. A great tactic is simply to tell drivers to leave a little early to get there on time. This reduces a primary cause of accidents, namely rushing. If that doesn't work, traffic cameras can force better behavior and be a revenue stream for the city.

- Some motorists are either speeding or not stopping at the stop signs (intersection of Broadway & Vine Terrace Way (by Montevino)
- Some speed limits are too high for the streets. Tall plants at corners make it hard to see on coming traffic. When Newell drive and Summerwood are extended for Watson ranch please keep the speed limit 25mph on Summerwood and change Newell drive to 30 mph
- Speed bumps are very effective, and needed on Elliott Drive but....the City most likely will turn a blind eye to the possibility.
- Speeding and not stopping at stop signs is a big problem.
- Speeding is a big factor. Northampton Drive is a big cut thru street, reckless speeders every day. Drivers blowing thru stop signs is also prevalent.
- Speeding on James road between Donaldson and Crawford during rush hours.
- Speeding on residential streets Need more stop signs
- Speeding on residential streets where it is "25" and standard is 45 plus.
- Stop signs. They are not followed by drivers they roll through them or just drive straight through them. Was almost broad sided today by someone turning right never even slowed down to see if anyone was coming as he swung into my lane
- The main safety issue is people driving 50 to 60 miles per hour down certain residential streets. West Donaldson and Eucalyptus to Wetlands edge to name a few. Another safety issue is all the pot holes from terribly maintained roads. People have to drive around the deep holes and go onto the wrong side of the road to do it.
- There are roads in neighborhoods without proper sidewalks, which makes it dangerous for pedestrians. Also the speeding and rush hour traffic on roads parallel to 29 are dangerous from people cutting around traffic on 29. There seems to be a lack of people stopping at stop signs and speeding in neighborhoods.
- There have been a lot of incidents that have made my family feel unsafe in American Canyon, I would love if it were possible to install cameras on certain parts of the city to reduce crime rates.
- There should be a 4-way stop in Marla x Elliot and Marla x Danrose due to blind spots brought about by curved road.
- The speedway/Race track on Newell Dr at night. Someone is going to get really hurt one night. The number of speeding trucks (especially heavy construction trucks) running stop signs and crossing over the line. Plus we have a residence on Granite Springs Way who likes to race his dark green Mustang with loud pipes up and down the street at all hours of the day and night
- The traffic on Elliott Dr, between Benton/DonaldsonWay and American Canyon Road. This is a main road for before and after school auto traffic and kids walking and riding their bikes. People driving on Elliott are going extremely fast, which presents a safety issue for our kids, people walking their dogs and the people stopping at the fruit vendor on the corner. Maybe speed bumps or rumble strips could help to slow the traffic
- This is the same for all cities. People with no talent not paying attention
- Too many large RV's parked on streets that obstruct views, especially near intersection. These same RVs are left in the same parking spot for longer than 72hours. The police do not follow up as needed with these situations. Bicyclists should not be allowed to share the sidewalk with pedestrians on Wetlands Edge Rd. It was a terrible decision to allow that. A bicycle lane should be added on Wetlands Edge Rd.

- Too many people speeding up and down quiet neighborhoods. Also, Taking residential streets to avoid signals at 29!
- Traffic and driver behavior is a big problem throughout the state, but we definitely have our fair share of problems that the city needs to address and help mitigate.
- Traffic speeds are unsafe. Speed cushions decreased speeding on the 500 block by 54%! We are tracking cars and their speeds as they pass our house. This speed study has been underway for two-years. A similar study was conducted in the 500 block of Wetlands Edge. After speed cushions, speeding reduced from 72% to 18%. Excessive speeding (>35mph) has decreased to one-half percent!!! Traffic calming works! More please - the length of Wetlands Edge.
- We need more sidewalks to walk safely around town and from east side to west side of the city
- Wetlands edge continued Ed to be a problem for speeders. The end towards Kensington does not have any sign indicating the road ends. In the past 3 years we have had numerous accidents with residents cars being damaged. City property has been damaged and fencing destroyed. The fence remains damaged still.
- You can't fix stupid. 1) darting across the Hwy 29 divider to enter the Union 76 gas station from the Southbound left turn lane. 2) Completely and utterly misjudging the differential in speed between Hwy 29 50-ish mph traffic and right turn from a feeder onto Hwy 29 from a complete standstill. 3) Pick a lane, any lane, be clear what lane you are in. But you can address Vehicle Code issues: 1) "California Stops" that aren't even close (all 4 way stops); or, take a turn at speed (slowing only to not roll over) (W Am Can Rd and Elliot, W Am Can Rd and Wetlands Edge) 2) Bicyclists that don't realize the Vehicle Code applies to them (signalling, stopping at stop signs/traffic lights). 3) Distracted driving, not using hands free devices.

2. Are you familiar with the City's traffic calming program?

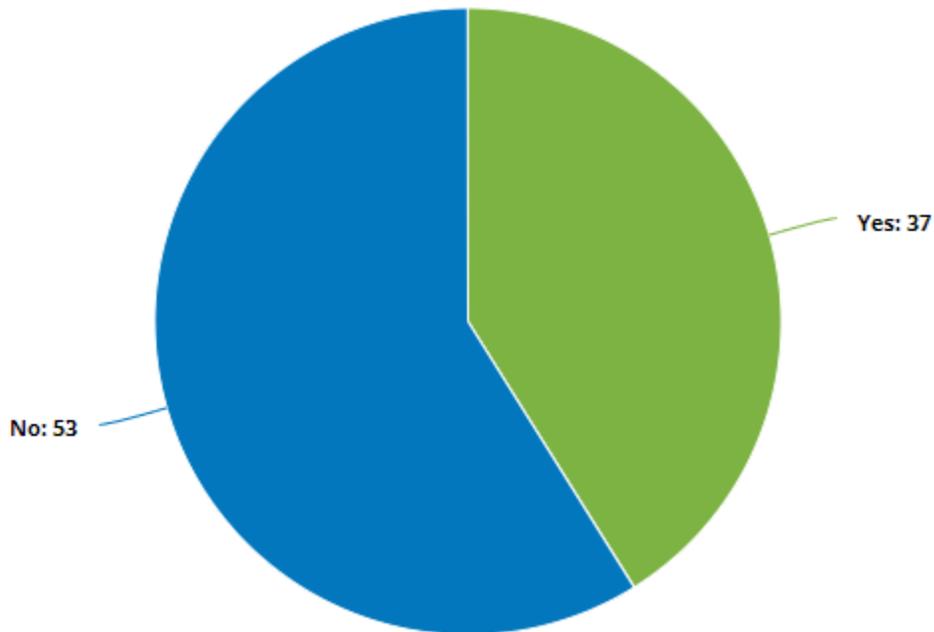


Figure 6 Responses to Public Survey Question 2

3. Do you find the traffic calming program difficult to navigate or understand?

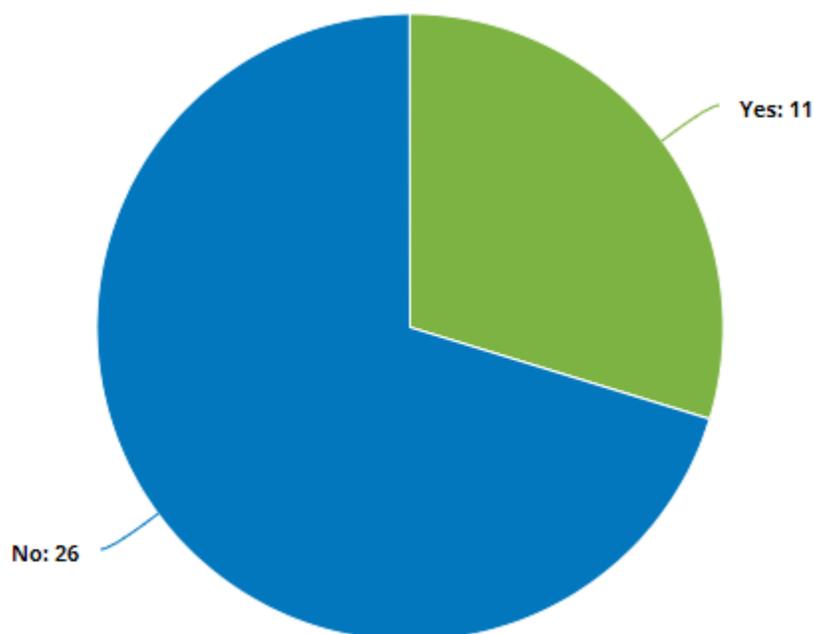


Figure 7 Responses to Public Survey Question 3

4. What changes would make the program easier to navigate/understand?

- Add more lanes
- Easier process to submit a project for traffic calming
- I am familiar that the city has a recently adopted traffic calming program, started as a response to overwhelming complaints about road safety. What makes the program hard to understand is lack of transparency. We don't know what you are doing. The city needs to not just provide traffic calming where people have recently fought hard to get it like Wetlands Edge. The city needs to adopt a working program where dangerous road conditions are sought after and dealt with. Example: on Eucalyptus by West Donaldson, no one can walk on the side walk toward Wetland's edge because the dead grass and weeds at the lot the city owns have overtaken the sidewalk. We have to go into the road and pray someone is not coming up the road in a car at 60 miles per hour cutting the corner sharply and hitting us. If the city is going to own a large lot of weeds by homes, the weeds should be maintained. It is a fire hazard and a pedestrian hazard. We should not have to keep repeatedly complaining about it. The citizens have a right to safety and we have a right know what you are doing to keep us safe. This is why we pay taxes.
- Improvements in both communication, awareness and understanding have already started. Clearing hurdles around who needs to approve and securing funds would help.
- Make it easier to locate by putting on the front page of the City website in "blue/green box" like the construction updates, community calendar, etc.
- Make the resolve to the issues more appealing, ex. Speed humps on Wetlands Edge are ugly and only put where people complain instead of the entire road.
- Most traffic calming has been very good. A few traffic calming improvements seem to be over-engineered. For example sidewalk corner bump-outs ended up being too large for Donaldson Way /

James Road intersection and had to be scaled back. It would have been helpful to test the sizes of the bump-outs with temporary barriers before pouring the concrete.

- none
- None. (Done motorist don't read/understand traffic rules!)
- Once you introduce roundabouts, you'll need an VERY EXTENSIVE education campaign.
- Stop it!!
- Streamline some of the paperwork. Make it easier to initiate traffic calming study, but still require a majority of residents to support road changes. Work out the conflict between tenants and property owners.
- The barrier of entry is very high and the city ignores some requests for traffic calming - even when the majority of a specific neighborhood have requested help.
- The extreme bump outs at some intersection are a hazard. Longer speed bumps would make more sense than the bump outs

5. What roadway safety improvements would you like to see in and around school zones?

- 15 miles per hour enforced
- Add divider
- add same traffic calming humps on 'all roads' leading up to schools, particularly the elementary and middle schools. Maybe at 75 yards and 25 yards prior to the school site or pedestrian crossing areas.
- All of the schools should have the safety lights at the crosswalk like the ones at the elementary school at Eucalyptus and Wetlands edge.
- better crosswalks, improved directions for drop-off cars (busing would be the best option to limit cars). more crossing guards to help with pedestrian and car flow.
- Better response to speeding
- Better stop sign alignment, flags, possibly speed bumps near schools and parks.
- Cameras
- Cameras so parents can get tickets for U turns in front of people and in intersections.
- Change traffic light by high school so each side has a protected turn arrow. That is a major cause of traffic and safety issues. Impatient drivers will turn within inches of students in the crosswalk nearly hitting them
- Crossing guards and police presence
- Crossing guards to help foot traffic as well as street traffic during peak hours.
- Crosswalk attendants
- Definitive turn lanes and holding pattern for pick-up. Sadly this is an accident waiting to happen.
- Enforced speeding and running stop signs.
- Enforcement: drivers, cyclists, pedestrians.
- Enforcement of speed limits.
- Flashing crosswalk lights on the ground.

- Flashing crosswalks at all schools. Police department present every morning and every school dismissal.
- Get rid of bottlenecks
- Greater enforcement, including significantly increased fines, and limiting left turns while, also, considering a further reduction of speed limits.
- Improved or complete sidewalk connections to allow children to walk to school. Add safe bike routes so children can bike to school.
- Improved pedestrian crossing mechanisms
- I would like to see speed bumps on both Newell and Donaldson. I would like to see about 4 x more crosswalks in Vintage Ranch with flashers, especially near Shenandoah park. There are not enough crosswalks across Newell and not enough across Shenandoah. (Every 1/4 mile is too far for a cross walk.) It is only a matter of time before someone is killed crossing Donaldson because the heavy traffic and people literally going 50 mph past the police station. Hey - why doesn't the police install a speed trap camera there and just send tickets to anyone going over 35 mph?
- Lighted crosswalks
- Más vigilancia
- Modified Pick up and Drop off times,
- More clearly marked bicycle lanes and pedestrian walkways in residential areas and more crossing guards for busy intersections. Also some educational signs and city communication, cars don't always know they're supposed to yield to pedestrians and bicycles.
- More crack downs on racing and speeding
- more crossing guards at all Elementary, Middle and High Schools.
- More crossing guards at large intersections.
- More crossing guards, parents could also volunteer to assist
- More efficient pick up/drop off systems. More sidewalks.
- More illuminated signs showing how fast cars are going! Enforcement! There is rarely any police officers at any schools!
- More lightup crosswalks, more road bumps like wetlands edge..
- More measures to slow down speeders thru the side streets.
- More police patrols during high traffic times. Speed bumps/controls.
- More police presence during school starts and outs. Especially at the 4-way intersections. Speed bumps put on Rio Del Mar to slow people down. I have seen animals hit, near misses on people and cars.
- More specific flow during school times. More crossing guards and education around keeping our neighborhood safe.
- More speed bumps.
- More speed humps and all around measures to slow drivers down.
- More visible law enforcement.

- Parents picking up their children should not be allowed to double park in front of the schools, or in the middle of the school parking lots, for extended periods of time, waiting for their children.
- PD watching the school intersections. Traffic patrol by school officials. Start sighting people for not stopping at stop signs and for speeding
- Pedestrian Beacons.
- Perhaps blinking crosswalks so drivers see a pedestrian is crossing
- Potholes fixed
- Reduced speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per AB 321)
- Safe walkways for students, even across the highway.
- Sidewalks
- Slowing traffic and mitigation of traffic
- Speed bumps and traffic lights where it's appropriate.
- Speed bumps
- Speed Bumps
- Speed bumps & cameras
- Speed Bumps in Hummingbird Way Cars are flying before and after school starts (ACMS)
- Speed bumps or more cops present
- Stop sign enforcement.
- Stop sign in more places to slow traffic down in residence streets. More radar enforcement
- Stop signs at Canyon Oaks. Speed limit enforcement. Maybe another crosswalk for the HS kids that J walk across Newell
- Streetlights instead of people directing traffic.
- Targeted speed enforcement around school zones.
- the corner of Benton/Donaldson and Elliott Dr. is a 4-way stop, but I see many people running that stop sign every day. They also run the stop sign by the Boys and Girls Club at Chaseur.
- The issue is not the roadways -- which are fine. Rather, the issue resides squarely with the drivers. California does not require recurring driving competency assessments (like it did in the 1960s and 1970s), and as a result the driving culture of Californians has shifted from that of an earned "privilege" to that of an expected "right". Add to this the cultural shifts seen in the past 25 years and one can understand why the average American driver is increasingly self-absorbed and clearly less socially concerned.
- The new elementary school is causing traffic on Wetlands Edge drive. Parents queue on that road northbound to drop off and pick up their children. Eucalyptus Westbound is wide enough to accommodate the traffic queues but Wetlands Edge is not. Some drivers drive up the left side to turn right, which is dangerous. Please prevent drivers from going straight from Wetlands during pick up and drop-off. This is exactly the same as the old elementary school setup so we have a direct precedent.
- The state allows speed reduction to 15MPH around schools. We should look at that, plus adding rumble strips or speed humps. Parents are sometimes the biggest speeding offenders.

- Touch ups on road lines to have more visibility.
- Traffic calming on streets leading to schools, especially around the middle school - Hummingbird Way
- Traffic enforcement and signage to reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321)
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321

6. What other roadway safety improvements would you like to see?

- A bicycle lane on Wetlands Edge Rd.
- ACPD to start giving tickets. No consequences, no one cares.
- A project to create a road to avoid traffic
- Better accessibility for disabled citizens better traffic lights
- Better bike trails, possibly decided from the roadway.
- Better markings and caution lights for crosswalks.
- Better paved roads, better times stop lights, should be able to drive from one end of town to another, if following the speed limit, without encountering a red light.
- Better roads and better enforcement of speed violations
- Clearly marked walking and bike lanes. Many pedestrians walking the hwy along the should/breakdown areas. Better merge lanes (where they exist) to the hwy.
- Complete SR29 improvements and the Newell extension, so there will be less cut through traffic on local streets, and offer an alternate route when there an accident on SR29.
- Donaldson Way East/West stop light has grown into a major traffic back up intersection. A round about is a GREAT idea. it could be mirrored off of several larger roundabouts that have been successfully installed down towards Pebble Beach off of hwys 1 and 68 in Carmel Woods.
- Fix the worn out roads Need more stop signs
- Get rid of the merger lane at the entrance of American Canyon road at the intersection of Flosom and American Canyon Road.
- Giant underpass for highway 29/broadway and allow cross streets to flow better
- Highway 29 needs a new image and underpass connections for pedestrians safety.
- I know police can't be everywhere all the time but increased enforcement would help
- I would like to see lower speed limits on Danrose Drive along with speed limit signs. We have a lot of accidents and people drive so fast it is ridiculous and dangerous. Check the police department records of the crashes on Danrose Drive. Please help this street. Even speed bumps would be a great help.
- Less congestion
- Less stop signs. Wider streets. Fix potholes. Roads in the city are so bumpy.
- License plate readers on the highway.
- main road, heavily auto-use, non traffic lighted intersections should be reworked to be round-a-bouts. This could easy speeding, allow for continuous flow, and open up difficult areas (or turns) to merging automobiles.
- Maintain the streets better

- Make sure roads are clearly and properly striped. The white or yellow lines are not faded. If the road need replaced get it done.
- More lanes on Hwy 29 and a freeway overpass through town!
- More lighted crosswalks. improve the street paving, FIXING the large number of manhole covers that are no longer flush with the rest of the street.
- More measures to reduce speed on our side streets.
- More sidewalk
- more sidewalks
- More sidewalks and better crosswalks marking. Especially around parks. e.g. Around almost Elliott Park that extend the length of the west side. It crosses multiple roads that have very bad curb drops or miss-aligned curbs forcing. Some on blind corners with evidence of speeders and "side-show" donut marks.
- More sidewalks on school routes. The intersection of Rio Del Mar and American Canyon Road seems to have a lot of rear-ending accidents, maybe it needs a flashing light to warn when the signal is about to change or better timing with the other signals around it?
- more speed buttons (?) at intersections, perhaps in an X pattern, preventing donuts and speeding car thru the intersections
- More striping within crosswalks to make them more visible
- no idea how you get people to stop at stop signs, but it would be nice. Safer crossing for highway 29. Biking and walking are difficult.
- On Donaldson Way in Broadway I would like to see handicap assessability walking from . From the gas station across the railroad tracks
- People do donuts at Newell and Donaldson on weekend nights and speed and drag race there. Plus they blow through the stop sign. This is only going to get much, much worse when the road is expanded. This is a suburban neighborhood and it is now a major thoroughfare but the city seems to be completely ignoring that fact even though the police/fire department must be aware.
- Pothole management in all neighborhoods
- Put signal lights for left turn lanes to blinking red when opposing traffic is absent from from view, rather than waiting for a full signal cycle. Also longer left turn lanes would help thru traffic.
- Red light runner cameras More police patrol at intersections
- Reduce speed on Flosden.
- Re paving American Canyon Rd toward 80
- Roadway safety strategies at stop signs, lights and unmarked intersections. Safe pedestrian crossings on SR29.
- Safe bike routes to allow the community to bike around the city for work, pleasure or school
- Safe sidewalks
- Sidewalk repair and put sidewalks in where there aren't any.
- Sidewalks
- Sidewalks!

- Sidewalks along 29 especially by rio Del Mar. Lots of kids walk along to roadside.
- Sidewalks and clearly marked bike lanes on main streets to protect pedestrians and bicyclists. Especially an alternative path along the east side of Highway 29 for pedestrians and cyclists to go from American Canyon Road to Napa Junction - for east side residents to get to the WalMart shopping center.
- Sidewalks on both sides of the street, throughout McKnight Acres. Repave all streets.
- Smoother and even pavements along highway 29.
- Something in the crosswalk that slows cars down so they cannot just blow through the crosswalk and speed down the road. One example is West Donaldson and Eucalyptus. So much speeding and reckless driving.
- Speed bumps/controls. Giving fines to cars that park on top of sidewalks in the Rancho del Mar neighborhood. Many vehicles park on the sidewalk which is already small making it more difficult for pedestrians to walk safely.
- Speed bumps in 25 mph streets. More ticketing and pullovers for driving infractions.
- Speed bumps in neighborhoods. People driving fast.
- Speed bumps on Dan Rose near the bus stop. Flashing lights at the cross walk.
- Speed cushions in Elliott Dr Stop sign at Crawford Way and Elliott Dr
- speed monitoring signs on streets where cars frequently speed, pedestrian islands for crossing hwy 29, more share the road messaging, green bike lanes in high traffic areas
- Stop sign violators are a danger to pedestrians, other drivers and each other. Enforcement with additional officers. We've seen it working in targeted areas, but there are so many violators throughout the city. They are our own neighbors, we know.
- Streets repaired, stop sign brighter
- The crosswalk on Rio Del Mar and highway 29 needs to be relocated further south of red light. Where it is presently located causes traffic turning left onto highway 29 to stop and traffic backs up and people get restless because the light is short.
- There should also be a stop light at Kimberly x 29 esp for those turning left to 29 from Kimberly.
- Time hwy 29 and Rio del mar on the same schedule to help traffic flow. Roundabouts will not help, they will just move traffic backup to the side streets. With a steady flow of traffic on hwy 29 due to roundabouts cars on side streets will have a difficult time entering roundabouts (will happen at social junction too). What we need are better timed lights and maybe an extra lane. Every where has traffic during commute times its normal.
- To combat continuous increasing traffic, build a freeway connecting Vallejo to Napa. (Doing so is the only logical solution at this time given 40+years of immigration patterns from Central America indicate California's population will continue to increase unabated.)
- Use of more speed humps in parts of town that have become SR 29 bypass routes, additional class I bicycle lanes, sidewalks built-out throughout town and undergrounding of utility poles.
- Walking path along 29. You have to walk through a bunch of meandering neighborhoods to get up and down 29 safely.
- Walking path along the side of the highway towards the local stores to residential areas.

7. Additional Comments

- Can someone please pay attention to why the congestion is so bad and ignored in and out of AC?
- During fires in the Newell Open Space (and we've had 2) we need about 10 times more police presence to keep the looky loos away from blocking our evacuation route in case the fire would jump Newell. This was an extremely dangerous situation last year and there was absolutely no Sheriff deputys on hand to help manage this. Only volunteers. Luckily it didn't jump Newell - but what if that would have happened? No one living in houses with evacuation orders would have been able to get out of their culdesacs due to looky loos blocking it with their cars so that they could post on Instagram. It was a huge failure of the city to not protect everyone from this potential disaster.
- I know hwy 29 is caltrans but they honestly need to make it an underpass with off ramps for those who live or want to shop in our town.
- I know my comments don't mean squat to anyone, but...
- I think the city has been very lucky that there hasn't been more serous injury/fatalities to pedestrians.
- Keep us safe and informed.
- Love the traffic calming changes on Wetlands Edge
- Many people cross the street at dangerous places, spend time sitting or standing in the street or the median, and live in disused street parking and commercial parking lots. I think all this behavior would be reduced if American Canyon embraced Vallejo's supportive housing initiative using HomeKey money to build a supportive housing facility.
- Many thanks for initiating the LRSP
- More police patrols are needed during peak traffic times especially on Theresa Ave, Los Altos Dr. and Rio del Mar. Too many cars run stop signs and drive at excessive speed as they avoid the traffic on highway 29. It's dangerous for other drivers, cyclists and pedestrians.
- No more housing projects. Needs were meet with Watson ranch ,canyon estates, and new ones by 7-11. Building on oat hill near a fault line is ridiculous. Please reduce apartmentsfor napa cove so there is proper parking. Please notify all residents for any projects becauseit affectsthe city as a whole not just those living in the immediate area,
- Our local police need to do a better job enforcing parking and traffic laws. Too many people are allowed to block the sidewalks with their vehicles, and monopolize street parking.
- PLEASE DO NOT USE MY EMAIL ADDRESS TO ANYONE!!! I do not want any repercussions from my landlord!
- Roads need to be repaired and repaved.
- Thanks for the survey. Keep harping!
- Thank you for your consideration and taking up this survey.
- Thank you for your work to improve traffic in American Canyon!
- The boys and girls responsible for managing the applicable infrastructure need to convert CA-29 into a freeway between CA-37 and Napa. Unfortunately, this will never happen...because none of these people truly care.
- The problems seem to be mostly bad, impatient drivers. I think AC has very nice sidewalks and streets
- The traffic calming program needs to be set for periodic review, maybe every 4 years. As we are doing a review now, we should be thorough and gather as much information as possible. Additionally,

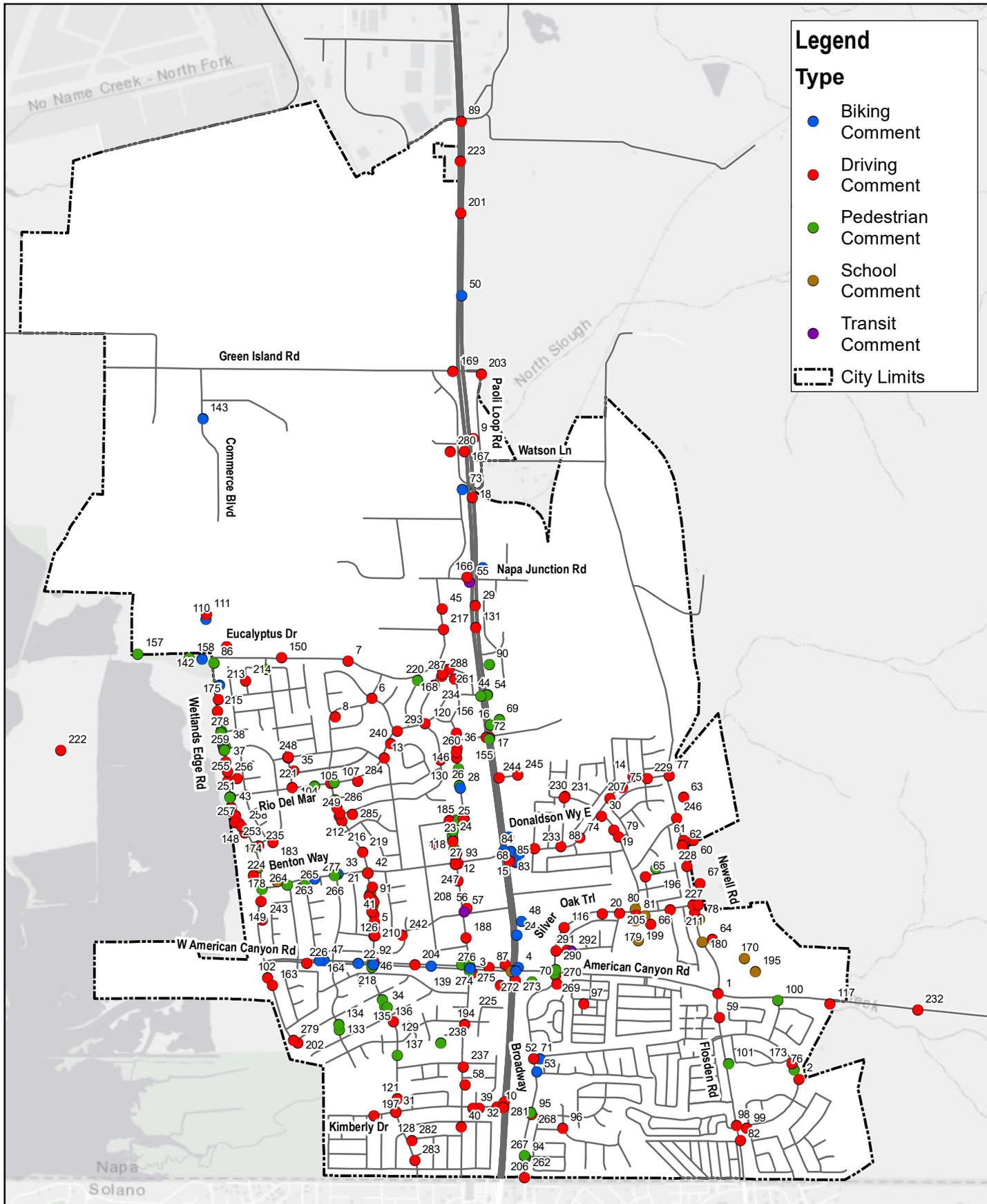
information on how citizens can record speeds and other traffic infractions should be included in the plan.

- Wish for an overpass over American canyon road
- Next Steps

In moving forward with the LRSP process, the next step is to incorporate the comments from the public in the draft LRSP. Once the draft LRSP is complete, it will be sent to the County for review.

Attachment 1

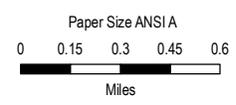
Interactive Map Comments



Legend

Type

- Biking Comment
- Driving Comment
- Pedestrian Comment
- School Comment
- Transit Comment
- City Limits



CITY OF AMERICAN CANYON
 LOCAL ROADWAY SAFETY PLAN

PUBLIC COMMENT LOCATIONS

Project No. 12574952
 Revision No. -
 Date 08/11/2022

FIGURE 1

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
1	5/12/2022 14:01	Driving Comment	The drivers turning from Flosden on to American Canyon need better lane guidance for the turn. Also, during school hours, keep crossing guards staffed.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300904	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
2	5/12/2022 14:03	Driving Comment	Speed bumps should be in place for Via Bellagio. Drivers are going excessive speed on this road and there are children walking to school plus with bus pick-up/drop-off that are endangered by this activity.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300905	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
3	5/12/2022 14:05	Driving Comment	Drivers going west to east on American Canyon Road are doing so over the speed limit. There are numerous close calls with cars turning into Safeway complex at gas station and Starbucks.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300906	Thank you for taking the time to leave a comment. This location as well as speeding/aggressive driving are addressed as a priority in this report.
4	5/12/2022 14:06	Biking Comment	There are no bike lanes provided on Highway 29. Pedestrians are also at risk when attempting to walk or cross over.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300907	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
5	5/12/2022 15:06	Driving Comment	People speeding continuously especially before school and after school buuut at all times	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300913	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
6	5/12/2022 17:00	Driving Comment	This intersection requires a 4-way stop; Donaldson runs on a hill, and has no stop signs (which Gisela does) and drivers invariably go too fast downhill from west to east. There are many kids who live in this area & play in the street.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300923	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP. To install an All-Way Stop, the intersection would need to meet CA MUTCD warrants.
7	5/12/2022 17:02	Driving Comment	Eucalyptus requires speed bumps or rumble strips - drivers take this back road well over the speed limit, especially headed west/downhill towards the school, and around the bend where I placed the marker. The bend is a nearly-blind curve. Considering current traffic plans will route more cars along this road, speed bumps will decrease the danger to pedestrians on the south sidewalk, and students at the school.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300926	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
8	5/12/2022 17:04	Driving Comment	This is another intersection that, if it had a complete 4-way stop, would prevent drivers from taking the downward slope of Donaldson too quickly - at present, it is a hazard, and it is dangerous to turn left onto Elke from eastbound Donaldson, since you can't see who's coming over the hill on the westbound side.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300929	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP. To install an All-Way Stop, the intersection would need to meet CA MUTCD warrants.
9	5/12/2022 17:09	Driving Comment	We need multiple radar-sensored speed signs that flash at you when you go over the speed limit, along the 29. The long downhill slope moving northbound is a good place for ACPD to nab speeders with radar guns, but it'd be nice if they didn't have to.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300930	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
10	5/12/2022 17:21	Driving Comment	People use Kimberly as a way around traffic but people use it as a highway. There have been multiple time someone has crashed into the houses adjacent to hwy 29 from going too fast and you can rarely pull out of your driveway. The road conditions are also terrible and cars kick up rocks onto the sidewalk and into cars parked.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300931	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
11	5/12/2022 18:28	Pedestrian Comment	Need a full side walk along this road with wheelchair ramps	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300940	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
12	5/12/2022 18:29	Driving Comment	Continue the road repairs	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300941	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
13	5/12/2022 18:33	Driving Comment	Road repair	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300943	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
14	5/12/2022 19:39	Driving Comment	Lately there has been a lot of fast driving and near miss accidents around this area.. It is an area of concern because there are many kids that play around this area in front of their homes.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300950	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
15	5/12/2022 19:41	Pedestrian Comment	Would love to see some kind of pedestrian bridge built on this road.. it would provide access for children walking from school and also encourage residents to exercise or even walk to local stores.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300952	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
16	5/12/2022 20:53	Pedestrian Comment	Need sidewalk	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300962	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
17	5/12/2022 20:54	Driving Comment	Roundabout here with bike and pedal crossing	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300963	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP. To install a roundabout, the intersection would need to meet CA MUTCD warrants.
18	5/12/2022 20:55	Driving Comment	A underpass is needed here	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300964	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
19	5/12/2022 22:39	Driving Comment	Drivers routinely drive above the posted 25MPH speed limit. The average speed appears to be 30-40MPH (based on the speed indicator and personal estimation).	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/300971	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
20	5/12/2022 22:45	Driving Comment	Drivers routinely drive above the posted 25MPH speed limit. The average speed appears to be 30-40MPH (based on personal estimation). Also consider relocating the center stripe closer to the "east-bound side". Currently, the stripe is centered; however, given parking is allowed only on the "west-bound side", more roadway could be freed-up to the west-bound drivers, which would promote an overall safer roadway.	1	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/300973	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
21	5/13/2022 8:15	Pedestrian Comment	Need police presence and or Crossing guards to keep our kids from being hit. Drivers ignore the stop signs and are too impatient with pedestrians.	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/301004	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
22	5/13/2022 8:16	Driving Comment	Drivers speed down this street every morning. Running the stop signs. Putting pedestrians and bikers at risk.	1	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/301006	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
23	5/14/2022 9:45	Driving Comment	Continue replacing the roads. No more big rigs through the neighborhood!	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/301150	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
24	5/14/2022 9:46	Pedestrian Comment	Sidewalks need lots of improvement	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/301151	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
25	5/14/2022 9:48	Driving Comment	People ignore the stop sign here and drive way too fast.	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/301152	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
26	5/14/2022 9:53	Pedestrian Comment	Sidewalks! Taking a walk would be much safer with sidewalks on Melvin. Cars drive way too fast on this road	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/301154	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
27	5/14/2022 9:57	Driving Comment	Traffic enforcement at this intersection. Many drivers roll right through the stop signs without stopping.	1	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/301155	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
28	5/14/2022 9:58	Biking Comment	A dedicated bike lane would be nice along this road. I worry for the people I see biking on these roads.	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/301156	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
29	5/16/2022 0:28	Driving Comment	During commute hours, I have seen many vehicles using the shoulder and/or turn lanes on both side of 29 to bypass traffic illegally and at unsafe speeds at the intersection of Broadway & Napa Junction Rd. One of many reasons I choose not to commute to work on my bike.	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/301283	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
30	5/19/2022 19:47	Driving Comment	I often see people not stopping at this stop sign. I don't mean "California stop" either, they don't even seem to slow down. Most often, I notice it during commute traffic in the morning.	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/302169	Thank you for taking the time to leave a comment. Speeding/aggressive driving as well as increased enforcement are addressed as priorities in this report.
31	5/20/2022 19:55	Driving Comment	Cars speed on Elliott. Cars often don't stop when making a right from Kimberly onto Elliott. We have kids and feel the crosswalks and sidewalks are dangerous because of the cars. For example our neighbors car was totaled while parked on Elliott. When I do yard work next to the street our neighbors express concern about being hit by speeding cars.	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/302370	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
32	5/20/2022 19:59	Driving Comment	Cars drive too fast on Kimberly. The street is exceptionally wide, which facilitates speeding. I what traffic calming measures might lower speeds and improve the aesthetic of the street? Street trees or shrubs? There's a lot of room for improvement on Kimberly between 29 and Elliott.	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/302371	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
33	5/20/2022 20:03	Biking Comment	When biking or walking to the parking lot between DWES, BGC, and ACMS it's awkward to cross Benton. The crosswalks don't align with the driveway. Making the left onto Benton from this parking lot is very difficult on bike with school traffic. It's especially sketchy when biking with kids	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/302372	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
34	5/21/2022 7:05	Pedestrian Comment	Bicycle / pedestrian path from dog park to tennis & basketball courts to community garden -- need crosswalk on these streets, please and would be nice if the curb drops lined up to minimize time to cross the street	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/302396	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
35	5/22/2022 17:07	Driving Comment	Corner of Rio Grande and West Carolyn should be a 4-way stop sign. The curve on Rio Grande is somewhat blind and large vehicles often are parked, legally, but making it hard to see cross-traffic if you are stopped at West Carolyn.	1	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/302597	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP. To install an All-Way Stop, the intersection would need to meet CA MUTCD warrants.
36	5/22/2022 17:14	Driving Comment	Lots of speeding on Melvin during commute hours. Speed humps might slow everyone down and make this a safer street.	0	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/302599	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
37	5/23/2022 11:22	Driving Comment	Speeding cars, heavy traffic during school drop off/pick up times, dangerous conditions for kids/pets/elderly when crossing street to walk along wetlands edge trail. Requesting traffic calming in the form of speed cushions as installed in the 500 block.	1	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/302695	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
38	5/23/2022 15:38	Pedestrian Comment	All the crosswalks on Wetlands Edge Road are highly used by the neighborhood to reach the Wetlands Linear Path trail or outdoor gym/park Please ADD striping to the crosswalks to make them more visible, and remove bushes (or keep trimmed short) that impede visibility of smaller pedestrians waiting to cross.	1	0	https://ghd.mysocialpoint.com/american-canyon-lrsp/map#marker/302758	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
39	5/23/2022 19:29	Driving Comment	Roads are terrible. People speed after turning onto Kimberly.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302908	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
40	5/23/2022 19:30	Driving Comment	Road repairs, please!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302909	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
41	5/23/2022 21:02	Driving Comment	There is continuously speeding	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/302914	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
42	5/25/2022 13:16	Driving Comment	every morning during peak drop-off hours (7:45 to 8:10 AM) multiple drivers create their "own" turning lane to turn on Donaldson way towards the middle school. If cars are stopped at the intersection, they split the lane to turn right. Most of the time, the car is stopped because somebody is crossing the street. I have witnessed at least five incidents where somebody almost got hit by a driver who decided to split the lane and cross the crosswalk without looking.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/303226	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
43	5/27/2022 16:04	Driving Comment	Traffic speeds in 200 - 400 block wetlands edge road	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/303660	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
44	5/28/2022 13:11	Driving Comment	There are many accidents here going from 55 to a dead stop... is there any way to have a overpass? So there is a straight drive from Mini Drive to Walmart? I understand there is a fault line along 29 but just thought it was worth a shot to ask! Thank you for your time!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/303719	Thank you for taking the time to leave a comment. There are planned operational improvements for SR 29 that may help mitigate this issue.
45	5/30/2022 7:58	Driving Comment	Theresa Avenue is "officially" the alternate Route 29. The traffic, especially during commute hours, is horrendous. As a 45 year resident of American Canyon, having always lived on Theresa Avenue, I have witnessed dramatic traffic changes, both on our street and in our city. I noted that traffic calming measures were implemented on Wetlands Edge. I believe that similar measures should be considered for Theresa Avenue. Additionally, the STOP sign at Napa Junction and Theresa is mostly ignored.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/303779	Thank you for taking the time to leave a comment. There are planned operational improvements for SR 29 that may help mitigate this issue.
46	6/8/2022 13:29	Pedestrian Comment	the fruit vendor on this corner often takes up the entire sidewalk. The fruit stand, the chairs, the pets and the umbrella take up so much space, that pedestrians have to walk in the bike lane to get around them. This creates a problem with cyclists and with the cars. It is a dangerous intersection already, and this makes it worse.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/307469	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
47	6/12/2022 16:12	Biking Comment	Many Bikers tend to use the sidewalk for biking because they don't want to bike next to 40+ mph cars. This applies to other roads such as Donaldson. Do either: A) intentionally narrow lanes to slow car speed B) have cars yield to bicycles at stop signs because bicycles are most vulnerable after stopping (they should be continuous) C) Define the bike lane (green or physical barrier) D) widen bike lane (Also possibly contributes to A)	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/308640	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
48	6/16/2022 14:24	Biking Comment	No official bike lane on 29 from American Canyon Road to Donaldson.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310597	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
49	6/16/2022 14:25	Biking Comment	Pedestrian/bike lane ends before the train tracks. Need alternative for bikes/pedestrians going over the over pass.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310606	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
50	6/16/2022 14:29	Biking Comment	Biking Southbound on 29 from Kelly Road to Green Island is so treacherous. Many cracks and rough pavement. There is a less than one foot space from the white line that there is no shoulder and gravel for cyclists right by Doshier Gregson.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310609	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
51	6/16/2022 14:30	Biking Comment	No bike lane from Donaldson to Walmart area. Roads are rough and many deep cracks.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310611	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
52	6/16/2022 14:31	Biking Comment	Need official bike lane on Boradway from Cartanega to AmCAN Road.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310613	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
53	6/16/2022 14:32	Biking Comment	Need Share Road painted here.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310615	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
54	6/16/2022 17:02	Pedestrian Comment	This is one of the primary pedestrian routes between the Napa Junction shopping center and the southbound bus stop, as the north one located directly on the highway. There is a crosswalk here, but once you go to the eastern side of the highway, it instantly dips into a drainage pit with the path being a dirt road. This is dangerous, especially during rainy weather	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310699	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
55	6/16/2022 17:05	Transit Comment	This bus stop sits directly to the side of the highway with no shelters, sidewalks or benches. Could the vacant lot be used for a transit stop, similar to the one in Benicia at Military and 1st?	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310702	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.
56	6/16/2022 17:12	Driving Comment	This is American Canyon's transit hub; however it's not served by the normal Route 11, one of Napa County's lifeline routes. The closest stops are located about 1/2 a mile away, I recommend the 11 turn at Donaldson and W. American Canyon way	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310705	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.
57	6/16/2022 17:13	Transit Comment	This is American Canyon's transit hub; however it's not served by the normal Route 11, one of Napa County's lifeline routes. The closest stops are located about 1/2 a mile away, I recommend the 11 turn at Donaldson and W. American Canyon way	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/310707	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
58	6/17/2022 21:28	Driving Comment	Too many speeders and non stops at stop signs. Accidents are to frequent, roll overs, cars parked on the street being hit. Just waiting for someone to get hit. Lots of kids are always on the street. People don't always obey the school bus lights or stop sign.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311066	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
59	6/18/2022 6:07	Driving Comment	East American Canyon Rd is too dark. Too many close calls with drivers passing on double lines, need divider poles on all double line sections	2	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311084	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
60	6/18/2022 8:31	Driving Comment	Constant excessive speeding; hit and run accidents; drivers losing control of their vehicles; high noise levels due to speeding. Pedestrian safety concern. Residential street has turned into "AC Speedway". Need traffic calming along Newell Drive before completion of its extension and development on either side. Would post pics of speeding vehicles but they would only show up as a blur.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311096	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
61	6/18/2022 8:35	Driving Comment	Granite Springs Way - excessive speeding through residential street.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311101	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
62	6/18/2022 8:39	Driving Comment	Granite Springs Way and Newell Drive - Intersection traffic calming needed. Suggest "raising" intersection to help reduce excessive speeding. Raising would not impair emergency vehicle response or damage to vehicles.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311103	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
63	6/18/2022 8:41	Driving Comment	E Donaldson Way and Newell Drive - Intersection traffic calming needed. Suggest "raising" intersection to help reduce excessive speeding. Raising would not impair emergency vehicle response or damage to vehicles.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311106	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
64	6/18/2022 8:42	Driving Comment	Silver Oak Trail and Newell Drive - Intersection traffic calming needed. Suggest "raising" intersection to help reduce excessive speeding. Raising would not impair emergency vehicle response or damage to vehicles.	1	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311108	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
65	6/18/2022 8:44	Driving Comment	Shannondoah and Granite Springs Way and Newell Drive - Intersection traffic calming needed. Suggest "raising" intersection to help reduce excessive speeding. Raising would not impair emergency vehicle response or damage to vehicles.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311109	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
66	6/18/2022 8:46	Driving Comment	Silver Oak Trail and Shannondoah - Intersection traffic calming needed. Suggest "raising" intersection to help reduce excessive speeding. Improve pedestrian safety and school crossing safety. Raising would not impair emergency vehicle response or damage to vehicles.	1	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311111	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
67	6/18/2022 8:48	Driving Comment	Speeding in excess of posted speed limit along Newell Drive.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311112	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
68	6/18/2022 8:56	Biking Comment	Bike-Ped Bridge installation for safety. Less impediment of traffic flow on SR29.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311115	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
69	6/18/2022 8:58	Pedestrian Comment	Bike-Ped Bridge installation for safety. Less impediment of traffic flow on SR29.	1	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311117	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
70	6/18/2022 8:59	Pedestrian Comment	Bike-Ped Bridge installation for safety. Less impediment of traffic flow on SR29.	3	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311118	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
71	6/21/2022 13:35	Driving Comment	Broadway should have all double yellow lines. I've seen too many close calls with people zipping around other vehicles, doing the speed limit, on the dotted lines.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/311848	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
72	6/21/2022 23:39	Driving Comment	Close this cross through and push traffic to safer ways to access 29 via one of the lighted intersections at Rio Del Mar or Donaldson.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/312114	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
73	6/21/2022 23:44	Biking Comment	Create a connection here so bikers have full paved access to the large industrial area as a commute option and can stay completely off 29.	1	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/312115	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
74	6/22/2022 17:00	Driving Comment	People regularly go well over the 30mph speed limit. This is right in front of the police station.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/312360	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
75	6/22/2022 17:00	Driving Comment	People regularly go well over the 30mph speed limit. usually over 40.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/312361	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
76	6/22/2022 17:01	Pedestrian Comment	No crosswalks at this point in the street (LaVigne) where a park is located.	1	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/312362	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
77	6/22/2022 17:01	Driving Comment	People do not stop at this stop sign. It can make it difficult to cross over Donaldson Way.	0	0	https://ghd.mysocia.lpinpoint.com/ameri-can-canyon-lrsp/map#/marker/312363	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
78	6/22/2022 17:02	School Comment	There is no "School Zone" speed limit set for this area where two schools are located.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312364	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
79	6/22/2022 17:03	Driving Comment	Many people go 40+ on this part of the road. There are tons of kids playing, pedestrians, and cyclists. Every time we cross the street we make sure there is no one even at the stop sign. It's particularly concerning because of the soccer fields and picnic area. we have seen many people run into the street to get their balls.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312365	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
80	6/22/2022 17:05	School Comment	This area becomes very congested with pedestrians and cars at pick-up and drop-off. A crossing guard at the stop sign could be really helpful to manage flow and safety.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312366	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
81	6/22/2022 17:06	Driving Comment	This stopsign is hard to see. There is a tree that regularly grows in front of it. I have seen many people run through this intersection and was once almost hit while in the crosswalk.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312367	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
82	6/22/2022 17:07	Driving Comment	Caution light should be added for when light is changing (Northbound on Flosden at Via Bellagio). Numerous times where stoplight is run by inattentive drivers. This is a crosswalk well that needs better markings. Should be a "No Truck" zone as well. Have seen a number of large rigs coming through to avoid 29.	2	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312368	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
83	6/22/2022 17:08	Biking Comment	This intersection feels very unsafe to cross. A bridge or slower traffic would make it better.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312369	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
84	6/22/2022 17:08	Biking Comment	There is always a lot of gravel buildup in this crosswalk. If a bike is using the street it is rather dangerous.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312370	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
85	6/22/2022 17:10	Driving Comment	It would be great to have a right turn lane at this intersection. Then people are not blocked when turning right nor would they squeeze past stopped cars and not see pedestrians in the cross walk.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312371	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
86	6/22/2022 17:10	Pedestrian Comment	This has become a dangerous intersection with new traffic coming through due to new school and warehouse just north. Better markings needed and caution lights for crosswalk. Pedestrians are also crossing for wetlands access.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312372	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
87	6/22/2022 17:11	Driving Comment	I have seen many near misses and a few hits at the turn into sawfay. People will go around stopped traffic, in the left turn lane, and people trying to pull out don't see them. This entire spot is tricky.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312373	Thank you for taking the time to leave a comment. This location is addressed in the LRSP.
88	6/22/2022 17:14	Driving Comment	What stop sign?	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312374	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
89	6/22/2022 17:17	Driving Comment	The left turn lane is not long enough for morning traffic. The left lane gets backed up all the way to the Walmart light some mornings. This needs to be extended like the one on airport drive.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312376	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
90	6/22/2022 17:18	Pedestrian Comment	There is no safe route for pedestrians to get from neighborhoods to these shops or the park.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312378	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
91	6/23/2022 12:22	Driving Comment	people drive very fast on Elliott, even though there is a stop sign at the corners of Benton and American Canyon Road	5	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312604	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
92	6/23/2022 12:23	Pedestrian Comment	the fruit vendor on this corner often takes up the entire sidewalk. The fruit stand, the chairs, the pets and the umbrella take up so much space, that pedestrians have to walk in the bike lane to get around them. This creates a problem with cyclists and with the cars. It is a dangerous intersection already, and this makes it worse.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312605	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
93	6/23/2022 12:29	Driving Comment	this is one of the worst intersections in the whole town. Several (like more than 30) times I have had to back up in order to accommodate a truck or bus getting through the intersection. The way the sidewalk is constructed, it has narrowed the intersection and makes it unsafe for pedestrians, cyclists and autos. It seems like City Council is trying to make the city less safe - I don't know why	3	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312608	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
94	6/24/2022 6:30	Driving Comment	Drivers often don't stop at this stop sign, it's dangerous for peds and kids.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312967	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
95	6/24/2022 6:31	Driving Comment	Drivers often don't stop at this stop sign, it's dangerous for peds and kids. Stop sign from the south is often hidden by foliage, hard to see.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312968	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
96	6/24/2022 6:32	Driving Comment	Drivers often speed down this part of the street, it's dangerous for peds and kids.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/312969	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
97	6/25/2022 19:46	Driving Comment	Parking in the streets during the days and all nights I have pictures to show you. Plus we have speed bumps in the mobilehome park. They don't work. The water was shut off all day no one called the firehouse to have a water tanker ready if there was a fire in the park. They other managers use to call and let the firehouse know about water off. Thank you for the time.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/313478	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
98	6/28/2022 23:20	Driving Comment	Traffic is so fast on flosden road, I've almost been hit head on so many times when turning left onto via Bellagio from flosden and cars heading north run the light..	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/314394	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
99	6/28/2022 23:23	Driving Comment	Vehicles turning left from sarcedo to via Bellagio and vehicles coming from flosden onto via Bellagio - many near miss accidents here - difficult to see one another	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/314395	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
100	6/28/2022 23:27	Pedestrian Comment	So dangerous to walk here with fast moving traffic and path leading right to roadway. Numerous accidents have happened here thankfully no pedestrians (yet).	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/314396	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
101	6/28/2022 23:29	Pedestrian Comment	Traffic travels so fast on flosden it's very scary to walk on the sidewalk between the via bellagios.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/314397	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
102	6/28/2022 23:31	Driving Comment	Drivers regularly run the stop signs at this intersection	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/314398	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
103	6/30/2022 8:48	Driving Comment	I see cars drive straight through these stop signs, all four of them This a heavy traffic area. I have almost been hit from the side by cars, twice.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/314900	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
104	6/30/2022 8:50	Driving Comment	Cars drive right through this stop sign. On an evening walk I counted 8 cars go through the intersection. ONLY 2 OF THEM STOPPED.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/314901	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
105	6/30/2022 8:53	Pedestrian Comment	People use this stretch of road to race. So fast I can only make out the colors of the cars, no license plate or even make/model. Children play in this area. Since living here I have picked up 3 dead cats on Rio Del Mar and 4 dead squirrels. This is a horrible dangerous block to live on.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/314902	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
106	6/30/2022 8:55	Pedestrian Comment	Need police presence and or Crossing guards to keep our kids from being hit. Drivers ignore the stop signs and are too impatient with pedestrians.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/314903	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
107	6/30/2022 8:56	Pedestrian Comment	Need police presence and or Crossing guards to keep our kids from being hit. Drivers ignore the stop signs and are too impatient with pedestrians.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/314904	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
108	6/30/2022 15:29	Pedestrian Comment	Another cat was killed by a speeding car in this location. Please do better American Canyon!!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315102	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
109	6/30/2022 15:30	Pedestrian Comment	Another cat was killed by a speeding car. Please do better American Canyon ! Lives depend on it.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315107	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
110	7/1/2022 14:23	Biking Comment	Could we possibly open the route to allow biking into Napa?	0	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315494	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
111	7/1/2022 14:24	Driving Comment	Could we open this road to allow pedestrian, bikers and cars another safer route into Napa?	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315495	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
112	7/1/2022 14:44	Driving Comment	Traffic is a major problem on Melvin Road, especially during commute times and early evening. Dangerous/illegal driving by passing on double yellow lines happens frequently. Exciting private driveways is becoming less safe due to the way people drive down this street.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315499	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
113	7/1/2022 14:44	Pedestrian Comment	The crossing at American canyon rd And Elliott is extremely dark in the evening and could use either new lighting or the flashing crosswalks. There have been several times I have seen close call near misses when drivers can't see pedestrians crossing the street.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315500	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
114	7/1/2022 15:53	Driving Comment	Constantly witness cars NOT stopping at the stop sign at Donaldson and Andrew road. Some cars never touch the brakes and fly through the intersection. Have called AmCan PD many times. We need to put speed bumps down Donaldson. The fire trucks won't be bothered a bit	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315545	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
115	7/1/2022 16:13	Driving Comment	Worst design ever. Too narrow. And the stop areas are too set back.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315555	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
116	7/1/2022 16:16	Driving Comment	Can we put speed bumps. Too many cars come barreling from here and its hard to turn onto this street when u have people speeding.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315558	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
117	7/1/2022 16:21	Driving Comment	We need to stop semi trucks from using the road. 2x i have had to pull to the side to let them by as they were too large for the turn. They r tearing up the road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315562	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
118	7/1/2022 16:38	Driving Comment	Too much speeding on James Road. Consider speed bumps or other methods to slow vehicular traffic. This will only become worse with all the new traffic from the housing going in on Melvin Road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315567	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
119	7/1/2022 18:04	Driving Comment	This is a long curved road with a blind spot and cars are traveling at excessive speed coming from Donaldson Way toward American Cyn. Rd. No four way stop for pedestrians to walk across safely.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315592	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
120	7/1/2022 18:07	Driving Comment	Cars running stop signs every day.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315584	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
121	7/1/2022 19:10	Driving Comment	We need something to slow cars down on Elliott dr! Several people take walks and bikes on this street when cars go up to 50mph. I am not exaggerating. What can I do to help support any and all initiatives to slow cars down for our street. You can contact me if you need additional resources. Thank you in advance for constructing this platform.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315597	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
122	7/1/2022 19:16	Driving Comment	We need something to slow cars down on Elliott dr! People go for walks and bike on this street and cars go way above the speed limit. I would be glad to help support any initiative to fix this problem.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315598	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
123	7/2/2022 14:27	Driving Comment	SR29 Northbound at the American Canyon Rd. intersection. The left turn lane going towards Safeway should be extended by 2-3 times its current length. This would alleviate northbound traffic as a large percentage of traffic on 29 will be going to the large residential area down West American Canyon Rd.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315767	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
124	7/2/2022 14:30	Driving Comment	Busiest intersection in American Canyon This 6 lane intersection has enough space to be replaced with a round-about. Will cut down on traffic and provide more safety for pedestrians.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315770	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
125	7/2/2022 16:16	Driving Comment	Daily occurrence of a driver peeling out in a truck, cars doing doughnuts and turning at high speeds drifting sideways towards American Canyon Rd.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315787	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
126	7/3/2022 7:47	Driving Comment	Constant speeding. Favorite U turn location which is unsafe with blind curve. Impatient drivers drive in bike lane rather than wait for residents to turn into their driveways. They even honk and yell. The 30 mph sign for American Canyon to Donaldson is perplexing with it being a school route. Even buses speed down the road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315925	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
127	7/3/2022 7:49	Driving Comment	This stop sign is treated as a suggestion. Very unsafe for all.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315926	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
128	7/3/2022 7:53	Driving Comment	The stop sign all four ways is ignored completely during almost all hours. Often multiple cars will ease on through right behind each other to prevent other direction from moving. Complete chaos!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315927	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
129	7/3/2022 8:00	Driving Comment	Excessive speeding all along Elliott, but particularly on this stretch I have been passed by cars who go into oncoming traffic if I am trying to actually drive the 25mph speed limit. Tailgating every single day. With the park and Senior Center nearby, this is an extreme hazard.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315928	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
130	7/3/2022 8:09	Driving Comment	This is a favorite cut through road to avoid 29 traffic and I also take it. However, I generally have other vehicles riding my bumper as I go the proper speed navigating the bendy road. And then when they hit the intersection they want to turn on, they blow through the stop sign to get around me.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315931	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
131	7/3/2022 8:13	Driving Comment	Recognizing you are looking for residential road issues to fix, the reality is the bulk of them are caused by cars seeking to avoid 29 traffic. This road needs to be expanded and have overpasses and pedestrian walkovers to make it safe and flow better.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/315933	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
132	7/6/2022 11:23	Pedestrian Comment	No crosswalk for two blocks around the school. Many people cross near the bridge/school and it's a really speedy location for cars. Please consider a 3 way stop and add a crosswalk.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/316902	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
133	7/6/2022 11:24	Pedestrian Comment	Drop curb but no matching curb on other side. Please install a real crosswalk here. This is a blind corners and there's a lot of evidence of speeders and "side-show" donuts on the road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/316904	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
134	7/6/2022 11:25	Pedestrian Comment	Same as my other comment for this block. This is the other side of drop curb. Please re-align the drop curbs to make it easier for wheel chair, stroller and bikes crossing thru the trail.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/316906	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
135	7/6/2022 11:26	Pedestrian Comment	Drop curb but crosswalk or matching curb on opposite side. Please align and make it easier for wheelchair, stroller and bikes passing through the park.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316909	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
136	7/6/2022 11:27	Pedestrian Comment	Drop curb but crosswalk or matching curb on opposite side. Please align and make it easier for wheelchair, stroller and bikes passing through the park.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316910	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
137	7/6/2022 11:28	Pedestrian Comment	Very busy road and hard to get traffic to stop for pedestrians. Please consider flashing crossing and better markings.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316912	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
138	7/6/2022 11:30	Biking Comment	Add divided bike lane. I've seen drivers use the bike lane to overtake the the traffic is too slow (doing speed limit). Make Amcan road safe the entire length for bikers. It's wide enough to put in a concrete divider.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316915	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
139	7/6/2022 11:30	Biking Comment	Add divided bike lane. I've seen drivers use the bike lane to overtake the the traffic is too slow (doing speed limit). Make Amcan road safe the entire length for bikers. It's wide enough to put in a concrete divider.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316916	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
140	7/6/2022 11:31	Pedestrian Comment	Complete sidewalk on North Side of AmCan Road.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316917	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
141	7/6/2022 11:33	Driving Comment	Extend northbound turn lane and add 2nd turn left lane. Traffic backs up here all the time. People often take an unsafe left turn on Kimberley to avoid the backup. There have been countless accidents on Hwy 29/Kimberley because of this.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316920	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the LRSP.
142	7/6/2022 11:33	Biking Comment	Install bike parking at the park. Some people want to walk the park but ride their bikes there.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316922	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
143	7/6/2022 11:35	Biking Comment	Add bike lanes through length of commerce. Now we have Devlin open more people will want to take this route to work, but it's very dangerous at some spots to bikes.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316923	Thank you for taking the time to leave a comment. Bicycle safety is addressed as a priority in the LRSP.
144	7/6/2022 11:36	Driving Comment	Close off Theresa to Los Altos Pl to thru traffic. This will reduce cut through traffic in the area incl. Melvin.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316924	Thank you for taking the time to leave a comment. Your comment will be passed along to the City.
145	7/6/2022 11:36	Pedestrian Comment	Add more sidewalks the length of Melvin	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316925	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
146	7/6/2022 11:37	Driving Comment	Traffic calming needs on Melvin. Reduce cut through traffic.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316926	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
147	7/6/2022 11:38	Driving Comment	Lots of speeding on wide open stretches of Wetlands Edge Road. Excess speed and only a matter of time until someone gets hit.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316928	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
148	7/6/2022 11:38	Driving Comment	Add speed humps the length of Wetlands Edge.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316929	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
149	7/6/2022 11:38	Driving Comment	Lots of speeding on wide open stretches of Wetlands Edge Road. Add speed humps.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316930	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
150	7/6/2022 11:41	Driving Comment	Even newly installed speed limit signs. People love to speed up and down Eucalyptus even when kids are around. The new 3 way stop sign is optional to many too.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316932	Thank you for taking the time to leave a comment. Speeding/aggressive driving is addressed as a priority in this report.
151	7/6/2022 12:31	Pedestrian Comment	Some times of the year pedestrians are hidden from approaching vehicles waiting @ crosswalk due to overgrown plants. Making it dangerous to cross. Please replace the tall "grassy" plants with sometime more appropriate. Don't do the usual tactic of just removing everything. We need landscaping but sometime more appropriate.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/316963	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
152	7/15/2022 18:09	Pedestrian Comment	It would be great to have this intersection fully cross walked. Though there is a cross walk connecting both sides of Greenwing, to get to the heavily used Gadwall park from Greenwing, one must either jaywalk or walk all the way to Ringneck street (past the park) to cross.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321101	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
153	7/16/2022 9:10	Pedestrian Comment	We need a sidewalk through here and connecting around along Melvin. This is a very dangerous intersection, and it's only a matter of time before a real tragedy occurs. As it is, we can never let our children be unattended out front. I worry for the kids I see walking through here.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321231	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
154	7/16/2022 9:11	Pedestrian Comment	Connect sidewalk to work done further down James Rd.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/321232	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
155	7/16/2022 9:14	Pedestrian Comment	This would be a great spot for a pedestrian/bike over-crossing. I ALWAYS take me car to go across 29 because it is too dangerous as a pedestrian or on my bike.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321234	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
156	7/16/2022 9:16	Pedestrian Comment	This would be another location that a pedestrian/bike over-crossing might work, but we need a bike lane on Rio Del Mar to make it work.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321235	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
157	7/16/2022 9:22	Pedestrian Comment	This may be a better location for a bike rack because our bikes would be safer from someone cutting our lock and stealing it (being able to have easy access to tools in their car). I am another who rides my bike to the park to go for a walk. As it is, I lock it to the gate here, or along the fence somewhere.	3	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321236	Thank you for taking the time to leave a comment. The City recognizes the importance of bike racks in places of interest and may evaluate new locations in the future.
158	7/16/2022 9:25	Pedestrian Comment	Cars that drive in here frequently drive too fast. There seems to be more of them than ever before. There needs to be strict rules regarding the speed limit here, and the correct behavior for anyone driving there (as you would see in a campground where pedestrians and bicycles use similar trails).	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321237	Thank you for taking the time to leave a comment. Speed management/aggressive driving and pedestrian/bicycle safety are addressed as priorities in the LRSP.
159	7/16/2022 9:29	Driving Comment	People drive very fast around this corner, adding to the unsafe conditions for pedestrians/bikers, especially given there are no sidewalks or bike lane. And we all "pray" that we aren't hit going in/out of our driveways.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321238	Thank you for taking the time to leave a comment. Speed management/aggressive driving and pedestrian/bicycle safety are addressed as priorities in the LRSP.
160	7/16/2022 9:31	Driving Comment	It seems that this (now) difficult corner has become a challenge to thrill seekers. Cars can frequently be seen to turn left onto James from Wilson way as fast as possible. I'm literally afraid for the neighbor who's had their fence taken out twice. It may someday be their livingroom, along with their dogs and/or our neighbors themselves.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321239	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the LRSP. This may be a location for increased enforcement.
161	7/16/2022 9:34	Biking Comment	This would be a convenient route for us to take across the highway to visit Newell preserve, but it is far too dangerous for my taste to ride my bike along the block before and after the highway crossing. This would be another good location for a pedestrian/bike over-crossing. As it stands, I have no choice but to drive to Newell from our side of town.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321242	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
162	7/16/2022 9:40	Biking Comment	Bike lanes here might help us get through this unsafe narrowing of the road where the tracks cross Donaldson. This is one reason that I don't ride my bike to Newell.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321244	Thank you for taking the time to leave a comment. Bicycle facilities and safety are addressed as priorities in the LRSP.
163	7/16/2022 9:57	Driving Comment	People speed with abandon along this stretch of Wetlands Edge Rd. When you notice how many reports of speeding there are throughout the city, you can't help but wonder about our residents. Would a city-wide road safety campaign help? I doubt it. At the very least, all high-school students should be receiving a course on safe driving like we used to get half-a-century ago. Removing those classes from school curriculum was a big mistake.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321246	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the LRSP. Safe driving campaigns are recommended in the plan.
164	7/16/2022 9:59	Biking Comment	To add to other comment here, a review of bike hand signals in the community would be a smart move. I feel like using my hand signals on my bike simply confuses car drivers.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321247	Thank you for taking the time to leave a comment. Bicycle safety and education are addressed as priorities in the LRSP.
165	7/16/2022 10:09	Driving Comment	I feel bad for people living on this street. This is the only route to take from this side of town to bypass the highway (I live nearby, so I'm not an outsider cutting through, but neither do I want to deal with the few blocks of the mess of 29). I wish I had a solution for this stretch of road, but I cannot think of anything feasible.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321249	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
166	7/16/2022 10:13	Driving Comment	Do not proceed with any further constructio until the traffic problems in our city have been solved. The more we build, the more restricted our options will be when we are finally forced to address our roads and paths. Let's get the infrastructure in place and THEN consider more businesses and resident construction. It is a slap in the face to our residents who have been suffering from the local traffic problems for years to continue to add to the problem while dragging feet to fix the problems.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321250	Thank you for taking the time to leave a comment. This plan aims to address infrastructure and traffic safety. Your concern will be passed along to the City.
167	7/16/2022 10:17	Driving Comment	A wall along this stretch of 29 should reduce people driving on right shoulder to pass stopped/slowed traffic as we are entering the insanity of the highway going through town. As many predicted. Walmart did nothing that was promised to ease traffic from the new congestion their development created. Easing the frustration of getting through town would probably ease many of the other problems reported on this map.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321251	Thank you for taking the time to leave a comment. Planned improvements on SR 29 may address your concerns. Your comment will be passed along to the City.
168	7/16/2022 10:35	Driving Comment	Closing this road to through would remove one of the few emergency evacuation routes from this side of town. As it is, we have very few ways to evacuate American Canyon, should the need arise. This is an important consideration when planning traffic improvements for our city.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321263	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
169	7/16/2022 14:46	Driving Comment	With all the truck traffic related to the warehouses (with even more warehouses being planned!) we need to tax these businesses money directly to help maintain the roads through this city. AmCan is essentially a hub for a lot of shipping. Since we seem willing to embrace it, infrastructure to smooth truck the impact, and access in and out of these areas, should be carefully thought out now. And encourage those businesses to invest in our communities traffic solutions.	2	1	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321325	Thank you for taking the time to leave a comment. All new developments require traffic impact studies. Your concern will be passed along to the City.
170	7/16/2022 14:50	School Comment	I mentioned this elsewhere, but I realize now that it belongs here. All children should receive road safety education at all ages, and particularly in high-school as they are beginning to drive vehicles. We had classes that taught us defensive driving in high school a half-century ago, let's bring those back as basic curriculum. Also, a campaign to educate our community at large may possibly benefit us.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321330	Thank you for taking the time to leave a comment. Education for all ages is recommended in the LRSP.
171	7/16/2022 20:35	School Comment	People use park parking lot as drop off zone for canyon oaks traffic . Turning around needs to be easier.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321454	Thank you for taking the time to leave a comment. This location is identified as a priority in the report.
172	7/16/2022 20:39	Driving Comment	Should be traffic circle here or a 4 way stop because turning left is hard, stops traffic.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/321455	Thank you for taking the time to leave a comment. To install an all-way stop or roundabout, the intersection would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
173	7/16/2022 20:40	Driving Comment	Needs four way stop sign with crosswalk across from park.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/321456	Thank you for taking the time to leave a comment. To install an all-way stop, the intersection would need to meet CA MUTCD warrants. Intersection and pedestrian safety are addressed as priorities in the LRSP.
174	7/19/2022 19:42	Driving Comment	Add back or repair "Flashing" Speed Signs. They used to around the school and along Wetlands Edge. City can access raw data on them to see how fast cars are going.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/322209	Thank you for taking the time to leave a comment. Speed feedback signs are recommended in the report.
175	7/19/2022 19:42	Driving Comment	Add back or repair "Flashing" Speed Signs. They used to around the school and along Wetlands Edge. City can access raw data on them to see how fast cars are going.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/322211	Thank you for taking the time to leave a comment. Speed feedback signs are recommended in the report.
176	7/22/2022 11:35	Driving Comment	Reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323174	Thank you for taking the time to leave a comment. Speed management is addressed as a priority in the report.
177	7/22/2022 11:47	School Comment	Reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323178	Thank you for taking the time to leave a comment. Speed management is addressed as a priority in the report.
178	7/22/2022 11:48	School Comment	Reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323179	Thank you for taking the time to leave a comment. Speed management is addressed as a priority in the report.
179	7/22/2022 11:49	School Comment	Reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323180	Thank you for taking the time to leave a comment. Speed management is addressed as a priority in the report.
180	7/22/2022 11:50	School Comment	Reduce speed limits to 15 mph around neighborhoods within 500 feet of schools (which can be enacted by Council per CA law AB 321) https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB321	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323181	Thank you for taking the time to leave a comment. Speed management is addressed as a priority in the report.
181	7/22/2022 12:28	Biking Comment	Very busy road with cars. And with the new bike trail on Devlin now open, seeing more groups of bicyclists who ride together in the streets. Due to their speed/size, it's great they are on the road and not the linear path. However, still too much car speeding on Wetlands on 200-400 blocks	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323190	Thank you for taking the time to leave a comment. Bicycle safety and speed management/aggressive driving are addressed as priorities in the report.
182	7/22/2022 14:05	Driving Comment	Corner of Silver Oak Trail & American Canyon Rd (there's a traffic light) I noticed that some motorist will make a right turn even the light is red. The sign says NO TURN ON RED, but its ignored.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323213	Thank you for taking the time to leave a comment. This intersection is identified as a priority location in the report.
183	7/22/2022 14:11	Driving Comment	I live on spike rush circle. It is being used like a race track. Why can't speed bumps be installed like the ones on wetlands edge. I was told the fire department said no but now they are on wetlands edge. Any help	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323214	Thank you for taking the time to leave a comment. An engineering study will need to be completed to install speed bumps/humps. Speed management/aggressive driving is addressed as a priority in the report.
184	7/22/2022 14:14	Driving Comment	Speeding around the "corner" from Melvin onto James Rd is an issue. It's being used as a racetrack with people speeding around it very fast and then driving even faster down James Rd.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323216	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
185	7/22/2022 14:18	Pedestrian Comment	Please extend the sidewalks to connect James and Melvin Rd. I see many kids walking to and from school or the bus stop having to walk in the street on a blind curve. It is nerve wracking hoping someone doesn't get hit by a car.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323218	Thank you for taking the time to leave a comment. Sidewalk improvements and installation are recommended in the LRSP.
186	7/22/2022 14:21	Driving Comment	More signage to slow down drivers are needed at this corner. This curve is somewhat sharp and drivers take it very quickly. Pedestrians have to cross the street here to reach the area where there is an actual sidewalk, and pulling out of our driveways is a hazard.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323219	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
187	7/22/2022 14:26	Driving Comment	Fix the light at the high school so those making a left turn out of the high school have a green arrow when the crosswalk is not engaged. The only time drivers have to make a left turn is when pedestrians are also allowed to cross the crosswalk so there are always a lot of back ups and drivers chance it and get close to pedestrians.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323222	Thank you for taking the time to leave a comment. Intersections are identified as a priority in the report. Your comment will be passed along to the City.
188	7/22/2022 14:32	Driving Comment	James rd it's not only the second busiest road in AmCan, but it's treated as a speedway fire through traffic. I understand that the fire dept used this road, but there need to be either speed bumps installed and/or electronic does signs. The amount of speeding done on this road doesn't allow for safe pedestrian crossing etc.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323236	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
189	7/22/2022 14:36	Driving Comment	Make a single left turn lane but extend it and then turn the far right lane (the lane immediately to the left of the Safeway gas station) into a dedicated right turn lane. I constantly see people who are going straight stopped at the light in the far right lane and blocking all those who want to turn right. This causes a lot of congestion.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323241	Thank you for taking the time to leave a comment. Intersections are identified as a priority in the report. Your comment will be passed along to the City.
190	7/22/2022 14:40	Pedestrian Comment	This is a general comment but I recommend putting a red curb ten feet from crosswalks which drivers turn right into them. Often drivers park so close to the crosswalk that drivers turning right cannot see pedestrians until they are nearly hitting them.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323249	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
191	7/22/2022 14:53	Driving Comment	The traffic calming work on the 500 block appears to be a success. The city has been given factual data of that fact. What is the real reason that project is not being continued the length of Wetlands Edge Rd? The city has also been given evidence that that success in slowing down speed has not carried over to the remaining section of the road. Is there a reason for not making a better effort by the city to enforce the law for the stop sign violations on Wetlands and Rio Del Mar and Benton?	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#marker/323264	Thank you for taking the time to leave a comment. The City's Traffic Calming Program is currently being updated. Your concern will be passed along.

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192	7/22/2022 15:01	School Comment	Over crowded middle school.	0	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323272	Thank you for taking the time to leave a comment. Please pass this concern along to the proper school representative.
193	7/22/2022 15:01	Driving Comment	Might it be time to add a traffic light to the intersection between CA-29 and Kimberley? I ask because, with the increase in traffic, it's becoming more and more difficult to turn into Kimberley and onto CA-29. Matter of fact, most drivers heading north on CA-29 from Kimberley, don't even try. I know I don't. Instead most drive down Danrose to AC Rd, causing more congestion near Safeway. Turning onto CA-29 from Kimberley is getting dangerous at times and we shouldn't wait for a wreck to happen.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323273	Thank you for taking the time to leave a comment. To install a signal, the intersection must meet CA MUTCD warrants.
194	7/22/2022 15:05	Driving Comment	Repaving Danrose between Folland and American Canyon Rd.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323277	Thank you for taking the time to leave a comment. Your request will be passed along to the City.
195	7/22/2022 15:05	School Comment	Access to use outdoor courts at High school	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323278	Thank you for taking the time to leave a comment. Your request will be passed along to the City.
196	7/22/2022 15:08	Pedestrian Comment	Build an outdoor gym here or near by.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323279	Thank you for taking the time to leave a comment. Your request will be passed along to the City.
197	7/22/2022 15:52	Driving Comment	there are multiple trucks with trailers full of various items like wine barrels, huge plastic containers and pallets among other things, parked along Kimberley in front of the park on both sides of the street. This is very dangerous as if you are coming from Marshcreek or Poppyfield, your vision is blocked by these parked commercial vehicles and you can't see oncoming traffic. it also obstructs the driver's view of pedestrian crossing the street, particularly children who are coming from the park	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323292	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
198	7/22/2022 16:04	Driving Comment	This intersection needs a 4 way stop sign. The curve in the road, coupled with the cars that park on the street closest to the corners, create a bad blind spot against oncoming cross traffic. Going west on W. Carolyn, after stopping at the Stop sign, there is a major blind spot to the left and slightly to the right. Crossing cars tend to speed and its difficult to see cross traffic.	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323296	Thank you for taking the time to leave a comment. To install an all-way stop, the intersection would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
199	7/22/2022 16:05	School Comment	For heaven's sake, please start enforcing helmet laws with our local children. I rarely see a helmet on a kid when they're riding bikes on our unsafe streets. Just because we haven't had a tragedy related to lack of a helmet, doesn't mean that it can't/won't happen. As an RN, I have seen those injuries first hand among many people over the years, including children. The odds of survivors having a normal life after a head injury goes WAY down.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323297	Thank you for taking the time to leave a comment. Bicycle education and safety are addressed as priorities in the report.
200	7/22/2022 16:06	Driving Comment	We need a right turn lane at Kimberley and CA-29. Some drivers slow down and almost stop on the CA-29 right lane to turn onto Kimberley, slowing down traffic and causing near misses.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323298	Thank you for taking the time to leave a comment. Intersection safety and speed management/aggressive driving are addressed as priorities in the report.
201	7/22/2022 16:08	Driving Comment	The evening southbound traffic needs to be addressed after South Kelly Rd.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323300	Thank you for taking the time to leave a comment. There are planned operational improvements for SR 29 that may help mitigate this issue.
202	7/22/2022 16:08	Driving Comment	Add DEAD END or Turn indicator sign to prevent people from speeding around the corner. This would also help with people driving through the fence.	2	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323301	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
203	7/22/2022 16:18	Driving Comment	the potholes at this turn and curve are deep and dangerous. The big rigs that use this road have created unsafe road hazards that need to be filled or repaved. Someone mentioned having the trucking warehouses pay a fee or 'big rig' tax to help pay or offset the cost of road repairs.	1	1	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323304	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
204	7/22/2022 16:29	Driving Comment	this is 'drag strip alley'.. you can hear the cars gun their engines going east bound (after a rolling stop at Elliott) or west bound after sorta stopping at Danrose. Residents are one drunken fool away from having their backyard plowed. How do we enforce speed limits down here? Can we implement the speed humps that are on Wetlands Edge?	3	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323306	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
205	7/22/2022 17:20	Driving Comment	There is a white line painted on Silver Oak Trail attempting to look like a crosswalk but am pretty sure it is not. If it is, it needs to be made compliant.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323314	Thank you for taking the time to leave a comment. This was a temporary crosswalk and will be removed. A compliant crosswalk may be installed in the future.
206	7/22/2022 17:22	Driving Comment	Can we have 'Napa County' painted on the street at the County line here? There is one on American Canyon road near HWY80. This seems to be a part o a State Highway ("Lincoln Highway").	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323315	Thank you for taking the time to leave a comment. Your request will be passed along to the City.
207	7/22/2022 17:57	Driving Comment	People are often going 40plus miles an hour here especially in the middle of the day 10:30am- 11am.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323317	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
208	7/22/2022 18:54	Driving Comment	Speeding on James rd is out of hand!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323327	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
209	7/22/2022 20:54	Driving Comment	Is there anything you can do about the speeders on American canyon rd?	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323351	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
210	7/22/2022 22:22	Driving Comment	What are we going to do to stop the cars from speeding? We need to find a way to slow them down! Let me know what I can do to help with this. People walk dogs, ride bikes and take strolls on this street. Our personal car was hit while it was parked! Luckily no one was injured. Please do something about the safety on this street and speeders! This is not a raceway.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/323369	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
211	7/22/2022 23:49	Driving Comment	Official Dedicated Turning Lane - - It has come to my attention that during school hours this intersection is very busy and unofficially people have used the right shoulder as a dedicated turning lane to go right on Newell.	2	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323411	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.
212	7/23/2022 0:44	Driving Comment	Alot of speeding cars daily	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323414	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
213	7/23/2022 3:55	Biking Comment	Can the yellow posts that narrow down the passage be replaced with speed bumps ? It is dangerously narrow for a car to pass thru while a cyclist is passing through. I have been squeezed off to the side by cars passing through that won't wait for the cyclist to pass through. Accident waiting to happen !	2	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323429	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
214	7/23/2022 6:32	Driving Comment	Many cars drive fast past this park while there are often many children running or riding bikes across the street. Could speed bumps be put in around Gadwall park to deter a tragedy? We have witnessed little ones nearly being run over on several occasions!	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323444	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
215	7/23/2022 10:23	Driving Comment	This is one of the most heavily regulated stretches of street in the city. I would not want this replicated elsewhere.	0	1	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323462	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
216	7/23/2022 10:25	Driving Comment	Visibility at this corner, particularly pulling out from Los Altos, is very difficult. Much worse when traffic is heavier during the school year.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323463	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the report.
217	7/23/2022 10:34	Driving Comment	I appreciate the recent enforcement activity on Theresa by a traffic officer. Deploying such a technique on identified trouble spots more regularly would help train drivers on lawful speeds.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323466	Thank you for taking the time to leave a comment. Increased enforcement is recommended in this report.
218	7/23/2022 11:17	Biking Comment	Bicyclists are vehicles and subject to the vehicle code. Stop signs apply to them too. During the pandemic I saw 2 folks out of at least 100 be safe crossing this intersection. One used hand signals to demonstrate intent, the other slowed to genteel "California Stop". The rest just blew through the intersection at speed.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323473	Thank you for taking the time to leave a comment. Bicycle safety and education are addressed as priorities in the LRSP.
219	7/23/2022 12:41	Driving Comment	Needs speed calming	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323503	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
220	7/24/2022 17:11	Pedestrian Comment	Glad the city is finally adding a connecting sidewalk between Theresa and Donaldson Way but now the need is to finish the connecting bike path from the new Napa Junction School as well	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323668	Thank you for taking the time to leave a comment. Bicycle infrastructure is addressed as a priority in the report.
221	7/25/2022 11:25	Driving Comment	Rio Grande needs some stop signs. All to often people tend to speed on this road. W. Carolyn and Rio Grande need a 4 way to many time have I seen people almost get T boned.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323813	Thank you for taking the time to leave a comment. To install an all-way stop, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
222	7/25/2022 13:32	Driving Comment	300 and 400 block wetlands edge rd. Speeders. General observation stop signs not observed in city. I see people running red lights. As a pedestrian I have to avoid people backing out of driveways without looking.. always on high alert when walking as drivers take eyes off the road and are careless.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323841	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
223	7/25/2022 15:28	Driving Comment	The shoulder should be marked off somehow as there are too many drivers treating it like a third lane heading SB in the late afternoon/evening. It's not like we all like sitting in traffic.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323884	Thank you for taking the time to leave a comment. Planned improvements on SR 29 may address your concerns. Your comment will be passed along to the City.
224	7/25/2022 18:46	Driving Comment	I moved to 224 Wetlands Edge Rd. 21 years ago, and I have since seen a tremendous increase of traffic on my street. We really need some type of speed bumps on this road due to speeders who don't abide by the 25 mph postings. I realize neighborhoods change; however, a traffic study to observe the speeding would be appreciated. Also, the proposed Eco Center on Wetlands will cause more traffic congestion to our neighborhood. Thank you Michelle Torres	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323905	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
225	7/26/2022 0:59	Driving Comment	Just have a cop stand with a radar gun at the edge of Ashby Ct. just out of sight from the speeding vehicles flying down Danrose each afternoon. He can write about 50 tickets during the afternoon commute. Seriously! Northampton has gotten real bad also. You wanna drive fast, take it to Sears point.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/323974	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
226	7/26/2022 6:47	Driving Comment	Please reduce the speed on American Canyon Road, 45 m.ph. is way too fast for the area	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/324005	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
227	7/26/2022 6:52	Driving Comment	Change the light so both sides on Silver Oak Trail go at different times with dedicated turn lights. This light is a huge cause of school traffic and safety issues for pedestrians.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/324006	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.
228	7/26/2022 6:54	Driving Comment	Reduce speed limit especially if/when extended to Watson Ranch project. I have seen to many near misses with speeding impatient drivers and pedestrians (most kids going to school)	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#/marker/324007	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
229	7/26/2022 6:56	Driving Comment	speed limit should have never changed this a residential area with a blind curve on this street. Please set it back to 25 m.ph. an maybe add some traffic calming too.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324008	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
230	7/26/2022 6:59	Driving Comment	Please make this a 4 way stop. There is a lot of fast drivers coming out of the apartments making this a dangerous intersection. It is a safety issue for pedestrians, bicyclists, and drivers.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324009	Thank you for taking the time to leave a comment. To install an all-way stop, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
231	7/26/2022 7:02	Driving Comment	Please make a no parking area at this intersection. The little area at the corner on Tapestry Lane on both sides are NOT parking spots but people often park there any way. It makes it more difficult to navigate this intersection.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324011	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
232	7/26/2022 7:06	Driving Comment	Please reduce the speed limit, 55 m.p.h. is too fast for a road with a lot of curves. Most of the time you can only go 45-50 m.p.h. because of the curves. It would also make it a little safer for the residents on that street. I have seen many close calls with people slowing down to turn to their homes or trying to get out onto American Canyon Road.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324014	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
233	7/26/2022 7:09	Driving Comment	Plants at this intersection (and several others) make it difficult to see to the left for on coming traffic. You need to pull up close to Donaldson Way E. to be able to see on coming cars. Please plant low growing plants at corners.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324016	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in this report. Your concern will be passed along to the City.
234	7/26/2022 7:18	Driving Comment	Traffic calming measures would be nice on this loop of Los Altos Pl. going from Rio Del Mar/Cassayre/ Los Altos intersection to Rio Delmar/Los Altos Place intersection. That whole loop has issues with speeding traffic, and one side is narrow and has blind a curve.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324017	Thank you for taking the time to leave a comment. An engineering study will need to be completed to install any traffic calming measures. Speed management/aggressive driving is addressed as a priority in the report.
235	7/26/2022 7:28	Driving Comment	Please make this a 3 way stop intersection. It is very difficult to see on coming cars when you are on Spikerush Circle. It would improve safety especially during school hours. And adding a crosswalk to cross Wetlands Edge would be helpful once there is stop signs.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324018	Thank you for taking the time to leave a comment. To install an all-way stop, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
236	7/26/2022 11:21	Pedestrian Comment	The crosswalks have slightly improved the safety of crossing benton way but this area is still unsafe. I've had many run ins walking/biking my kids to school here. This is an ill aligned way of entering the parking lot. I have also seen drivers make u turns in this intersection after picking up children. The most trouble is with middle school pick up/drop off.	1	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324151	Thank you for taking the time to leave a comment. This location is identified as a priority in the report.
237	7/26/2022 15:23	Driving Comment	Drivers do not stop at the stop signs and speed on this road. This should have speed bumps or some deterrent to slow drivers.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324267	Thank you for taking the time to leave a comment. An engineering study will need to be completed to install any traffic calming measures. Speed management/aggressive driving is addressed as a priority in the report.
238	7/26/2022 15:25	Pedestrian Comment	This trail is never maintained. The weeds are always overgrown, the sidewalk path isn't walkable by pets due to all the cattails and spiky weeds on the trail that affect their paws. Ground crews must maintain this trail to keep it as nice as the primary parks.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324268	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
239	7/26/2022 20:14	Driving Comment	The speed for this road (Elliot Dr.) should not be over 25 mph as this is a residential area. People living along this road should feel safe pulling in and out of their driveways. Suggest lowering speed limit AND installing speed bumps.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324346	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in the report.
240	7/26/2022 20:16	Driving Comment	Road is in very bad shape. Needs repaving.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324347	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
241	7/26/2022 20:19	Biking Comment	Need a safer way to bike through American Canyon towards Napa or Vallejo. A Class 1 bike lane is highly recommended along Highway 29.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324348	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29.
242	7/26/2022 20:22	Driving Comment	Several intersections along Crawford Way lack stop signs. Almost seems like an accident just waiting to happen. Might be best to remedy this BEFORE an accident actually occurs.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324349	Thank you for taking the time to leave a comment. To install an all-way stop, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
243	7/26/2022 20:25	Driving Comment	Stop signs are generally ignored along Wetlands Edge Road. Traffic officers regularly stationed along this road every day may help to curb this very bad habit. Police officers would definitely fulfill their monthly ticket quotas if they took this suggestion to heart.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324350	Thank you for taking the time to leave a comment. Speed management/aggressive driving and increased enforcement are addressed as priorities in the report.
244	7/26/2022 20:34	Driving Comment	Traffic coming from the church (Holy Family), the strip mall, and the hotel is bottlenecked here, as there is no light and cars can only make a right turn here. Suggest installing a 4-way intersection across Highway 29 and a traffic light.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324353	Thank you for taking the time to leave a comment. To install an all-way stop or signal, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.
245	7/26/2022 20:38	Driving Comment	There is no other way out of the hotel, church, and strip mall areas except to exit via Highway 29. There should be an alternate route that allows access to other roads on the East side of Highway 29.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324354	Thank you for taking the time to leave a comment. Your suggestion will be passed along to the City.
246	7/27/2022 9:18	Driving Comment	Newell Drive from American Canyon Road traveling northbound. Without a doubt, morning commuters will use this stretch of road to bypass traffic from NB highway 29. Please consider speed calming alternatives (solar speed sign, rumble strips, speed bumps, speed traffic ticket cameras). It appears 2 NB lanes will converge into 1 NB lane after crossing Donaldson once construction is complete on the Newell Dr extension. The opposite will happen in the afternoon going southbound on this road.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324433	Thank you for taking the time to leave a comment. This location is identified as a priority in the report.
247	7/27/2022 10:13	Driving Comment	This intersection needs more signs reminding drivers that it is a 4 way stop a flashing light or something else. Drives heading south on James can not see and choose to not see the people stopping on the right side of Donaldson Way heading East towards Highway 29. So many times drivers have rolled and either almost hit us, others and pedestrians too.	0	0	https://ghd.mysocia.com/ameri-can-canyon-lrsp/map#marker/324470	Thank you for taking the time to leave a comment. Intersection safety and speed management/aggressive driving are addressed as priorities in the report.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
248	7/27/2022 10:16	Driving Comment	This intersection is very dangerous. This has a blind curve coming from Rio Grande towards Carolyn. Many drive speed down this road. This intersection could use a crosswalk with a light. We live on this street and trying to back out is getting more difficult every day.	1	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/324471	Thank you for taking the time to leave a comment. Intersection safety and speed management/aggressive driving are addressed as priorities in the report.
249	7/27/2022 20:12	Driving Comment	Cars speed down Donaldson Way, the majority at speeds over 35mph. We've run our own traffic studies here. We have much more extensive traffic surveys running 2+ years on Wetlands Edge Road. If it will help, we can expand our study on Donaldson Way to provide statistical evidence of the problem as we've done for Wetlands Edge. Appreciate the city's help with traffic calming.	12	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/324687	Thank you for taking the time to leave a comment and your coordination with the City. Speed management/aggressive driving is addressed as a priority in the report.
250	7/27/2022 21:48	Driving Comment	Vehicles routinely fail to yield at this three-way stop. When they do stop, many southbound drivers accelerate towards the middle school, reaching 35+mph by the time they pass our speed camera, just three houses down. Cars turning from Rio Del Mar too often speed up through the turn instead of stopping. I'm thankful and surprised that nobody has been seriously injured yet.	14	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/324706	Thank you for taking the time to leave a comment. Intersection safety and speed management/aggressive driving are addressed as priorities in the report.
251	7/27/2022 22:04	Pedestrian Comment	The crosswalk between Rio Del Mar and Wetlands Edge Road is heavily trafficked by pedestrians, parents with strollers and lots of dog walkers. Cars that assume people will wait while they run the stop sign is a fatality waiting to happen.	14	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/324711	Thank you for taking the time to leave a comment. Pedestrian safety is addressed as a priority in this report.
252	7/28/2022 17:56	Driving Comment	Optional stop sign. Cars turn off of Wetlands Edge without stopping, then cruise through this turn without stopping. Same drivers, our neighbors, run the same course in reverse too.	13	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325142	Thank you for taking the time to leave a comment. Increased enforcement is recommended in this report.
253	7/28/2022 18:14	Driving Comment	It makes safe-sense to install speed cushions the length of Wetlands Edge. The 500 block proves that it makes cars slow down and drive more safely. But when they reach the 400 block, they take off again. By the time they reach the 300 block, they are dangerous and we can only hope they slow past the middle school. In reverse, there is no reason for people to drive safely until they reach the end of Wetland Edge near the park.	13	1	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325145	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
254	7/28/2022 18:22	Pedestrian Comment	A hit-and-run driver killed a 13-year-old dog, nearly killed his owner, and never even slowed down. Mottu flew into the air and landed 40 ft from where his owner was nearly killed as well. This was February 3rd, 2019, but could easily happen today.	0	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325148	Thank you for taking the time to leave a comment. We are sorry to hear about this. Speed management/aggressive driving is addressed as a priority in this report.
255	7/28/2022 18:23	Pedestrian Comment	A hit-and-run driver killed a 13-year-old dog, nearly killed his owner, and never even slowed down. Mottu flew into the air and landed 40 ft from where his owner was nearly killed as well. This was February 3rd, 2019, but could easily happen today.	0	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325150	Thank you for taking the time to leave a comment. We are sorry to hear about this. Speed management/aggressive driving is addressed as a priority in this report.
256	7/28/2022 18:39	Driving Comment	Our neighbor was pulling out of her driveway in 2018 and was T-boned by a car that police estimated was speeding at 50 mph. Luckily her children were not in the car.	13	1	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325154	Thank you for taking the time to leave a comment. We are sorry to hear about this. Speed management/aggressive driving is addressed as a priority in this report.
257	7/28/2022 19:22	Driving Comment	Speeding cars overtake bicyclists and slower (e.g., 25mph) vehicles at high rates of speed.	12	1	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325161	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
258	7/28/2022 19:25	Driving Comment	Traffic speeds are unsafe. Speed cushions decreased speeding on the 500 block by 54%! We are tracking cars and their speeds as they pass our house. This speed study has been underway for two-years. A similar study was conducted in the 500 block of Wetlands Edge. After speed cushions, speeding reduced from 72% to 18%. Excessive speeding (>35mph) has decreased to one-half percent. Traffic calming works! More please - the length of Wetlands Edge.	11	1	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325162	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
259	7/28/2022 19:32	Pedestrian Comment	hit-and-run driver ended the life of a 13-year-old dog, nearly hitting his owner, and never even slowed down. Mottu flew into the air and landed 40 ft from where his owner was nearly hurt as well. This was February 3rd, 2019, but could easily happen today.	12	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325163	Thank you for taking the time to leave a comment. We are sorry to hear about this. Speed management/aggressive driving is addressed as a priority in this report.
260	7/28/2022 20:18	Driving Comment	I agree with others that there needs to be traffic calming measures. I watched several cars speed by and a few were clocked at 36 m.p.h. and 38 m.p.h by "this is your speed" sign.	1	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325169	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
261	7/29/2022 12:08	Driving Comment	Fix the road! My car is vibrating apart here. I may go back to Tijuana. It was better roads there.	0	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325352	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
262	7/29/2022 15:26	Pedestrian Comment	Distracted drivers do not pay attention to pedestrians crossing to go back and forth to the park. Pedestrian Beacons would be a great addition.	1	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325504	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
263	7/29/2022 15:27	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	1	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325505	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
264	7/29/2022 15:27	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	10	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325506	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
265	7/29/2022 15:29	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	0	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325507	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
266	7/29/2022 15:30	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	0	0	https://ghd.mysocia.lpinpoint.com/american-canyon-lrsp/map#/marker/325508	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.

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267	7/29/2022 15:31	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325509	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
268	7/29/2022 15:31	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325510	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
269	7/29/2022 15:32	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325512	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
270	7/29/2022 15:33	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325513	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
271	7/29/2022 15:35	Pedestrian Comment	Pedestrian beacons are a must at this intersection. It's extremely dangerous to cross specially for students going to ACMS or ACHS at either side of town.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325514	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
272	7/29/2022 15:42	School Comment	Students cross this intersection every day, and it's so dangerous. Add extra preventative systems to ensure safety.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325516	Thank you for taking the time to leave a comment. There are planned multimodal improvements for SR 29 that may address this.
273	7/29/2022 15:43	Biking Comment	Need more bike signage, green bike lanes, more safety for bikers of all ages.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325517	Thank you for taking the time to leave a comment. Bike infrastructure and safety are addressed as priorities in this report.
274	7/29/2022 15:45	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325519	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
275	7/29/2022 15:46	Pedestrian Comment	Pedestrian beacons are a must at this intersection.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325520	Thank you for taking the time to leave a comment. Pedestrian safety and crossing improvements are addressed as priorities in the report.
276	7/29/2022 15:47	Biking Comment	Bike lanes all the way on American Canyon Rd.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325521	Thank you for taking the time to leave a comment. Bike infrastructure and safety are addressed as priorities in this report.
277	7/29/2022 15:49	Biking Comment	Add green biking lane all along Benton.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325523	Thank you for taking the time to leave a comment. This location is addressed as a priority in the LRSP.
278	7/29/2022 15:54	Pedestrian Comment	Vegetation too tall. Drivers can't see someone behind this tall grass. We've reported it multiple times.	7	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325524	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the report.
279	7/29/2022 16:03	Driving Comment	I routinely see people speed/slide around this corner. A few months ago someone lost control and took out the fence (yet to be replaced). There are children on this street to play and walk to the adjacent park. Please figure out a way to slow down the curve	10	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325525	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
280	7/29/2022 16:09	Driving Comment	Giant underpass for hwy29/broadway!!!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325528	Thank you for taking the time to leave a comment. Planned improvements on SR 29 may address your concerns. Your comment will be passed along to the City.
281	7/29/2022 16:10	Driving Comment	Can we restrict left turn off of Hwy 29 onto Kimberley. Way too many accidents over the years. I feel sorry for those living on the corner. Their fence has been rebuilt so many times. Someone will be killed one day.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325529	Thank you for taking the time to leave a comment. Planned improvements on SR 29 may address your concerns. Your comment will be passed along to the City.
282	7/29/2022 16:11	Driving Comment	So many speeders! This is another hwy29!!! This area needs help. Also need to be replaced or speed humps placed.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325530	Thank you for taking the time to leave a comment. Speed management/aggressive driving is addressed as a priority in this report.
283	7/29/2022 16:13	Driving Comment	This road needs to be repaired badly. Lots of highway traffic from 29 cuts these surface streets when the highway gets backed up during high traffic hours. Major speed trap needs to happen here! They'd make lots of \$\$	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325531	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
284	7/29/2022 16:29	Driving Comment	The quality of the road here is very bad on the 300 block of Rio Del Mar. This is very difficult for the bus, cars and our neighbors.	7	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325538	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
285	7/29/2022 16:31	Driving Comment	Road quality is very poor. It's been 40+ years since the street was repaved.	7	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325539	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
286	7/29/2022 16:32	Driving Comment	Road needs to be repaved. The bus and cars use this heavily and it throws rocks now.	7	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325540	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.

ID	Created on	Type	Comment	Up Votes	Down Votes	View on map	Response to Comment
287	7/29/2022 16:43	Driving Comment	Drivers are constantly running the stop signs and speeding down Theresa Ave/Los Altos Dr/Eucalyptus at high speeds. I live on this street and traffic has progressively gotten worse over the last few years. Even attempting to cross the street here has become dangerous during peak traffic hours. More police presence is needed here during traffic peak times and traffic calming measures would be helpful as well.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325543	Thank you for taking the time to leave a comment. Speed management/aggressive driving and increased enforcement are addressed as priorities in the report.
288	7/29/2022 16:54	Driving Comment	Large trucks/Semis often drive through Los Altos. Those vehicles are way to large and big to have them driving through residential streets.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325547	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
289	7/29/2022 21:04	Driving Comment	Everyday there are cars speeding down our street, Elliott Dr., past the speed limit. We have two small children, and we are always worried whenever we walk out our front door. Would it be possible to place speed bumps on our street? I think this would help in terms of forcing people to slow down. Maybe even add a speedometer sign too. This is my top concern for our city.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325627	Thank you for taking the time to leave a comment. To install speed bumps/humps, an engineering study will need to be completed. Speed management/aggressive driving are addressed as a priority in this report.
290	7/30/2022 0:35	Driving Comment	Blind spot for drivers turning left. People speed around the curb, or even if going slightly over speed limit, it's always nearly a missed collision as the driver turning left from Toscana is also watching cars turning right around corner onto Silver Oak Trail from AC Road. It's dangerous.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325659	Thank you for taking the time to leave a comment. Intersection safety is addressed as a priority in the report.
291	7/30/2022 0:36	Driving Comment	Drivers are constantly speeding down this street, putting our young children playing outside in danger.	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325660	Thank you for taking the time to leave a comment. Speed management/aggressive driving and increased enforcement are addressed as priorities in the report.
292	7/30/2022 0:40	Transit Comment	Parking is extremely congested on this street due to apartment tenants not being given sufficient parking spots within their complex. Have also had multiple commercial vehicles (Adecco) using this street as their commercial parking lot.	1	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325661	Thank you for taking the time to leave a comment. Your concern will be passed along to the City.
293	7/30/2022 7:16	Driving Comment	PLEASE consider adding a stop sign here on Rio Del Mar between Carolyn and Los Altos. The high speeds are very dangerous!	0	0	https://ghd.mysocialpinpoint.com/american-canyon-lrsp/map#/marker/325682	Thank you for taking the time to leave a comment. To install an all-way stop or signal, the intersections would need to meet CA MUTCD warrants. Intersection safety is addressed as a priority in the LRSP.

Appendix B

Collision Data

Collisions at Selected Intersections

Intx ID	Primary Road	Secondary Road	Location	Severity					Type							Year					HSM Severity Ranking (EPDO)	RSM Severity Ranking (EPDO)	Fatal + Injury	Total						
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint or Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overtumed	Vehicle/Pedestrian	Other/Not Listed	Pedestrian	Bicycle	2017	2018					2019	2020	2021			
1	Green Island Rd	Mezzetta Ct	City				2		1		1								2				12	12	2	2				
2	Green Island Rd	Commerce Blvd	City				3		1	1		1							1	2			3	3	0	3				
3	Green Island Rd	Paoli Loop Rd	City				2		1			1							2				2	2	0	2				
4	Commerce Blvd	Hanna Dr	City				2					2							1			1	2	2	0	2				
5	Paoli Loop Rd	Klamath Ct	City																				0	0	0	0				
6	Paoli Loop Rd	Watson Ln	City				2			1				1					1		1		2	2	0	2				
7	Napa Junction Rd	Theresa Ave	City																				0	0	0	0				
8	Napa Junction Rd	Lombard Rd	City																				0	0	0	0				
9	Napa Junction Rd	Main St	City				2			1					1				1		1		2	2	0	2				
10	Eucalyptus Dr	Main St	City				1		1			1	1						1		1		12	12	1	2				
11	Eucalyptus Dr	Theresa Ave	City																				0	0	0	0				
12	Theresa Ave	Los Altos Pl	City				1					1									1		6	6	1	1				
13	Rio Grande	Bufflehead St	City				1					1									1		1	1	0	1				
14	Eucalyptus Dr	Rio Del Mar	City				2			1		1							1	1			2	2	0	2				
15	Wetlands Edge Rd	Bluebell St	City				1							1							1		1	1	0	1				
16	Redhead St	Bluebell St	City				1		1										1				1	1	0	1				
17	Donaldson Way	Landana St	City				1						1								1		11	11	1	1				
18	Rio Del Mar	Spikerush Cir	City				1					1							1				1	1	0	1				
19	Rio Del Mar	Donaldson Way	City				1			1									1				1	1	0	1				
20	Rio Del Mar	Gisela Dr	City				1			1											1		11	11	1	1				
21	Rio Del Mar	Los Altos Pl	City				1		1			1							1		2		36	197	2	3				
22	Donaldson Way	Amarillo Dr	City				1					1									1		1	1	0	1				
23	James Rd	Wilson Way	City				1						1								1		1	1	0	1				
24	Summerwood Dr	Mascota Way	City				1					1									1		1	1	0	1				
25	Tapestry Ln	Covina Ct	City				1			1											1		1	1	0	1				
26	Tapestry Ln	Summerwood Dr	City				1						1										11	11	1	1				
27	Tuscan Oak Trail	Golden Brook Ln	City				1			1											1		11	11	1	1				
28	Benton Way	Wetlands Edge Rd	City				2			1			1								1		2	2	0	2				
29	Benton Way	Huntington Way	City				1			1											1		1	1	0	1				
30	Benton Way	Chaucer Ln	City				2			1											1		1	1	0	1				
31	Donaldson Way W	Elliott Dr	City				2					1	1								2		12	12	2	2				
32	Donaldson Way W	Carolyn Dr	City				1																6	6	1	1				
33	Donaldson Way E	Tuscan Oak Trail	City				1			1											1		1	1	0	1				
34	Donaldson Way E	Summerwood Dr	City				1					1									1		1	1	0	1				
35	Donaldson Way E	Vinagate Way	City				1						1								1		1	1	0	1				
36	Donaldson Way E	Shenandoah Dr	City				1		1			1	1						1		1		12	12	1	2				
37	Donaldson Way E	Newell Dr	City				1	1	3		1	2		2					2	1	2		20	20	2	5				
38	Newell Dr	Granite Springs Way	City				2						1		1						1		12	12	2	2				
39	Newell Dr	Silver Oak Trail	City				3			1		1	1								2		3	3	0	3				
40	Huntington Way	Abbey Ct	City				1			1											1		1	1	0	1				
41	Elliott Dr	Crawford Way	City				1																0	0	0	0				
42	Crawford Way	Norwick Ct	City				1				1												11	11	1	1				
43	Crawford Way	Andrew Rd	City				1					1									1		1	1	0	1				
44	James Rd	Crawford Way	City				1																1	1	0	1				
45	Shenandoah Dr	Sirah Dr	City				1						1										1	1	0	1				
46	Silver Oak Trail	Toscana Dr	City				1						1								1		6	6	1	1				
47	Toscana Dr	Stonecreek Dr	City																				0	0	0	0				
48	Toscana Dr	Karly Ct	City				1																1	1	0	1				
49	W American Canyon F	Wetlands Edge Rd	City				2				1										1		12	12	2	2				
50	W American Canyon F	Hummingbird Way	City																				0	0	0	0				
51	W American Canyon F	Chaucer Ln	City				1							1							1		11	11	1	1				
52	W American Canyon F	Elliott Dr	City				1	2				1	1	1	1						1		8	8	1	3				
53	W American Canyon F	James Rd	City				1	2				1	1	1	1						1		8	8	1	3				
54	American Canyon Rd	Broadway/Silver Oak Trail	City				2	9	17		3	2	6	11	1		4	1	3	3	4	2	13	4	5	129	311	11	28	
55	American Canyon Rd	Redwood Cir	City				1	1	1				2	1									1	2	18	18	2	3		
56	American Canyon Rd	Newell Dr/Fosden Rd	City				1	2	8	8		1	4	3	7	2	1	1	1	1			7	4	6	2	107	198	11	19
57	American Canyon Rd	Via Firenze	City				1	1	5			2	1	1	2	1							1	2	1	3	22	22	2	7
58	Vinci Way	Carrara Ct	City																				0	0	0	0				
59	Northampton Dr	Chaucer Ln	City				1																11	11	1	1				
60	Northampton Dr	Brixton Ct	City				1																1	1	1	0	1			
61	Northampton Dr	Danrose Dr	City				1																1	1	0	1				
62	Wetlands Edge Rd	Kensington Way	City				1																1	1	0	1				
63	Chaucer Ln	Northrup Ln	City				1							1									1	1	0	1				
64	Elliott Dr	Folland Dr	City				1						2										1	1	1	2				
65	Folland Dr	Kemp Way	City				2					1											1	1	0	1				
66	Folland Dr	Danrose Dr	City				2					1	1										1	1	2	2				
67	Kemp Ln	Sheffield Way	City				1		1														1	1	0	1				
68	Danrose Dr	Reed Dr	City				2					1	1										2	2	0	2				
69	Kimberly Dr	Meadow Bay Dr	City				1					1											1	1	0	1				
70	Kimberly Dr	Poppyfield Dr	City																				0	0	0	0				
71	Kimberly Dr	Elliott Dr	City				1							1									6	6	1	1				
72	Kimberly Dr	Danrose Dr	City																				0	0	0	0				
73	Kimberly Dr	Tyler Ct	City				1						2										12	12	1	2				
74	Cattail Dr	Cattail Ct	City				1					1											1	1	0	1				
75	Danrose Dr	Patricia Dr	City				1																6	6	1	1				
76	Marla Dr	Meadow Bay Dr	City																				0	0	0	0				
77	Elliott Dr	Lisa Ct	City																				0	0	0	0				
78	Elliott Dr	Marla Dr	City				1																1	1	0	1				
79	Broadway	Veterans Memorial Park	City				1		1														1	1	0	1				
80	Broadway	Ventana Dr	City				1		2		1		1	1									3	3	1	3				
81	Ventana Dr	Independence Ct	City				1					1											1	1	0	1				

Countermeasures for Non-Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
NS01	Lighting	Add intersection lighting	Night	40%	20	90%	Medium
NS02*	Control	Evaluate conversion to all-way STOP control (from 2-way or Yield control)*	All	50%	10	90%	High
NS03*	Control	Evaluate installing signals*	All	30%	20	90%	Low
NS04	Control	Convert intersection to roundabout (from all way stop)	All	Varies	20	90%	Low
NS05	Control	Convert intersection to roundabout (from stop or yield control on minor road)	All	Varies	20	90%	Low
NS05mr	Control	Convert intersection to mini-roundabout	All	30%	20	90%	Medium
NS06	Operation/ Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	90%	Very High
NS07	Operation/ Warning	Upgrade intersection pavement markings	All	25%	10	90%	Very High
NS08	Operation/ Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	90%	High
NS09	Operation/ Warning	Install flashing beacons as advance warning	All	30%	10	90%	High
NS10	Operation/ Warning	Install transverse rumble strips on approaches	All	20%	10	90%	High
NS11	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS12	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
NS13	Geometric Mod.	Install splitter-islands on the minor road approaches	All	40%	20	90%	Medium
NS14	Geometric Mod.	Install raised median on approaches	All	25%	20	90%	Medium
NS15	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u- turns	All	50%	20	90%	Medium
NS16	Geometric Mod.	Reduced Left-Turn Conflict Intersections	All	50%	20	90%	Medium
NS17	Geometric Mod.	Install right-turn lane	All	20%	20	90%	Low
NS18	Geometric Mod.	Install left-turn lane (where no left-turn lane exists)	All	35%	20	90%	Low
NS19PB	Ped and Bike	Install raised medians / refuge islands	Ped and Bike	45%	20	90%	Medium
NS20PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	Ped and Bike	25%	10	90%	High
NS21PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Ped and Bike	35%	20	90%	Medium
NS22PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	Ped and Bike	35%	20	90%	Medium
NS23PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	Ped and Bike	55%	20	90%	Low

Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
S01	Lighting	Add intersection lighting	Night	40%	20	90%	Medium
S02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	90%	Very High
S03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
S04	Signal Mod.	Provide Advanced Dilemma Zone Detection for high speed approaches	All	40%	10	100%	High
S05	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	90%	High
S06	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
S07	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	90%	High
S08	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	90%	Medium
S09	Operation/ Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	90%	Very High
S10	Operation/ Warning	Install flashing beacons as advance warning	All	30%	10	90%	Medium
S11	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
S12	Geometric Mod.	Install raised median on approaches	All	25%	20	90%	Medium
S13PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
S14	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns	All	50%	20	90%	Medium
S15	Geometric Mod.	Reduced Left-Turn Conflict Intersections	All	50%	20	90%	Medium
S16	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	90%	Low
S17PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	90%	Very High
S18PB	Ped and Bike	Install pedestrian crossing	P & B	25%	20	90%	High
S19PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	90%	High
S20PB	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	90%	Very High
S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	90%	Very High

Countermeasures for Roadway Segments

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R01	Lighting	Add segment lighting	Night	35%	20	90%	Medium
R02	Remove/ Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R03	Remove/ Shield Obstacles	Install Median Barrier	All	25%	20	90%	Medium
R04	Remove/ Shield Obstacles	Install Guardrail	All	25%	20	90%	High
R05	Remove/ Shield Obstacles	Install impact attenuators	All	25%	10	90%	High
R06	Remove/ Shield Obstacles	Flatten side slopes	All	30%	20	90%	Medium
R07	Remove/ Shield Obstacles	Flatten side slopes and remove guardrail	All	40%	20	90%	Medium
R08	Geometric Mod.	Install raised median	All	25%	20	90%	Medium
R09	Geometric Mod.	Install median (flush)	All	15%	20	90%	Medium
R10PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
R11	Geometric Mod.	Install acceleration/ deceleration lanes	All	25%	20	90%	Low
R12	Geometric Mod.	Widen lane (initially less than 10 ft)	All	25%	20	90%	Medium
R13	Geometric Mod.	Add two-way left-turn lane (without reducing travel lanes)	All	30%	20	90%	Medium
R14	Geometric Mod.	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	All	30%	20	90%	Medium
R15	Geometric Mod.	Widen shoulder	All	30%	20	90%	Medium
R16	Geometric Mod.	Curve Shoulder widening (Outside Only)	All	45%	20	90%	Medium
R17	Geometric Mod.	Improve horizontal alignment (flatten curves)	All	50%	20	90%	Low
R18	Geometric Mod.	Flatten crest vertical curve	All	25%	20	90%	Low
R19	Geometric Mod.	Improve curve superelevation	All	45%	20	90%	Medium
R20	Geometric Mod.	Convert from two-way to one-way traffic	All	35%	20	90%	Medium
R21	Geometric Mod.	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	High
R22	Operation/ Warning	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	90%	Very High
R23	Operation/ Warning	Install chevron signs on horizontal curves	All	40%	10	90%	Very High
R24	Operation/ Warning	Install curve advance warning signs	All	25%	10	90%	Very High
R25	Operation/ Warning	Install curve advance warning signs (flashing beacon)	All	30%	10	90%	High
R26	Operation/ Warning	Install dynamic/variable speed warning signs	All	30%	10	90%	High
R27	Operation/ Warning	Install delineators, reflectors and/or object markers	All	15%	10	90%	Very High
R28	Operation/ Warning	Install edge-lines and centerlines	All	25%	10	90%	Very High
R29	Operation/ Warning	Install no-passing line	All	45%	10	90%	Very High
R30	Operation/ Warning	Install centerline rumble strips/stripes	All	20%	10	90%	High
R31	Operation/ Warning	Install edgeline rumble strips/stripes	All	15%	10	90%	High
R32PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R33PB	Ped and Bike	Install Separated Bike Lanes	P & B	45%	20	90%	High
R34PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R35PB	Ped & Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R36PB	Ped and Bike	Install raised pedestrian crossing	P & B	35%	20	90%	Medium
R37PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
R38	Animal	Install animal fencing	Animal	80%	20	90%	Medium

Priority Intersection Mitigations

Intersection	Recommended Countermeasures
City Jurisdiction	
Flosden Rd and Daniel Dr	Improve sight distance to intersection (Clear Sight Triangles) Install pedestrian crossing at uncontrolled locations (new signs and markings only)
American Canyon Rd and Broadway/Silver Oak Trail	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
American Canyon Rd and Newell Dr/Flosden Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Rio Del Mar and Los Altos PI	Evaluate conversion of intersection to mini-roundabout
Flosden Rd and Canyon Creek Dr	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Flosden Rd and Via Bellagio	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
American Canyon Rd and Via Firenze	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI) Install high visibility yellow school crosswalk striping
Rio Del Mar and Rio Grande	Relocate existing school crossing Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
Caltrans Jurisdiction*	
SR 29 and American Canyon Rd	Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Rio Del Mar	Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Napa Junction Rd	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 and Eucalyptus Dr	Improve signal timing (coordination, phases, red, yellow, or operation) Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
SR 29 and Donaldson Way	Improve signal timing (coordination, phases, red, yellow, or operation)
SR 29 / Green Island Rd	Install signage for traffic merging onto SR 29

*Only low-cost countermeasures considered. Larger corridor improvements planned and anticipated to begin construction in FY 2025/26

Intersection	Recommended Countermeasures
Priority Segment Mitigations	
Segment	Recommended Countermeasures
City Jurisdiction	
Newell Dr (Silver Oak Trail to American Canyon Rd)	Install dynamic/variable speed warning signs
American Canyon Rd (Newell Dr to E City Limit)	Install dynamic/variable speed warning signs
	Install guardrail
	Install delineators, reflectors and/or object markers
	Repair and paint (retroreflective) median end caps
Paoli Loop Rd (SR 29 to SR 29 Overpass)	Install dynamic/variable speed warning signs Install centerline rumble strips/stripes
Flosden Rd (Daniel Dr to S City Limit)	Install dynamic/variable speed warning signs Install delineators, reflectors and/or object markers
American Canyon Rd (Silver Oak Trail to Newell Dr)	Install dynamic/variable speed warning signs Install delineators, reflectors and/or object markers
Silver Oak Trail (American Canyon Rd to Newell Dr)	Install dynamic/variable speed warning signs Install pedestrian crossing (with enhanced safety features)
Benton Way (Wetlands Edge Rd to Donaldson Way/Elliott Dr)	Install dynamic/variable speed warning signs
	Install pedestrian crossing (with enhanced safety features)
Caltrans Jurisdiction*	
SR 29 (American Canyon Rd to S City Limit)	Add segment lighting
	Install dynamic/variable speed warning signs
SR 29 (Green Island Rd to Napa Junction Rd)	Add segment lighting
	Install dynamic/variable speed warning signs
SR 29 (Rio Del Mar to Donaldson Way)	Add segment lighting
	Install dynamic/variable speed warning signs
SR 29 (Donaldson Way to American Canyon Rd)	Add segment lighting
	Install dynamic/variable speed warning signs
SR 29 (Napa Junction Rd to Rio Del Mar)	Add segment lighting
	Install dynamic/variable speed warning signs

*Only low-cost countermeasures considered. Larger corridor improvements planned and anticipated to begin construction in FY 2025/26

Location	Type of Countermeasure	Countermeasure
Citywide	Education	Pedestrian and bicycle education campaign (crossing at crosswalks, wearing high-visibility clothing at night, following the bicycle rules of the road etc.)
	Education	Safe driver education for all drivers
	Education	Safe driving campaign for students
	Enforcement	Speed enforcement and management ²
	Engineering	Install bike infrastructure ¹
	Engineering	Add sidewalks/close sidewalk gaps
	Engineering	Pedestrian Crossing Enhancements ¹
	Engineering	Leading Pedestrian Intervals (LPIs) at signalized intersections
	Engineering	Flashing Yellow Arrows/Protected Left Turn signal heads at signalized intersections
	Engineering	Evalute installation of green bike conflict markings at intersections ¹
Engineering	Evalute adding bike boxes at intersections ¹	

¹ Pedestrian Crossing Enhancements and Bike Safety Improvements are part of the HSIP Set Aside funding and do not require previous collision history

² Speed Management can include the installation of traffic calming devices and/or speed limit changes through AB 43

NON-ENGINEERING

Strategy Type	Recommended Strategy
 Education	Pedestrian education campaign Bicyclist education and resources Safe Routes to School maps and outreach at schools Social media blasts with quick education tool for all users Dangers of speeding/speed management campaigns Driver education through distracted driving campaigns Partner with Regional and Local partners (NVTA, Napa Bike, NCOE)
 Emerging Technologies	ITS infrastructure, web/mobile application (apps) and smart cities practices Crash warning system Changeable message signs Bicycle detection Upgraded controllers for leading pedestrian intervals as needed. Installing touchless Accessible Pedestrian Signals
 Enforcement	Targeted speed enforcement Focused DUI check points or routine stops Increasing number of traffic enforcement officers through OTS grants Distracted driving enforcement
 Emergency Response	Maintain emergency preemption at signalized intersections Improve and maintain access for emergency response vehicles

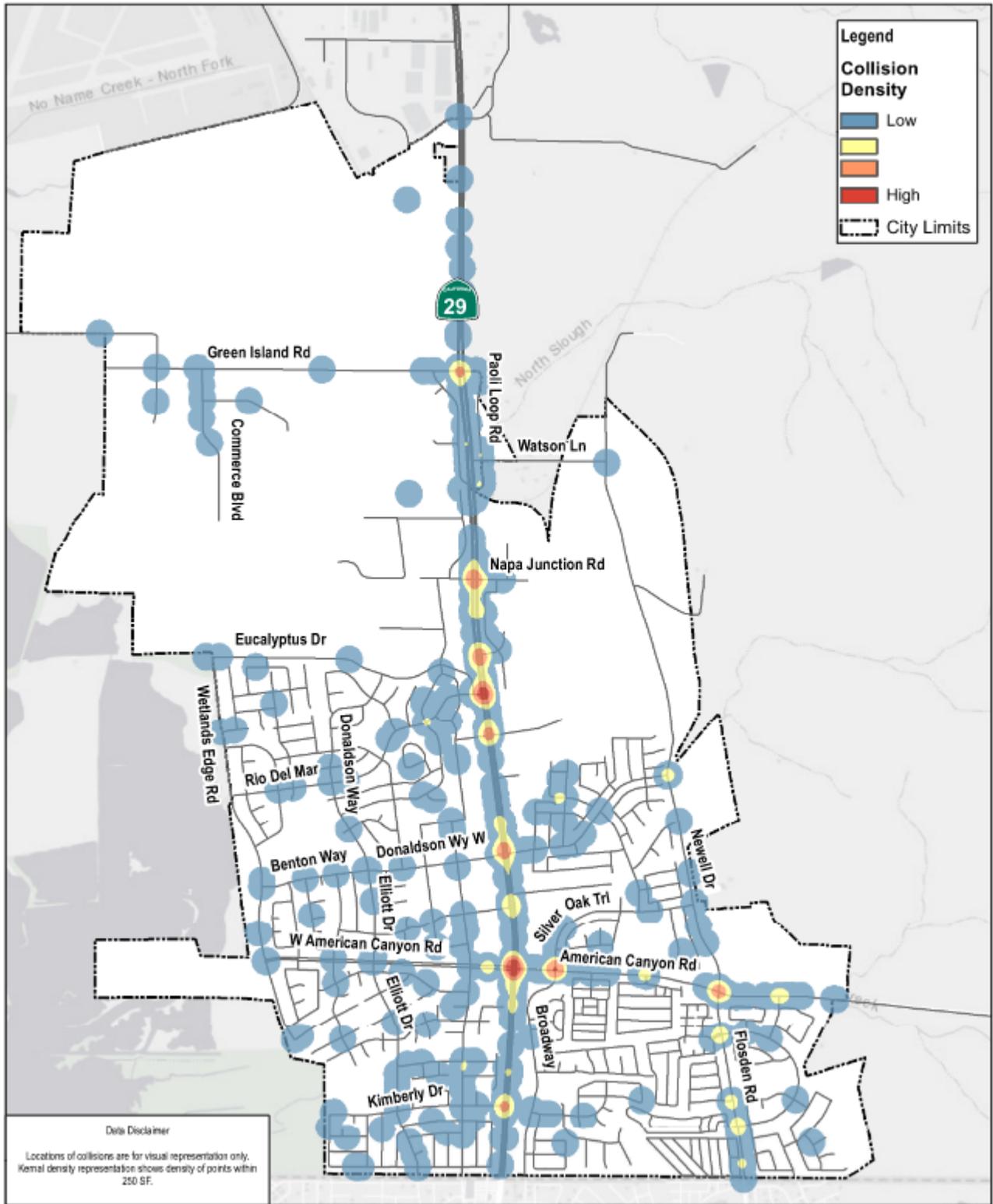


Figure 4.4 Collision Density on All Roadways (2017-2021)



TITLE

Adoption of Labor Agreements, Salary Schedules and related documents.

RECOMMENDATION

Take the following action in conjunction with the Labor Agreements, Salary Schedules and related documents:

1. Authorize the City Manager to execute labor agreements with the members of Teamsters Local 315 - General Unit and of Teamsters Local 315 - Mid-Management Unit; and
2. Authorize the City Manager to make corresponding changes to the Unrepresented Compensation Program; and
3. Adopt an updated Salary Schedule for Fiscal Year 2022/2023; and
4. Revise the Recruitment and Retention Strategic Plan and the Performance Management Guidelines, Policies and Procedures for At-Will Managers; and
5. Amend the Classification Plan to revise the Deputy Public Works Director Classification Specification.

CONTACT

Maria Ojeda, Assistant City Manager
Scott Corey, Human Resources Officer II

BACKGROUND & ANALYSIS

This staff report presents and seeks City Council approval of five inter-related but distinct items:

1. Adopt new labor agreements with employees represented by Teamsters Local 315
2. Revise the Unrepresented Compensation Program for unrepresented employees
3. Revise the Salary Schedule
4. Revise the Recruitment and Retention Strategic Plan and the Performance Management Guidelines, Policies and Procedures for At-Will Managers
5. Revise the Deputy Public Works Director Classification Specification

Labor Agreements with Teamsters Local 315

On October 6, 2020, the City Council authorized the City Manager to execute a one-year extension to the Memorandums of Understanding with members of Teamsters Local 315 - General Unit and of Teamsters Local 315 - Mid-Management Unit (the "MOUs"). The action resulted in expiration of the

City's labor agreements on June 30, 2022.

The City and its represented employees engaged in a meet and confer process to reach agreement on new Memorandums of Understanding for the General Unit and the Mid-Management Unit with effective dates of July 1, 2022 through June 30, 2027. In July, the Teamsters membership representing a majority of each group approved the terms of the agreements.

The primary elements of the agreements are (Attachments 2 and 3).:

- Cost-of-Living Adjustment (COLA)
 - Effective July 2022 - 5%
 - Effective July 2023 - 3% to 5% based on the San Francisco Bay Area Consumer Price Index for April 2023.
 - Effective July 2024 - 2% to 5% based on the San Francisco Bay Area Consumer Price Index for April 2024.
 - Effective July 2025 - 2% to 5% based on the San Francisco Bay Area Consumer Price Index for April 2025.
 - Effective July 2026 - 2% to 5% based on the San Francisco Bay Area Consumer Price Index for April 2026.
- Cafeteria Benefit Plan - Amount increases by same percentage as COLA
- Paid Holidays - Addition of Juneteenth (June 19)
- Health-in-Lieu Payment - Increases to \$475 from \$400
- Standby Pay - Increases to \$50 from \$30 for weekdays and \$75 from \$50 for weekends and holidays (General Unit)
- Certifications - Increases maximum limit to \$200 from \$100 to cover up to four certifications above requirements for the classification
- Safety Shoes - Increases to \$275 from \$250
- Vacation Accrual Caps - Returns limit to pre-pandemic level of 320 hours

Revised Unrepresented Compensation Program

On October 6, 2020, the City Council also authorized the City Manager the revise the Unrepresented Compensation Program (Attachment 5) to extend its term through June 30, 2022.

After the Teamsters approved its tentative agreement in July, the City met with its unrepresented employees to review similar applicable changes to the Unrepresented Compensation Program, primarily the COLA, cafeteria plan benefit, paid holidays, health-in-lieu payment, and vacation accrual caps.

Revised Salary Schedule

The City's Recruitment and Retention Strategic Plan (the "Recruitment Plan") directs staff to

perform a market-based compensation study for City job classifications approximately every five years and/or prior to periodic labor negotiations over a new contract. The purpose of such a study is to determine the City's relative position within a competitive recruitment market, and to equip the City with data necessary to adjust its wages and benefits to attract and retain the most qualified workforce possible. The City had last conducted such a study in 2016.

In December 2021, the City engaged Koff and Associates (the "Koff") to perform a comprehensive Total Compensation Study (the "Study") reviewing the wage and benefits paid by similar Bay Area public agencies for work performed in 47 similar job classifications. The Recruitment Plan identifies 10 comparator agencies for use in such a study as the cities of Benicia, Dixon, Fairfield, Martinez, Napa, Pleasant Hill, Rohnert Park, Sonoma, St. Helena and Vallejo. The Study also compared six districts supporting those cities with water and wastewater services to mirror as closely as possible the full-range of services offered by the City.

After examining the class specifications for each comparator agency and collecting the relevant wage and benefit information, the Study determined the median pay for each benchmark job classification. Using the Study and the Recruitment Plan as guiding principles, the following changes were made to the City salary schedule:

1. Market Adjustments - the Recruitment Plan defines wages within market as those that are between 10 percent above and 7 percent below the market median. Teamsters Local 315 negotiated adjusting represented classifications that were more than 5% below the market median to 5% below market median.
2. Internal Alignments - the Recruitment Plan identifies optimal class level differentials between job classes, such as entry-level, journey-level, supervisory, and management. Koff reviewed the alignments and made recommendations. Updated alignments were incorporated in the salary schedule.
3. Range Placement - staff requested that Koff and Associates provide a method to repair minor inconsistencies in the salary schedule that developed over several years by repeated application and rounding of annual COLAs, which had compacted internal alignments. To address this issue, Koff and Associates recommended use of a salary range table (range placement) to stabilize the relationship between classes within job families. Staff has incorporated this tool into its process to enhance fairness and equity in the salary schedule.

The revised Salary Schedule (Attachments 7 and 8) incorporate these changes and the Fiscal Year 2022-2023 COLA outlined in the labor contracts. Staff is recommending a separate salary schedule for part-time, retired annuitant and extra help classifications with salaries linked to minimum wage or other non-market-based factors for ease of administration and transparency.

Recruitment and Retention Strategic Plan, and the Performance Management Guidelines, Policies and Procedures for At-Will Managers

In 2007, the City Council adopted the Recruitment and Retention Strategic Plan and the Performance Management Guidelines, Policies and Procedures for At-Will Managers (the "Plan").

At that time, compensation for at-will managers were typically arranged in pay bands that grouped together job classifications with similar education, experience, scope and span of responsibility, and relative value to the organization for purposes of setting salaries. Since then, human resources best practices have incorporated increased sensitivity to both diversity and market conditions in recruiting and retaining executive talent. Rather than relying on a rigid set of bands to set salaries, human resources practitioners have applied similar market-based approaches used for non-executive job classes to set at-will manager salaries. As a result, the influence of compensation surveys for at-will manager salaries has increased as the recruitment market has become more competitive.

To enable the City to remain as competitive as possible, staff is recommending the Council adopt revisions to the Plan (Attachments 10 and 11) to eliminate the use of pay bands for at-will managers, but retain the current structure of a minimum, control point and maximum wage in brackets into which the City Manager may place incumbents and to which COLAs and pay-for-performance adjustments can be applied.

The salary schedule provided as part of this item anticipates removal of at-will manager pay bands in favor of a market-based salary setting approach.

Revise the Deputy Public Works Director Classification Specification

In reviewing the Deputy Public Works Director Classification, staff is recommending reassigning it from the category of At-Will Manager to the Unrepresented group. While more substantive changes may be needed in the future, this is the only change recommended at this time. The salary schedule and the Unrepresented Compensation Program, which have separate resolutions as part of this item, have been modified in anticipation of Council approval of this modification (Attachment 13).

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

The FY 2022-23 Budget includes \$9,042,000 in expenditures for employee salary and benefits across the General Fund, the Water Fund, the Wastewater Fund and various other funding sources. The Recommended Action will result in additional expenditures of approximately \$206,000 across these funding sources. In contrast, reduced expenditures are expected due to currently vacant positions not immediately being filled at the beginning of the fiscal year. Staff expects to recommend changes (if necessary) at the Mid-Year Budget in February 2023 - but for now, sufficient funding exists to implement the Recommended Action.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

ATTACHMENTS:

1. Resolution MOU Adoption - 2022-27
2. Exhibit A - MOU Teamsters General - 2022-2027 - Red-line
3. Exhibit B - MOU Teamsters Mid-Management - 2022-2027 - Red-line
4. Resolution - Unrepresented Compensation Program Adoption - 2022-2027
5. Exhibit A - Unrepresented Compensation Program - 2022-2027 - Red-line
6. Resolution Salary Schedule - FY23
7. Exhibit A - Full-Time Salary Schedule 2022-2023
8. Exhibit B - Part-Time Salary Schedule 2022-2023
9. Resolution Revise Recruitment & Retention Plan
10. Exhibit A - Recruitment and Retention Strategic Plan - Red-line
11. Exhibit B - Performance Management for At-Will Managers - Red-line
12. Resolution to Modify Classification Plan
13. Exhibit A - Revised Deputy Public Works Director Classification - Red-line

RESOLUTION NO. 2021-_____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON
ADOPTING THE MEMORANDUMS OF UNDERSTANDING WITH THE TEAMSTERS
LOCAL 315 – GENERAL AND MID-MANAGEMENT UNITS**

WHEREAS, Section 37206 of the Government Code requires the City Council to prescribe the time and method of paying salaries and wages of employees of the City; and

WHEREAS, the City Council adopted Resolution 2017-14 approving Memorandums of Understanding with the Teamsters Local 315 for the General Unit and the Mid-Management Unit for the term of July 1, 2016 to June 30, 2021; and

WHEREAS, the City Council adopted Resolution 2020-87 to amend and extend those memorandums of understanding for one year expiring on June 30, 2022; and

WHEREAS, the City representatives acting on behalf of the City Council met and conferred in good faith on a number of occasions with Teamsters Local 315 representatives for both the General Unit and Mid-Management Unit relative to wages, benefits, and other terms and conditions of employment; and

WHEREAS, the City representatives acting on behalf of the City Council and the Teamsters representatives have reached agreement on new Memorandums of Understanding, attached hereto as Exhibit A and Exhibit B and made a part thereof.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby authorizes the City Manager to execute the Memorandums of Understanding with Teamsters Local 315 representing the General Unit employees and the Teamsters Local 315 representing the Mid-Management Unit employees.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of August, 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Leon Garcia, Mayor

ATTEST:

Taresa Geilfuss, City Clerk

William D. Ross, City Attorney

MEMORANDUM OF UNDERSTANDING

FOR THE GENERAL UNIT BETWEEN

THE CITY OF AMERICAN CANYON

AND TEAMSTERS LOCAL 315

July 1, ~~2016-2022~~ – June 30, ~~2021-2027~~
~~Extended through June 30, 2022~~

~~This document combines into a clean baseline document
the original MOU and the 2021-22 Extension Revisions,
which are shown in strikethrough format~~

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ATTACHMENTS:

Exhibit A – Salary Schedule, effective pay period beginning ~~February 11, 2017~~ July 9, 2022

MEMORANDUM OF UNDERSTANDING

PREAMBLE

This Memorandum of Understanding ("MOU") is a mutual agreement between the City of American Canyon ("City") and the Teamsters, Chauffeurs, Warehousemen & Helpers, Union No. 315 ("Union"). This MOU has been jointly prepared by the parties and is entered into and is pursuant to provisions of all state and federal laws applicable to public sector employee organizations formed for the purpose of employee representation. As approved by the City Council of the City of American Canyon and the Union, this MOU is binding upon City, Union and the represented employees.

1. RECOGNITION.

A. The Union has been recognized by the City, pursuant to the City Employer-Employee Relations Ordinance as the certified majority representative of the regular full-time and regular part-time employees assigned to the classifications listed below. The Union shall be recognized as representing employees in the classifications listed.

- Accountant
- Accounting Assistant I/II/III
- Accounting Technician
- Administrative Assistant
- Administrative Clerk I/II/III
- Aquatics Supervisor
- Assistant Planner
- Associate Planner
- Building Inspector I/II
- Building Maintenance Worker
- Capital Projects Coordinator
- Civil Engineer I/II/III
- Civil Engineering Technician
- Code Enforcement Officer
- ~~Deputy City Clerk~~
- Engineering Technician
- Environmental Specialist I/II/III
- Laboratory Chemist
- Maintenance Worker I/II/III
- Mechanic
- Permit Technician
- Plant Mechanic I
- Plant Operator I/II/III
- Police Technician
- Senior Maintenance Worker
- Sustainability Coordinator

B. City and Union agree to meet on the proper designation of any new employee classification or the significant modification of any existing classification. Based upon that meeting, the following actions may occur. If it is a new classification, that position may be included in the unit or left out of the unit. If it is a modification of an existing classification which was previously included in the unit, then it may remain in the unit or be re-designated to some other more appropriate unit. If it is a modification of an existing classification which was not previously part of the unit, it may be transferred into the unit or designated to some other more appropriate unit.

2. PURPOSE.

It is the purpose of this MOU to promote and provide for harmonious relations, cooperation and understanding between the City, the employees covered by this MOU, and the Union, to assure an

orderly and equitable means of resolving any misunderstanding or difference which may arise under this MOU, and to set forth the full and entire understanding of the parties reached as a result of meeting and conferring regarding wages, hours and other terms and conditions of employment of the employees covered by this MOU.

3. DEFINITIONS.

For the purpose of this MOU words, phrases and terms used herein shall be deemed to have the meanings specified unless it is apparent from the text that a different meaning is intended:

- A. **City** means the City of American Canyon.
- B. **City Council** means the elected City Council Members of the City of American Canyon.
- C. **Conciliation** means the efforts of an impartial third person, or persons, functioning as intermediaries, to assist the parties in reaching a voluntary resolution of impasse, through interpretation suggestion and advice. Mediation and conciliation are interchangeable terms.
- D. **Confidential Employee** means an employee who, in the course of his or her duties, has access to confidential information relating to the City's administration of employer-employee relations.
- E. **Consult** or **Consultation in Good Faith** means to communicate orally or in writing for the purpose of presenting and obtaining views or advising of intended actions; and as distinguished from meeting and conferring in good faith regarding matters within the required scope of such meet and confer process, does not involve an exchange of proposals and counterproposals with the Union in an endeavor to reach agreement in the form of an MOU.
- F. **Days** mean "calendar days" unless otherwise stated.
- G. **Employer-Employee Relations** means the relationship between the City and its employees and their employee organization, or, when used in a general sense, the relationship between City management and employees or employee organizations.
- H. **Fact-finding** means a process requested by the Union following impasse where a fact-finding panel hears evidence on the negotiation issues in dispute and provides findings and recommended terms of settlement.
- I. **Impasse** means a deadlock in the discussions between the Union representative and the City over any matters which they are required to meet and confer in good faith.
- J. **Management Employee** means an employee having responsibility for formulating, administering or managing the implementation of City policies and programs.

- K. ***Meet and Confer in Good Faith*** (sometimes referred to herein as “meet and confer” or “meeting and conferring”) means that duly authorized City representatives and duly authorized representatives of the Union shall have a mutual obligation to meet to confer in good faith regarding specified matters within the scope of representation, in an endeavor to reach tentative agreement. Once tentative agreement has been reached on any matter requiring ratification or City Council adoption, the parties shall recommended ratification by the membership and adoption by the City Council. Nothing herein shall require either party to agree to any proposal or make concessions.
- L. ***Memorandum of Understanding*** means a written document enumerating any agreement reached as a result of meeting and conferring in good faith on matters within the scope of representation and signed by the Union and the City.
- M. ***Part-Time Employees*** are regular part-time employees who are employed at least twenty (20) hours but less than forty (40) hours per week. They shall be paid an hourly rate that is a pro-rated portion of an amount. See Table 1 for the applicable class or position.
- N. ***Probationary Employees*** are those employees who have worked less than nine (9) consecutive months (270 calendar days) for the City. Probationary employees may be terminated at will, with or without notice, and said terminations shall not be subject to the grievance procedure.
- O. ***Regular Employee*** means any person employed by the City for an indefinite period and eligible for all benefits and privileges.
- P. ***Scope of Representation*** means all matters relating to employment conditions and employer-employee relations, including, but not limited to wages, hours, and other terms and conditions of employment, except, however, that the scope of representation shall not include consideration of the merits, necessity, organization of any service or activity provided by law or executive order.
- Q. ***Supervisory Employee*** means any employee having authority, in the interest of the City, to hire, transfer, suspend, lay off, recall, promote, discharge, assign, reward, discipline other employees, or responsibility to direct them or to adjust their grievances, or to recommend such action if the exercise of such authority is not of a routine or clerical nature, but requires the exercise of independent judgment.

4. EMPLOYEE RIGHTS.

All employees of the City have the right:

- A. To form, join and participate in the activities of employee organizations of their own choosing for the purpose of representation on all matters of employer-employee relations, including but not limited to wages, hours, and other terms and conditions of employment.

- B. To be free from intimidation, restraint, coercion, interference, discrimination or reprisal because of their exercise of any of the rights herein enumerated or granted by law.

However, managerial, supervisory and confidential employees may only be included in units that do not include non-managerial, non-supervisory and non-confidential employees.

5. ACCESS TO WORK LOCATIONS.

- A. Union representatives may visit work locations where bargaining unit members are performing work for the following purposes: To post literature on bulletin boards; to leave and/or distribute literature; to represent an employee on a grievance or in investigating proceedings that may lead to discipline and/or disciplinary proceedings, or to contact a Union officer on a matter within the scope of such grievance; provided, however, that advance arrangements including disclosure of the purpose of the visit is made to the City Manager or his/her designated representative and that the visit does not interfere with the normal conduct of work or duties of the employees, as determined by the City Manager. Any meetings with employees must be held during lunch hour or such other time period approved by the City Manager or his/her representative which does not conflict with City business if held on the worksite.
- B. Activities such as the soliciting of membership, collection of dues, holding membership meetings, campaigning for office, conducting elections, and distributing literature are strictly prohibited during working hours without the prior approval of the City Manager or his/her representative.
- C. In the event the City believes that the Union representatives are abusing the provisions of this Section, it shall contact the Union in writing to arrange a mutually acceptable time and place to investigate the City's complaint and to assure full compliance by Union representatives.

6. USE OF BULLETIN BOARD.

The Union may use a portion of the designated City bulletin board(s) at the various City facilities for communications having to do with official Union business. This provision also applies to the use of e-mail for communications having to do with official Union business. A copy of e-mail communications will be e-mailed to the City Manager or his designee.

7. STEWARDS.

Two (2) stewards and one (1) alternate shall be selected by the employees on the job. Whenever possible, one steward shall be selected from the Public Works Department and one steward shall be selected from another City department, by the employees on the job. There shall be no discrimination of any kind against the Steward or any employee because of Union affiliations or Union activities. The duties of the Steward shall be to report to the Local Union any and all

grievances which may arise and cannot be adjusted on the job. Other duties of the Steward shall be as follows:

- A. The investigation and presentation of grievances to the City or the designated City representative in accordance with the provisions of the MOU.
- B. Participation with the Union Official and/or the aggrieved employee in meetings with the City's representative involving grievances.
- C. Participation, if requested by the employee, in all investigatory proceedings that may lead to discipline and disciplinary proceedings.

8. PAYROLL DUES DEDUCTIONS.

- A. City agrees to deduct on a monthly basis periodic membership dues from the pay of each employee who voluntarily executes and delivers to City a valid dues deduction authorization form approved by the City Manager or his/her representative.
- B. If for any reason an employee does not have sufficient funds due him/her to provide for the payment of any of the above payroll deduction after all other authorized or mandatory deductions or garnishments have been made, if any, no such sums shall be payroll deducted and the Union shall assume the duties of direct collection from the employees.
- C. The dues deduction authorization shall remain in effect until the employee gives the City thirty (30) days notice in writing that he/she is revoking his/her authorization.
- D. The City shall not be required to collect any initiation fees, special assessments or short-time changes in rate.
- E. The Union shall indemnify, defend and hold the City and its officers and employees, including but not limited to the City Finance Director, harmless from any and all claims, liabilities and damages arising from or connected with following the instructions contained in such dues deduction authorizations.
- F. The Union shall indemnify and hold the City, its officers and employees harmless from any costs or liability resulting from any and all claims, demands, suits, or any other action arising from the operation of this provision or from the use of the monies remitted to the Union, including the costs of defending against any such actions or claims.
- G. The Union shall immediately refund to the City any amounts paid to it in error upon the discovery of such error by the Union or upon notification of the error from the City.

9. UNION SECURITY.

- A. Employees in the bargaining unit hired after the ratification of this MOU shall as a condition of continued employment, have thirty (30) calendar days from date of hire to

either join Teamsters Local 315, or pay to it a fee equivalent to its standard dues, initiation and general assessment. Payment of dues/fees shall be made by the last business day of the month in which they are due.

- B. Except as otherwise provided by applicable law, in the event of the failure of an employee to comply with their obligation under this provision, the Union shall send a written communication to such employee informing him/her of his/her delinquency, with a statement of the amount of such delinquency, the months for which dues/fees are owed, the total amount required to bring the employee into compliance, and specifying the date upon which the delinquency must be removed in order to remain on the job. If the employee fails to remove the delinquency within the stated time, a certified letter shall be sent by the Union to the City requesting the City comply with applicable termination proceedings with respect to the involved employee. The Union shall give the employee fair notice of his/her delinquency before requesting termination or such other remedy, as may be required by law.
- C. It is agreed between the parties that the Union indemnifies and holds the City harmless against any actions, claims or liabilities arising from action taken by the City in adherence with this Section. Such indemnification shall include reasonable attorney fees and costs incurred to defend against such asserted claims or liabilities.

10. HOURS OF WORK.

- A. Intent. The following provisions are intended to define the normal hours of work and shall not be construed as a guarantee of work per day or per week, or of days of work per week. There is no guarantee that there shall be no layoffs for lack of work, lack of funds or other good and sufficient reason.
- B. Hours. The City Manager or designee shall designate the number of hours and days per week to be worked by each Department.
- C. Workday. The normal workday shall be eight (8) hours of work in a twenty-four (24) consecutive hour period, except in cases of emergencies. The normal workday may be modified consistent with an alternate workweek schedule as provided for in sub-section F of this Section. Employees are expected to be at their work station, ready to begin work, at the beginning of their assigned shift, and to notify their supervisor at a minimum of fifteen (15) minutes prior to the start of the scheduled shift, if they expect to be absent or tardy on any given day, subject to departmental operating procedures.
- D. Workshift. The City shall have the sole discretion to determine the assignment of employees to work shifts, the number and type of shifts and the starting times thereof. Shift work shall be permitted in all classifications without restriction. Employees shall be scheduled to work on regular workshifts having regular starting and quitting time. Except for emergencies, such as maintaining staff levels, employees' workshifts shall not be changed without forty eight (48) hours prior notice to the employee. Every effort will

be made to provide the employee with at least a 5-working-day notice in making a workshift change. Neither call out nor overtime constitute a change in the workshift.

- E. Workweek. The normal workweek shall be forty (40) hours consisting of five (5) workdays and two (2) consecutive days of rest in a calendar week, except in cases of emergencies, or at the specific request of an employee and approval of the Department Head as provided for in sub-section F of this Section.
- F. Alternate Work Schedules. The City supports alternate work schedules, subject to the operating needs of the City and relevant Federal/State laws and regulations. An alternate work schedule must be approved in writing by the appropriate Department Head or designee prior to forwarding the request to the City Manager or designee for implementation of a new schedule. The parameters of an employee participating in an alternate work schedule shall be governed by the City of American Canyon Policy #~~09-121-1~~, “Alternate Work Schedule Policy—Revised” (Policy #~~09-121-1~~).
~~—Any employee who is on an alternate workweek schedule that has been in place since July 1, 2003 will be allowed to continue their schedule through June 30, 2011, even if that employee would otherwise not be eligible based on Policy #09-1. Effective July 1, 2011—or earlier if by voluntary discontinuance of the alternate workweek schedule by the affected employee, all alternate work schedules shall be governed by Policy #09-1.~~
- G. Meal Period. Each regular full-time employee shall be entitled to an uninterrupted, unpaid meal period of a minimum of thirty (30) minutes and a maximum of sixty (60) minutes at or about the midpoint of the work day. The length of the meal period and the time the meal period is taken shall be determined by mutual agreement of the employee and the Department Head. If agreement cannot be reached, the determination shall be made by the City Manager. Employees are entirely relieved of responsibilities and restrictions during their meal period, unless they have been notified, in writing, to work an on-duty meal period which will be treated as paid time.
- H. Rest Periods: Employees shall be provided rest periods at the rate of fifteen (15) minutes for each four (4) hours worked, and should occur as near as possible to the middle of the work period. Rest breaks shall be considered paid work time, but shall not be accrued nor combined with other rest periods. If an employee works less than three and one-half (3-1/2) hours, no rest period is required.
- I. Emergency Assignments: Nothing herein shall be constructed to limit or restrict the authority of the City to make temporary assignments to different, or additional locations, shifts, or duties for the purpose of meeting an emergency. For purposes of this MOU, emergency shall mean an unanticipated circumstance which requires an immediate response. Such emergency assignments shall not extend beyond the period of said emergency.

- J. Accruals: All references to accrual or use of vacation, holiday or sick leave in this MOU shall be interpreted as one (1) normal workday.

11. TARDINESS.

- A. Any tardiness infraction will remain in effect one year from the time of the infraction. Tardiness infractions shall not be cumulative from year-to-year.
- B. Tardiness up to fifteen (15) minutes, inclusive, will result in an infraction. Tardiness in excess of fifteen (15) minutes will result in loss of pay for time absent, in addition to constituting an infraction. Time will be computed to nearest one-quarter (1/4) hour.
- | | | | |
|-----|-------------------|---|--------------------------|
| (1) | First Infraction | - | Verbal Reprimand |
| (2) | Second Infraction | - | Written Reprimand |
| (3) | Third Infraction | - | Written Reprimand |
| (4) | Fourth Infraction | - | One (1) Day Suspension |
| (5) | Fifth Infraction | - | Five (5) Days Suspension |
| (6) | Sixth Infraction | - | Discharge |
- C. Employees shall be able to present the City with an excuse for a tardiness, but it shall be up to the City to determine whether said excuse is reasonable so as not to constitute an infraction.

12. OUT-OF-CLASS ASSIGNMENT.

- A. Out of class: An out of class assignment is a temporary assignment of a regular employee to an established position at a higher level of pay which requires the employee to perform a significant part of the duties of the higher classification. Such an assignment shall be temporary and shall terminate when the position is filled permanently, when the incumbent employee returns to work, or when the temporary assignment is discontinued. An out of class assignment shall not exceed a period of six (6) months, unless an extension is approved by the City Manager.
- B. Authorization: An out of class assignment shall be recommended by the Department Head and approved by the City Manager prior to being effective.
- C. Minimum Qualifications: A regular employee in an out of class assignment must meet all the minimum qualifications of the higher classification, but need not be qualified by examination or have standing on an Eligibility List.
- D. Compensation: An employee in an out of class assignment shall receive Step A of the salary of the higher classification or five (5) percent, whichever is greater, on the first day of the pay period after the time worked in the higher classification exceeds fifteen (15) consecutive work days. Benefits of the higher classification are not available and the employee will continue to receive the benefits of the employee's regular position.

Any vacation pay off during the employee's out-of-class assignment will be made at the employee's regular hourly rate.

13. OVERTIME AND COMPENSATING TIME OFF.

All employees who are eligible for overtime shall receive overtime pay computed at one and one-half (1-1/2) ~~times their regular hourly rate for hours worked up to sixteen (16) hours and two (2) times their regular hourly rate of pay for hours worked beyond sixteen (16) hours. These overtime hours must be authorized by the City and worked by the employee in excess of the employee's normal work schedule. times their regular hourly rate for all hours authorized by the City and worked by the employee in excess of the employee's normal work schedule.~~ Overtime hours shall be paid to the nearest quarter hour of time worked. Official City holidays and paid leave, in increments of an employee's normal work day shall be considered as actual hours worked for purposes of computing overtime eligibility.

Overtime shall be authorized in advance in writing by the employee's direct supervisor/manager, on the City's official "Authorization to Work Overtime" form. An employee not specifically exempt from the provisions of the Fair Labor Standards Act shall not begin work more than fifteen (15) minutes before their established schedule begins, nor work longer than fifteen (15) minutes after it ends, unless specifically authorized by the appropriate supervisor.

Employees eligible for overtime pay may elect to receive compensatory time off ("CTO") at time and one-half (1-1/2) in lieu of overtime pay. An employee may accrue and have a maximum current credit of one hundred twenty (120) hours of CTO.

~~REQUIRED ATTENDANCE AT CITY COUNCIL OR ANY COMMISSION MEETINGS SHALL BE COMPENSATED AT THE OVERTIME RATE OF PAY WITH A MINIMUM OF TWO (2) HOURS OVERTIME PER OCCURRENCE.~~

Required attendance at City Council or any Commission meetings that occur outside of an employee's regularly scheduled hours of work shall be compensated at the overtime rate of pay with a minimum of two (2) hours overtime per occurrence. In lieu of this minimum overtime provision, an employee required to attend a City Council or any Commission meeting may "flex" their regularly scheduled work hours to maintain an eight (8) hour work day, with the prior approval of their supervisor.

14. STANDBY.

A. "Standby duty" is defined as that circumstance which requires a City employee so assigned:

- (1) To be ready to respond immediately to calls for services;
- (2) To be readily available at all times by telephone and/or City-provided communications equipment and to leave a telephone number and/or beeper number with the City answering service where he/she can be reached at all times;
- (3) To refrain from activities which might impair the performance of assigned duties

upon call; and

- (4) To be able to arrive in the City boundaries within forty (40) minutes of being contacted.
 - (5) To be trained and capable of handling the typical problems that may arise during off-hours of the City.
- B. Standby duty shall be assigned by a Department Head or his/her designee in writing and/or scheduled posting. A City vehicle may be provided for the standby duty assignment at the City's discretion. Standby duty schedules shall only be approved by the City Manager or his designated representative. In order to minimize the costs of standby duty to the City and employees, the goal is to keep the number of standby assignments as limited as possible. New assignments shall be approved by the City Manager, based on a recommendation from the appropriate Department Head or designee.
- C. Effective the pay period after approval of this Agreement by the City Council, standby duty shall be compensated at ~~thirty-fifty~~ dollars (\$~~3050~~) per day on weekdays and ~~seventy-five~~~~fifty~~ dollars (\$~~5075~~) per day on weekends and holidays.
- D. Standby duty assignments shall be apportioned equitably among the bargaining unit technical employees of the City. Employees assigned standby will be permitted to exchange standby schedules with other employees qualified for the standby duty with the approval of the Department head or his/her designee.
- E. "Standby work" is defined as that portion of Standby duty that is:
- (1) Regularly scheduled for actual work to be performed (time worked on service calls is defined as "call back"); and
 - (2) Work that requires the employee to travel to a specific place of work to perform duties.
- F. Standby work shall only be paid on Saturdays, Sundays and official holidays. Standby work shall be paid at the time-and-one-half overtime rate.
- G. Employees who are on furlough, and are required to be on standby, shall be compensated as overtime for actual hours worked.

15. "CALL BACK."

- A. Call back is defined as that circumstance where an employee is called back to work for unscheduled hours after completion of the employee's regular workday or workweek, and departure from the worksite.

- B. Call back duty shall be compensated at the employee's overtime rate for a minimum of two (2) hours per occurrence (“minimum pay”) unless two (2) or more service calls overlap each other. The employee shall receive the greater of the minimum pay or overtime pay for hours actually worked.
- C. Assignments such as staff meetings, attendance at City meetings, and training sessions or schooling shall not be compensated as call back duty.
- D. Call back duty will not be authorized to an employee on Standby Pay, when that standby employee is able to resolve a service call over the phone, and is not required to report to work. If there is a question regarding whether a matter can be resolved over the phone, the standby employee’s supervisor will make the determination. An employee who is able to resolve a service call without returning to the worksite will be paid overtime at a minimum of one hour (1-hour).
- E. Employees called back to work after midnight or for work performed after midnight who have worked in excess of two (2) hours after midnight may arrive at work past their normal starting time that same day ~~one-half (1/2)hour-for-hour~~ the amount of the time that they worked past midnight and shall be paid from their normal starting time. The employee shall be responsible for any additional time off, i.e., compensatory, vacation, sick leave.

16. CERTIFICATION RENEWALS/CERTIFICATE PAY/EDUCATIONAL REIMBURSEMENT.

- A. The City will reimburse employees for the cost of the renewal of certification(s) or license(s) required by the employee’s job description.
- B. The City will pay fifty dollars (\$50) per month per certificate or skill, up to a maximum of ~~one-two~~ hundred dollars (~~\$100~~200) per month, to any employee who has the following verifiable certifications or skills.
 - (1) Ability to speak fluently in either Spanish or Tagalog (no more than \$50 will be paid for either or both languages)
 - (2) Industrial Waste Inspector
 - (3) Grade IV or Grade V for Water or Wastewater Operations
 - (4) Certified Public Accountant (CPA)
 - (5) Combination Building Inspector
 - (6) Licensed Surveyor
 - (7) Notary. The City shall have the right to designate the number and location of notaries covered under this provision who provide notary service to or on behalf of the City.
 - (8) Certified Code Enforcement Officer (~~Code Enforcement Officer classification only~~)

- (9) Grade II Laboratory Certificate and Grade 1 Environmental Compliance Inspector Certificate for Environmental Specialist I
- (10) Grade III or higher Laboratory Certificate and Grade II Environmental Compliance Certificate for Environmental Specialist II/III
- (11) CWEA Laboratory Analyst Certificate for Plant Operator I/II/III
- (12) Water Safety Instructor Trainer and CPR/First Aid/AED Instructor Certificate for Aquatics Supervisor.
- ~~(13) Certified Municipal Clerk (CMC) for Deputy City Clerk~~
- ~~(13) ISA Certified Arborist for Senior Maintenance Worker~~
- ~~(14) CWEA Environmental Compliance Inspector Grade 2 for Laboratory Analyst~~
- ~~(15) CWEA Laboratory Analyst Grade III or higher for Laboratory Analyst~~

Additional certificates, licenses, or skills may be eligible for certification pay in accordance with the process and criteria outlined in the joint City/Teamsters Memorandum – City Policies on Certification Renewal, Certificate Pay, and Tuition Reimbursement.

- C. For educational classes directly related to enhanced value to the City for the employee’s current position, or for educational classes not directly related to the employee’s current position, tuition reimbursement will be made in accordance with the process and criteria found in the joint City/Teamsters Memorandum – City Policies on Certification Renewal, Certificate Pay, and Tuition Reimbursement.
- D. The City agrees to meet and confer to update the list of certifications to include new certifications and eliminate any antiquated certifications. Certification pay shall apply to the updated list.

17. VACATION.

- A. Full-Time Employees. Every employee in a regular full-time position provided for by this article shall accrue paid vacation leave. Paid vacation leave accrues from the date of hire on a biweekly basis and increases after completion of the required years of service as follows:

<u>Years of Continuous Service</u>	<u>Days of Vacation & Hours Accrued Per Anniversary Year</u>
0 through 3	12 (96 hours)
4 through 9	15 (120 hours)
10 through 15	20 (160 hours)
16 and more	25 (200 hours)

No employee may, however, take any vacation leave, nor receive payment in lieu thereof, until he/she has completed nine (9) months of service.

B. Part-Time Employees. Section A shall also apply to regular part-time employees, except vacation days shall mean the same number of hours as a regularly scheduled work day for that employee. For instance, if an employee works a regularly scheduled four (4) hours per day, the vacation day earned shall be a day off with four (4) hours' pay.

C. Earned vacation may be accumulated up to a maximum of three hundred and twenty (320) ~~three hundred and twenty (320)~~ four hundred and eighty (480) hours.

All employees with excess vacation hours as of the last day of the pay period containing April-June 30 will have their vacation accruals adjusted down to the 320 ~~480~~ 320 hours accrual cap.

This section and the corresponding vacation accrual caps will also apply to part-time employees on a prorated basis based on their regularly scheduled hours in a workweek. For example, a part-time employee who works 20 hours/week will have a vacation accrual cap of ~~one hundred and sixty (160)~~ one hundred and sixty (160) ~~two hundred and forty (240)~~ hours – one-half the ~~three hundred and twenty (320)~~ four hundred and eighty (480) ~~three hundred and twenty~~ hours cap applicable to full-time employees.

D. All vacations shall be taken at such time or times during the calendar year as may be approved by the employee's supervisor or manager. The current practice of scheduling vacations shall be maintained.

E. A person separating from City service, about to retire, or who is to be laid off, and who has earned vacation time to his/her credit, shall be paid for such vacation accrued up to the effective date of such resignation, retirement or layoff. A person retiring from City service may remain on the payroll after the date of such retirement and utilize accrued vacation leave until such leave is exhausted, in lieu of a lump sum payment.

F. In lieu of vacation time off, an employee may cash out up to forty (40) hours of accrued but unused vacation time at the employee's straight time hourly rate, ~~subject to the following restrictions: (1) the employee must have taken at least forty (40) vacation hours during the past year; and (2) after any such cashout of vacation, the employee has a remaining vacation balance of at least 160 hours.~~ During fiscal year 2020-2021, the ability to cash out vacation leave is suspended.

Qualifying employees must file an irrevocable election identifying the specific amount of vacation he or she wishes to cash out during the month of December. Vacation will be paid out in the first paycheck in the month of January in the year following the irrevocable election.

G. If a holiday falls within a scheduled vacation period, then the holiday shall not be counted as vacation pay.

18. SICK LEAVE.

- A. Accrual. Sick leave shall be accrued at the rate of eight (8) hours for each calendar month of service (3.69 hours per biweekly pay period) for regular full-time employees. For regular part-time employees, accrual shall be pro-rated, consistent with Vacation Pay. No payment for accumulated and unused sick leave shall be made at the time of termination or upon retirement, although it may be applied towards additional retirement service credit, as set forth in Section 24, Retirement.
- B. Use. Sick leave may be used for an employee's personal illness or injury, emergency or routine medical or dental appointments, including pregnancy, for reasonable travel time to and from health care facilities and for enforced quarantine of the employee in accordance with community health requirements and family care. Employees shall, to the extent possible, schedule medical or dental appointments during non-working hours.

Sick leave will not be authorized for illness or injury to replace any other paid leave of absence except if such illness or injury causes the employee to be hospitalized, and then only for the time hospitalized. A Department Head may use discretion in allowing sick leave use during other paid leave to accommodate recovery periods or other related care.

- C. Family Care. Sick leave may be used to care for the employee's child, spouse or domestic partner, parent, parent-in-law, grandparent, grandchild, or sibling, who is incapacitated by a serious health condition as defined by State or Federal Law. Sick leave utilized for Family Care shall not exceed forty-eight (48) hours per occurrence.
- D. Administration.
- (1) A request for leave form for all doctor and dental appointments shall be submitted to the employee's supervisor. Employees shall provide as much advance notice as possible for scheduled appointments or changes to appointments. Such leave shall be at the convenience of the City, unless there is an emergency. Sick leave shall be utilized in a minimum of one-quarter hour increments.
 - (2) Such leave may be utilized only for the actual time needed to drive to the doctor or dentist's office, time of treatment and time to drive back to work. Any leave taken in excess of this time shall be charged to Vacation Leave or Leave Without Pay.
 - (3) If a day shift employee is sick, he/she shall call, email or text the Department Head or designee and respective Department Admin employee at least fifteen (15) minutes before the time he/she would normally report to work. If an employee does not call, email or text at least fifteen (15) minutes before the time he/she would normally report to work, the employee may be docked pay for time off. If a Graveyard or Swing Shift or Weekend employee is sick, he/she shall call, email or text the employee he/she is relieving at least two (2) hours in advance of the time he/she would normally report to work. If an employee does not call, email or text

the employee he/she is relieving at least two (2) hours before the time he/she is to report to work, the employee may be docked pay for the time off.

- (4) If an employee is absent for three (3) consecutive days, a valid physician's certificate may be required stating the cause of the absence and attesting to the employee's ability or inability to resume work.
- E. Sick Leave Abuse. When, in the judgment of the Department Head or designee, an employee's reason(s) for being absent because of alleged sickness are inadequate, the Department Head or designee shall require a valid physician's certificate for any lost time and such absence may be charged without pay, or may be charged to vacation leave. In addition, the Department Head or designee shall impose such disciplinary action(s) as appropriate.
- F. Temporary Disability Integration. An employee who is receiving temporary disability workers compensation benefits, State Disability Insurance (SDI) benefits, or Paid Family Leave (PFL) benefits has the option to integrate accumulated sick leave or accumulated vacation time as shall result in a payment to the employee of full regular salary.
- G. Medical/Dental Premiums. Except as otherwise required by State or Federal law, the City will continue to pay group insurance premiums, *i.e.*, medical and dental premiums, provided the employee is in a paid status of at least one working day at any time during any given month. If an employee is on unpaid leave for the entire month or longer, it is the employee's responsibility to pay the premiums for the balance of the leave. At the request of the employee, the City will provide the employee with the amount of insurance premium and arrange a payment schedule. Failure to do so will result in termination of benefits as applicable under the Public Employees Retirement System ("PERS") medical benefit guidelines.

19. BEREAVEMENT LEAVE.

Any employee who is compelled to be absent from duty by reason of the death of a spouse or domestic partner, parent or stepparent, grandparent, child or stepchild, brother or sister, parent-in-law, brother/sister-in law, son/daughter in-law, or any relative living in the immediate household of the employee, may be allowed, with the approval of the Department Head or designee, to a maximum of thirty-two (32) hours absence with pay, as to each instance of death.

In instances involving extraordinary circumstances, or individuals not covered in the paragraph above, up to an additional twenty-four (24) hours leave of absence may be granted, upon approval of the Department Head or designee. The additional paid leave will be deducted from accumulated CTO or vacation leave balance(s).

The employee may be required to submit proof of a relative's death or critical illness before final approval of bereavement leave is granted.

20. HOLIDAY LEAVE.

The following days are recognized as official City holidays. Employees normally scheduled to work on these days will be given the day off with pay. For employees on flex-schedule, holiday pay shall follow the Alternate Work Schedule Policy – Revised Policy #~~09-121-1~~. For regular part-time employees, holiday pay shall be pro-rated, consistent with Vacation Pay.

<u>Holiday</u>	<u>Day Observed</u>
New Year's Day	January 1 st
Martin Luther King, Jr.'s Birthday	Third Monday in January
Washington's Birthday	Third Monday in February
Caesar Chavez	March 31 st
Memorial Day	Last Monday in May
<u>Juneteenth</u>	<u>June 19</u>
Independence Day	July 4 th
Labor Day	First Monday in September
Columbus Day	Second Monday in October
Veteran's Day	November 11 th
Thanksgiving Day	Fourth Thursday in November
Day After Thanksgiving	Friday after Thanksgiving
Christmas Eve	See Below
Christmas Day	See Below
Day After Christmas	See Below
Floating Holiday	As requested by the employee and approved by the appropriate Department Head or supervisor; must be taken in the fiscal year it is given.

Any day appointed by the President of the United States or the Governor of the State of California as a holiday

Christmas Eve, Christmas Day and the Day after Christmas shall be observed on the following days during the term of this Agreement:

<u>2022</u>	<u>23, 26 and 27th</u>
<u>2023</u>	<u>25, 26 and 27th</u>
<u>2024</u>	<u>24, 25 and 26th</u>
<u>2025</u>	<u>24, 25, and 26th</u>
<u>2026</u>	<u>23, 24 and 25th</u>
2017:	25, 26 and 27th
2018:	24, 25 and 26th
2019:	24, 25 and 26th
2020:	24, 25, and 28
2021:	24, 27 and 28th

If one of the remaining holidays listed falls on a Sunday, then it shall be observed on the following Monday. If one of the remaining holidays listed above falls on a Saturday, then it shall be observed on the previous Friday.

An employee who works on the day a holiday is observed, as provided above, shall be paid at straight time for the holiday, just as all employees are paid for the holiday, and, in addition, the employee shall be compensated for the hours actually worked on the holiday. By mutual agreement, a holiday may be traded for a regular workday within the fiscal year.

To be eligible for holiday pay, the employee must work on the last regularly scheduled workday preceding the holiday and the first regularly scheduled workday following the holiday, unless the employee is in an approved paid leave status. An employee on vacation shall not be charged vacation time for a holiday that falls during the vacation period.

21. BASIC SALARY SCHEDULE.

A. The *Base Salary Schedule* is attached as Exhibit A and represents the *Base Salary Schedule* after approval of this Agreement by the City Council. The annual salary adjustments as set forth in Section 23 of this MOU will be applied to the attached Exhibit A rates and become part of the *Base Salary Schedule* for the ensuing fiscal year.

B. The parties agree that, during the term of this MOU, salaries for all new or modified classifications covered by this MOU shall be determined through the meet and confer process.

C. ~~The Base Salary Schedule referenced in Exhibit A also includes salary percentage increases for the following job classifications with such salary adjustments phased in with 50% of the salary adjustment effective the pay period beginning February 11, 2017, and 100% of the salary adjustment effective the pay period after July 1, 2017:~~

~~— Plant Maintenance Mechanic I/II (10%)~~

~~— Plant Operator I/II/III (10%)~~

~~— Recreation Coordinator (10%)~~

~~— Aquatics Supervisor (4.4%)~~

~~— Code Enforcement Officer (8.1%)~~

~~— Permit Technician (7.2%)~~

~~To move classifications determined to be paid more than 5% below the market median to a rate 5% below the market median, the Base Salary Schedule referenced in Exhibit A includes percentage increases to salary for the impacted job classifications, as well as equity adjustments to maintain appropriate internal alignment of classifications effective the first full pay period following every July 1 through July 1, 2026~~

22. APPLICATION OF COMPENSATION PLAN TO POSITIONS.

The Salary Schedule for the respective classes of positions shall be as set forth in the published Salary Tables for fiscal years 2016-17 through 2020-2021 with such amendments to classifications or addition of new classifications as may be adopted by the City Council from time to time by Resolution, and shall have the force and effect and shall be interpreted and applied as follows:

A. The salaries or rates of compensation prescribed are fixed on the basis of full-time service

in full-time positions, unless otherwise designated. The rates of pay prescribed shall be deemed to include pay in every form except for necessary expenses authorized and incurred incident to employment, or except as herein provided.

B. Normally and as a general rule, upon progress and productivity, employees may be considered eligible for increases in salary according to the following general plan.

- (1) Step "A" shall be paid upon initial employment, except when another Step is authorized by the City Manager as the beginning pay step for a class.
- (2) At the satisfactory completion of nine (9) months continuous, acceptable service at Step "A", employees may be considered for an increase to Step "B" subject to the provisions of subsections D and G below.
- (3) Thereafter, at the satisfactory completion of twelve (12) months service in Step "B" and every subsequent anniversary date, employees may be considered for an adjustment in pay by way of a one-step increase until the employee reached Step E, subject to the provisions of subsection C and D below.

C. Annual performance evaluations will be completed and salary adjustments implemented within sixty (60) days after the employee's anniversary date. If a person's anniversary date falls within the first week of a pay period, any increases will then be effective at the beginning of that pay period; if a person's anniversary date fall within the second week of a pay period, any increases will then be effective the pay period following the employee's anniversary date.

Failure to complete a performance evaluation within sixty (60) days after the employee's anniversary date shall move said employee to the next higher pay rate, and the pay increase shall become effective on the employees' anniversary date.

D. Advance in pay shall not be automatic upon completion of the periods of service outlined hereinabove, but shall be based on satisfactory performance as established by the employee's service, and after approval of the City Manager. Increase in pay shall be withheld in cases of inferior work, lack of application, or indifferent attitude. The pay of any employee may be reduced to a lower step within the pay range established pursuant to disciplinary proceedings, in cases where the quality and manner of performance of services do not justify the pay being received.

E. Where a pay range for a given class or for several classes is revised upward, the incumbents of positions in classes affected shall maintain their current salary step. The existing pay shall be held at the same amount if the pay is adjusted downward.

F. Anniversary dates shall be established as the effective date of hire of the employee. Employee benefits, including step increases, shall be prorated to reflect the actual

effective date, unless otherwise required by insurance providers, or Federal/State agencies.

- G. All new employees are to be probationary from the date of hire to completion of nine (9) months of continuous, acceptable employment. Up to three (3) months work as a temporary employee in the same or similar classification may be credited toward the completion of the probationary period, subject to the approval by the City Manager. Such approval will not be unreasonably withheld.
- H. Members shall receive longevity pay in the following increments:

After the completion of 10 years	\$100.00 per month, or
After the completion of 15 years	\$150.00 per month, or
After the completion of 20 years	\$200.00 per month, or
After the completion of 25 years	\$250.00 per month

Payment will be made in 24 bi-weekly payments.

Longevity pay shall be in addition to all other pay received under the terms of the MOU and shall be considered as part of the Total Compensation calculation.

23. INCREASES IN SALARIES.

~~Effective with the pay period beginning February 11, 2017, there shall be an across the board increase of 3% in wages.~~

~~Effective the first full pay period following July 1, 2017, there shall be an across the board increase of 3% in wages.~~

~~Effective the first full pay period following July 1, 2018, there shall be an across the board increase of 3% in wages.~~

~~Effective the first full pay period following July 1, 2019, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2019 with a 2% floor and a 4% ceiling.~~

~~Effective the first full pay period following July 1, 2020, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2020 with a 2% floor and a 4% ceiling.~~

~~Effective the first full pay period following July 1, 2021, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2020 with a 2% floor and a 4% ceiling.~~

~~Separate from the wage increases noted above, the City will provide each employee a one-time off salary schedule payment in a lump sum amount to be paid in the next pay period after approval of this Agreement by the City Council as follows:~~

- ~~• 4.5% of the annual base salary after approval of this Agreement by the City Council.~~

~~Such one-time off salary schedule payment is intended to be non-pensionable compensation in accordance with CalPERS regulations and interpretations, including, but not limited to CalPERS Circular Letter 200-048-16 (November 10, 2016).~~

~~Effective the first full pay period following July 1, 2022, there shall be an across the board increase of 5% in wages.~~

~~Effective the first full pay period following July 1, 2023, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2023 with a 3% floor and a 5% ceiling.~~

~~Effective the first full pay period following July 1, 2024, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2024 with a 2% floor and a 5% ceiling.~~

~~Effective the first full pay period following July 1, 2025, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2025 with a 2% floor and a 5% ceiling.~~

~~Effective the first full pay period following July 1, 2026, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2026 with a 2% floor and a 5% ceiling.~~

24. RETIREMENT.

A. Eligible employees, who were hired by the City, were members of CalPERS, or were members of a retirement system that has reciprocity with CalPERS, prior to January 1, 2013, shall be covered by the PERS retirement plan two percent (2%) at fifty-five (55) full formula for local miscellaneous employees and shall receive the following benefits:

- Effective January 1, 1999 the City's PERS contract was amended to include service credit for military time or any other type of service credit for which an employee may be eligible. The participating employee shall absorb the cost of any type of service credit or conversion permitted under this subsection.
- Effective September 1, 1998 employees' salaries were increased by seven percent (7%), to reflect the employee's share of PERS retirement cost. The employee's

share of PERS retirement was thereafter the responsibility of the employee to pay. The PERS contribution is shown as a deduction from the employee's pay on a pretax basis.

- Effective January 1, 2003, the City's PERS contract was amended to allow conversion of unused sick leave hours towards service credit, up to a maximum of one year of service credit.
 - Effective on or about July 1, 2004, the City's PERS contract was amended to include the Single Highest Year benefit.
 - Effective on or about July 1, 2004, the City's PERS contract was amended to include employee-paid Pre-Retirement Survivor Benefits.
 - Effective July 1, 2005 the City's PERS contract was amended to include City-paid Post-Retirement Survivor Benefits.
- B. Eligible employees hired on or after January 1, 2013, and who meet the definition of "new member" under Government Code Section 7522.04(f), shall be covered by the PERS retirement plan two percent (2%) at sixty-two (62) formula for local miscellaneous employees and shall receive the following additional benefits:
- The employee's contribution rate towards this benefit shall be 50% of the normal cost. The PERS contribution shall be shown as a deduction from the employer's pay on a pre-tax basis.
 - Final compensation shall be based on a three-year average.
- C. If the City's PERS contribution rate exceeds sixteen percent (16.00%), the employee and City shall share equally such excess rate, provided, however, that the additional employee maximum contribution under this formula shall not exceed five percent (5%). ~~The City agrees to begin the process to implement a CalPERS contract amendment for this cost sharing arrangement as provided in California Government Code section 20516(a) immediately upon approval of this Agreement. The parties agree to engage in this cost sharing arrangement beginning with the pay period beginning February 11, 2017 as provided in California Government Code section 20516(f) until the CalPERS contract amendment is approved and can become effective.~~

Beginning September 18, 2021, or at the beginning of a pay period as soon thereafter as practical, the employee contribution will be 5%.

To the extent that the cost sharing formula reaches the above-referenced cap of 5% (26% City PERS contribution rate overall) during the term of this Agreement, the parties agree to meet further to discuss this issue.

D. Other Post Retirement Benefits (OPEB). See Section 27 Health and Welfare Benefits.

25. SAFETY SHOES.

All employees who work in classifications whose work has been determined by the City to require wearing safety shoes, shall wear such shoes. Failure to wear safety shoes may result in disciplinary action. The City will buy or reimburse for up to ~~\$250~~275, Red Wing Boots or equivalent, provided they meet CAL-OSHA guidelines. Covered employees are eligible for a new pair of boots/shoes once a year unless the boots/shoes are still in relatively good condition.

If safety boots/shoes are damaged during the year, an employee may request review of the damaged boots/shoes to their Supervisor or Department Head with the possibility of purchasing another pair of boots/shoes. Each case will be evaluated separately and a decision shall be made on its merits.

Classifications whose work has been determined by the City to require safety shoes include:

Building Inspector	Environmental Specialist
Building Maintenance Worker	Maintenance Worker
Civil Engineer	Mechanic
Civil Engineering Technician	Plant Mechanic
Code Enforcement Officer	Plant Operator
Engineering Technician	Senior Maintenance Workers

26. WORK CLOTHING.

All employees who work in classifications, whose work has been determined by the City to require wearing City uniforms as designated in this section, shall wear such uniforms. The City shall provide City shirts, pants and cleaning of both. Failure to wear City uniforms may result in disciplinary action. Employees shall use all diligent care to maintain their work uniforms in good condition.

Jackets, shirts, pants and hats shall be supplied by the City to those employees working in classifications where outdoor/field work is routinely required.

A. The following designated classifications of employees within the unit where outdoor/field work is required shall be eligible for City provided jackets and hats:

Building Inspector	Environmental Specialist
Building Maintenance Worker	Maintenance Worker
Civil Engineer	Mechanic
Civil Engineering Technician	Plant Mechanic
Code Enforcement Officer	Plant Operator
Engineering Technician	Senior Maintenance Worker

B. The following designated classifications of employees within the unit shall be eligible for City provided and laundered shirts, pants and overalls. Designated classifications include:

Building Maintenance Worker	Plant Operator
Environmental Specialist	Plant Mechanic
Maintenance Worker	Senior Maintenance Worker
Mechanic	

C. The City and Union have agreed to form a committee to review the current uniform vendor and contract in an effort to improve service. If the committee determines a new vendor or contract terms are required members shall participate in the formation of contract terms and selection of the new vendor.

D. This Section does not reference safety/protective equipment or clothing, which shall be provided by the City to those classifications for which it is necessary.

27. HEALTH AND WELFARE BENEFITS.

A. City Contributions Towards Medical Premiums for Employees and Covered Retirees Enrolled in CalPERS Health Coverage Through the City

(1) ~~Upon approval of this Agreement, t~~The City agrees to continue contributing the following towards medical insurance for employees and covered retirees enrolled in CalPERS health coverage through the City:

Employee Only	_____ \$ 679
Employee plus One Dependent	_____ \$1,356
Family	_____ \$1,762

~~The employee/covered retiree shall be responsible for paying the difference between the City's contribution and the full cost of the medical premium for the plan selected by the employee/covered retiree.~~

~~(2) Effective as soon as practical, but not later than 120 days from the effective date of this Agreement, the City agrees to contribute the following towards medical insurance for employees and covered retirees enrolled in CalPERS health coverage through the City:~~

(a) Current Employees

- The City will directly contribute a monthly payment equal to 100% of the current "Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage" to CalPERS for the employee.
- The City will also contribute a monthly payment equal to 90% of the selected Kaiser HMO premium rates at each rate of coverage (Employee only, Employee plus One Dependent, and Family) less the monthly payment of the "Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage" referenced above into the employee's Section 125 Plan with the employee designating such City payment to CalPERS

through the Plan.

- The employee shall otherwise be responsible for paying the difference between the City's contribution and the full cost of the medical premium for the plan selected by the employee. The covered employee must authorize a payroll deduction for their required contribution. If no authorization is made by the employee, the City will not make a contribution to the Section 125 Plan.
- In no event will the City's contributions noted above exceed the actual cost of the medical insurance benefit provided.
- Any administrative costs associated with the formation or implementation of the 125 Plan will be paid by the City.

(b) Current Covered Retirees and Employees Hired ~~on or Before the Effective Date of this Section 27.A.(2)~~ June 30, 2016, Who Retire from City Service and Enroll in CalPERS Health Coverage

- The City will directly contribute a monthly payment equal to 100% of the current "Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage" to CalPERS for a covered retiree.
- CalPERS will deduct the balance of the medical premium from the covered retiree's retirement payment. The City will simultaneously reimburse the covered retiree for the CalPERS healthcare payment equal to 90% of the selected Kaiser HMO premium rates at each rate of coverage (Employee only, Employee plus One Dependent, and Family) less the monthly payment of the "Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage" referenced above.
- The covered retiree shall otherwise be responsible for paying the difference between the City's contribution/reimbursement and the full cost of the medical premium for the plan selected by the covered retiree.
- In no event will the City's contributions noted above exceed the actual cost of the medical insurance benefit provided.
- Any administrative costs associated with the formation or implementation of the 125 Plan will be paid by the City.

(c) Employees Hired on or After ~~the Effective Date of this Section 27.A.(2)~~ July 1, 2016, Who Retire from City Service and Enroll in CalPERS Health Coverage

- The City will directly contribute a monthly payment equal to 100% of the

current “Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage” to CalPERS for the covered retiree.

- CalPERS will deduct the balance of the medical premium from the retiree’s retirement payment.
- In no event will the City’s contributions noted above exceed the actual cost of the medical insurance benefit provided.

(3) Annual Retiree Health Net Trust

The City is responsible for maintaining a trust account for the purpose of accumulating funds to ensure retiree health benefits will be paid in the future. The City will update the actuarial analysis on this trust fund every two years and provide a copy of the actuarial report to the Union.

The City will include the full amount required for its annual retiree health net trust contribution payments in its budget every year unless the City Council makes a public finding that such a payment is not economically feasible and/or will cause unacceptable impacts to services to the community due to economic hardship faced by the City.

The City will also advise the Union annually of the amount included in the operating budget.

B. Health-in-lieu for Employees Not Enrolled in CalPERS Health Coverage Through the City

- (1) The City shall pay \$~~400~~475 monthly when an employee provides sufficient evidence that he or she is covered by a group medical insurance plan of their spouse or someone else that provides the minimum essential coverage as required under the ACA regulations. Health-in-lieu shall be paid as a cash payment, subject to applicable withholdings and taxes.
- (2) The City's obligation to make such health-in-lieu payments only applies to employees who are not covered by the CalPERS health coverage through the City and shall not commence until such time as an employee is no longer covered by the City's health insurance plan.
- (3) It is the employee’s responsibility to notify Human Resources when there has been a change in eligibility status for medical insurance coverage or for health-in-lieu. The City shall be entitled to verify the employee’s eligibility at least annually.

C. Other Benefits

1. Benefits Package

Currently, the City provides the following benefits package:

- a. Dental Insurance
- b. Long-term Disability Insurance
- c. Group Life Insurance
- d. Employee Assistance Program
- e. Vision Insurance

2. Employees Cafeteria Plan Contribution

The City will provide the following contributions to the Employees Cafeteria Plan which employees can use to help offset the costs of the required and voluntary benefits offered above. Employees are responsible for paying the premiums for the benefits listed above. Any remaining dollars may be used to pay for medical insurance premiums, additional life insurance, or as a contribution to a deferred compensation program, etc.

Annual increases for each year of agreement to monthly Cafeteria Plan contribution as follows:

- ~~• Effective in the first pay period following approval of Agreement by City Council: \$265.74~~
- ~~• Effective in the first pay period following July 1, 2017: \$273.73~~
- ~~• Effective in the first pay period following July 1, 2018: \$281.92~~
- ~~• Effective in the first pay period following July 1, 2019: The same percentage increase as that of the salary increase at the same time as provided in Article 23.~~
- ~~• Effective in the first pay period following July 1, 2020: The same percentage increase as that of the salary increase at the same time as provided in Article 23.~~
- Effective in the first pay period following July 1, 2021: The same percentage increase as that of the salary increase at the same time as provided in Article 23.**
- ~~• Effective in the first pay period following July 1, 2021: \$310.43~~
- ~~• Effective in the first pay period following July 1, 2022. The same percentage increase as that of the salary increase at the same time as provided in Article 23.~~
- ~~• Effective in the first pay period following July 1, 2023: The same percentage increase as that of the salary increase at the same time as provided in Article 23.~~
- ~~• Effective in the first pay period following July 1, 2024: The same percentage increase as that of the salary increase at the same time as provided in Article 23.~~

- Effective in the first pay period following July 1, 2025: The same percentage increase as that of the salary increase at the same time as provided in Article 23
- Effective in the first pay period following July 1, 2026: The same percentage increase as that of the salary increase at the same time as provided in Article 23

3. Dental Insurance Plan

The City currently provides dental insurance with a \$1,500/person/year benefit cap. The employee shall pay the premium. Employees must purchase at minimum, the employee-only level.

4. Long-Term Disability Insurance Plan

The City currently provides a long-term disability insurance program. The employee pays the premium. Employees must participate in the program.

5. Group Life Insurance

The City currently provides group life insurance. The Employee pays the premium. Employees must participate in the program.

The group life insurance has an individual benefit of \$25,000 and includes Accidental Death and Dismemberment.

6. Employee Assistance Program

The City currently provides an Employee Assistance Program. The Employee pays the premium. Employees must participate in the program.

The program assists employees and family members experiencing emotional or family problems, legal/financial difficulty, and/or struggling with substance abuse issues. Services include confidential assessments and referral services for extended treatment.

7. Vision Benefit

The City currently offers Vision Insurance. The Employee pays the premium. Participation in the program is voluntary.

8. Health Flex Spending Account (FSA)

The City has established a Health Care Flex Spending Account (FSA). The employee shall be responsible for any enrollment and administration expenses related to the FSA.

9. Deferred Compensation Plan

The City shall continue to provide access to employees to voluntarily contribute to Deferred Compensation Plan(s). Employees may voluntarily contribute any portion of their salary to other compensation, subject to the dollar caps of the programs. The City does not contribute to such Deferred Compensation Plan(s).

10. Change in Benefits

The City agrees to meet and confer with the Union during the term of this agreement if the city receives a cancellation notice of any plan, or a change in benefit level to any plan.

- D. Notwithstanding any other provision of this Agreement, the parties agree to meet and confer over retiree medical benefits for new hires upon request of either party. Negotiations between the City and the Union shall commence within 14 days upon notice of either party at any time after approval of this Agreement. The City and the Union shall negotiate in good faith in an effort to reach a mutual agreement. Applicable impasse dispute resolution procedures shall apply.
- E. Notwithstanding any other provision of this Agreement, the parties agree to meet and confer over the impact of the Affordable Care Act upon request of either party. Negotiations between the City and the Union shall commence within 14 days upon notice of either party at any time after approval of this Agreement. The City and the Union shall negotiate in good faith in an effort to reach a mutual agreement. Applicable impasse dispute resolution procedures shall apply.

28. DISCIPLINARY PROCEDURE.

No regular employee shall be demoted, suspended, or discharged for a disciplinary purpose except in accordance with the provisions of Section 8 of the City's Human Resources Policies & Practices Manual. However, the parties agree that an appeal of disciplinary action filed with the City Manager pursuant to Section 8.1(i)(3) shall be submitted directly to an Impartial Arbitrator (Section 8.1(i)(5)). The "Hearing with an Adjustment Board" step of the disciplinary appeals procedure (Section 8.1(i)(4)) will be used only by mutual agreement of both the City and the Union.

Modifications to the procedures are subject to Meet and Confer.

29. GRIEVANCE PROCEDURE.

A. Definitions:

- 1. Formal Grievance: A formal grievance is any dispute which involves the interpretation or application of any provision of this MOU, or rules, regulations, resolutions, ordinances

and existing practices which specifically govern personnel practices and working conditions of unit members.

2. **Disciplinary Appeal:** A disciplinary appeal is an appeal by an employee of a discharge, demotion, reduction in pay or suspension without pay.
 3. **Working Days:** For purposes of the Section, the term “working days” shall mean those days the City is normally open for business.
- B. Disciplinary suspensions of three (3) days or less are not subject to processing through Section 29, Grievance Procedure and shall be adjudicated through the applicable provisions of PR 95- 07. (Section 10.1 Formal Grievance/Informal Problem Resolution).
- C. Performance appraisals, assignment of task within an employee’s classification, and reclassifications are not subject to Section 29, Grievance Procedure.
- D. Either the Union or the employee may informally present a grievance prior to filing a formal written grievance pursuant to Section E, below.
- E. **Procedure:** Grievances/Disciplinary Appeals filed pursuant to this MOU shall be processed in the following manner:
1. A formal grievance may only be initiated by the employee or an authorized union representative completing and filed with the employee’s supervisor as a written statement of the grievance containing the following information:
 - Name(s) of grievant(s)
 - Job title(s)
 - Department
 - Mailing address(es)
 - A clear statement of the nature of the grievance (cite applicable ordinance, resolution, rules or regulations, or memorandum of understanding language);
 - The date of the event giving rise to the grievance;
 - A proposed solution to the grievance;
 - The date of the written grievance;
 - The signature(s) of the grievant(s); and
 - The name of the organization, if any, representing the grievant(s), followed by the signature of the organization’s representative.
 2. The grievance will be presented in writing either by the employee or by an authorized union representative to the designated supervisor of the employee within ten (10) working days after the cause of such grievance occurs.

3. The designated supervisor shall have ten (10) working days from the date of receipt of the grievance in which to investigate and respond. If the grievance is not satisfactorily adjusted within this period, the grievance may be presented in writing either by the employee or by an authorized union representative within ten (10) days to the Department Head or such representative as the employer may designate.
 4. The Department Head or designated representative shall have ten (10) working days from the date of receipt of the grievance in which to respond. If the grievance is not satisfactorily adjusted/resolved within this period, the grievance may be presented in writing either by the employee or by an authorized union representative within ten (10) days to the City Manager.
 5. If the parties are unable, within 10 working days, to reach a mutually satisfactory accord on any grievance which arises and is presented during the term of the MOU, such grievance shall be submitted to an Adjustment Board (Board) comprised of two (2) Union representatives, neither of whom shall be an employee of the City or an elected official of Teamsters Local 315 and two (2) representatives of the City, no more than one (1) of whom shall be either an employee of the City or a member of any organization employed to represent the City in the meeting and conferring process. Further, the one member of the Board who may be a City employee shall not be from the Department from which the grievance originated. The Board shall convene within fifteen (15) days. No decision of the Board shall be final and binding without receiving the affirmative votes of at least three (3) members of the Board. If the three (3) votes required to resolve the matter are not cast the Board shall be declared deadlocked.
 6. If an Adjustment Board is unable to arrive at a majority decision, either the Union or the City may require that the grievance be referred to an impartial arbitrator who shall be designated by mutual agreement between the Union and the City Manager. Request for arbitration shall be made within ten (10) days of a declared deadlock of the Board. The selection of the impartial arbitrator shall be made within thirty (30) days of the request for arbitration. The fees and expenses of the impartial arbitrator and a court reporter shall be shared equally by the Union and the City. Each party shall bear the cost of its own presentation including, but not limited to, preparation and posting of hearing briefs, if any.
 7. Decisions of the Board and arbitrators on matters properly before them shall be final and binding.
- F. Scope of Procedure: No Adjustment Board and no impartial arbitrator shall entertain, hear, decide or make recommendations on any dispute unless such dispute involves a position covered by this MOU and unless such dispute falls within the definition of a grievance or disciplinary appeal as set forth above.

30. CONCERTED ACTIVITIES.

- A. It is agreed and understood that there will be no strike, work stoppage, slow-down, picketing in conjunction with a work stoppage, refusal or failure to fully and faithfully perform job functions and responsibilities, or other interference with the operations of the City by the Union, or by its officers, agents, or members during the term of this MOU, including compliance with the request of other labor organizations to engage in such activity. The City shall not engage in a lockout of employees during the term of this MOU.
- B. In the event of a strike, work stoppage, slow-down, picketing in conjunction with a work stoppage, refusal or failure to fully and faithfully perform job functions and responsibilities, or other interference with the operations of the City by employees who are represented by the Union the Union agrees in good faith to take all necessary steps to cause those employees to cease such action.
- C. The City may discipline or discharge any employee who engages or assists in activities against the Employer that are prohibited by this Section, and such City action shall not be the subject of a grievance upon any ground other than whether or not the employee participated in such activities prohibited by this Section.
- D. In the event that any dispute arises between the City and any of its employees or any employee organization representing those employees or attempting to represent them or if any dispute arises between any company performing work for or supplying materials to the City and its employees and the unions which may represent or attempt to represent those employees, such dispute shall not affect the rights or obligations of the parties established by this MOU; and the parties to this MOU agree to abide by the provisions of this Section even in the event of any strike or interference with delivery of services caused by a dispute described hereinabove; provided, however, that no disciplinary action may be taken against an employee who honors a sanctioned picket line established at a construction project at a non-City site.

31. MANAGEMENT RIGHTS.

It is understood and agreed that the City retains all of its rights, powers and authority to direct, manage and control the rights, authority, duties and responsibilities of the City, and that it shall adopt policies, rules, regulations and practices in furtherance thereof, and use its judgment and discretion in connection therewith, which shall be limited only by the specific and express terms of this MOU, and then only to the extent such specific and express terms are in conformance with the law. The parties agree that all provisions of the Human Resources Policies and Procedures Manual not in conflict with this MOU shall apply to employees covered by this MOU. In the event of any areas of conflict between the MOU and the Human Resources Policies and Procedures Manual, the provisions of the MOU shall prevail.

The management rights, duties and powers of the City include, but are not limited to, the sole and exclusive right to; determine its organization; direct and control staff; determine the kinds and levels of services to be provided and the methods and means of providing them; establish its

educational policies, goals and objectives; determine the number and kinds of personnel required; schedule and assign employees; maintain the efficiency of City operations; determine the means, methods and schedule of operations; establish budget procedures and determine budgetary allocations; establish standards of performance and insure that the quality of that performance is maintained; establish its own rules and regulations and standards of conduct and require employees to adhere to them; discipline, suspend or discharge employees; alter or discontinue its operations in part or in whole; subcontract out work; determine the number of courses and the location of courses. The above-mentioned management rights are not to be interpreted as being all of said rights, but merely indicate the type of rights which belong to and are inherent in management. Said rights are reserved to the City unless they are limited by this MOU.

Any of the rights, powers, authority and functions that the City possessed prior to the execution of this MOU are retained by the City except as specifically limited by this MOU.

32. EFFECT OF THE MOU.

- A. The City and the Union mutually agree that the terms and conditions set forth in the provisions of this MOU represent the full and complete understanding and commitment between the parties which may not be altered, changed, added to, deleted from or modified unless by mutual consent in writing or by a procedure expressly allowing same stated in this MOU.
- B. The City and the Union also mutually agree that this MOU shall be in full settlement of all issues which were, could have been, or may be the subject of meeting and conferring. It is further agreed that none of such issues shall be subject to meeting and conferring during the term of this MOU unless by mutual consent in writing or by a procedure expressly allowing same stated in this MOU. The City has the right to act on any matter during the term of this MOU as long as the action is not in violation of this MOU.
- C. The Union hereby waives all rights to meet and confer and all rights to consultation during the terms of this MOU unless otherwise expressly stated in this MOU. This waiver by the Union shall include any action by the City not in violation of this MOU or any effects or impact of such action.

33. SAVINGS PROVISION.

If any provision of this MOU is held to be contrary to the law by a court of competent jurisdiction, such provisions will not be deemed valid and subsisting except to the extent permitted by law, but all other provisions will continue to full force and effect.

34. CITY POLICY REGARDING SURVEYS

Notwithstanding the lack of agreement on a successor MOU, the City is committed to a collaborative and fact-based approach to negotiating compensation. For future compensation surveys, it shall be City policy to notify the union prior to negotiations and provide an opportunity for the union to respond within two weeks as to whether it wants to meet and discuss survey parameters. The City acknowledges that both parties may gather data from survey agencies of their

choice, and the City commits to making its data available to the union by the start of the next negotiations or as soon as possible thereafter.

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35. TERM OF THE MOU.

This MOU shall be in full force and effect from July 1, 2022~~16~~ until June 30, 2021-~~2022~~ 2027.

APPROVED BY TEAMSTERS LOCAL 315, "UNION"

Dated: _____

By: _____
Dustin Baumbach, Teamsters Local 315

APPROVED BY CITY OF AMERICAN CANYON, "CITY"

Dated: _____

By: _____
~~Dana Shigley~~ Jason Holley, City Manager

|

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MEMORANDUM OF UNDERSTANDING

FOR THE MID-MANAGEMENT UNIT BETWEEN

THE CITY OF AMERICAN CANYON

AND TEAMSTERS LOCAL 315

July 1, ~~2016-2022~~ – June 30, ~~2022~~2027

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ATTACHMENTS:

Exhibit A – Salary Schedule, effective pay period beginning ~~February~~ July 9, 2022~~11, 2017~~

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MEMORANDUM OF UNDERSTANDING

PREAMBLE

This Memorandum of Understanding ("MOU") is a mutual agreement between the City of American Canyon ("City") and the Teamsters, Chauffeurs, Warehousemen & Helpers, Union No. 315 ("Union"). This MOU has been jointly prepared by the parties and is entered into and is pursuant to provisions of all state and federal laws applicable to public sector employee organizations formed for the purpose of employee representation. As approved by the City Council of the City of American Canyon and the Union, this MOU is binding upon City, Union and the represented employees.

1. RECOGNITION.

A. The Union has been recognized by the City, pursuant to the City Employer-Employee Relations Ordinance as the certified majority representative of the regular full-time and regular part-time employees assigned to the classifications listed below. The Union shall be recognized as representing employees in the classifications listed.

- **Chief Building Official**
- **Development Services Engineer**
- **Information Systems Manager**
- **Maintenance Supervisor**
- **Public Works Superintendent**
- **Senior Civil Engineer**
- **Senior Planner**
- **Wastewater Operations Manager**
- **Water Systems Manager**
- **Environmental Services Manager**
- **Recreation Manager**

B. City and Union agree to meet on the proper designation of any new employee classification or the significant modification of any existing classification. Based upon that meeting, the following actions may occur. If it is a new classification, that position may be included in the unit or left out of the unit. If it is a modification of an existing classification which was previously included in the unit, then it may remain in the unit or be re-designated to some other more appropriate unit. If it is a modification of an existing classification which was not previously part of the unit, it may be transferred into the unit or designated to some other more appropriate unit.

C. The City and Union agree that all employees covered under this MOU are considered exempt from the Fair Labor Standards Act (FLSA) as it relates to those provisions requiring overtime for time worked in excess of forty hours per week.

2. PURPOSE.

It is the purpose of this MOU to promote and provide for harmonious relations, cooperation and understanding between the City, the employees covered by this MOU, and the Union, to assure an orderly and equitable means of resolving any misunderstanding or difference which may arise under this MOU, and to set forth the full and entire understanding of the parties reached as a result of

meeting and conferring regarding wages, hours and other terms and conditions of employment of the employees covered by this MOU.

3. DEFINITIONS.

For the purpose of this MOU words, phrases and terms used herein shall be deemed to have the meanings specified unless it is apparent from the text that a different meaning is intended:

- A. **City** means the City of American Canyon.
- B. **City Council** means the elected City Council Members of the City of American Canyon.
- C. **Conciliation** means the efforts of an impartial third person, or persons, functioning as intermediaries, to assist the parties in reaching a voluntary resolution of impasse, through interpretation suggestion and advice. Mediation and conciliation are interchangeable terms.
- D. **Confidential Employee** means an employee who, in the course of his or her duties, has access to confidential information relating to the City's administration of employer-employee relations.
- E. **Consult** or **Consultation in Good Faith** means to communicate orally or in writing for the purpose of presenting and obtaining views or advising of intended actions; and as distinguished from meeting and conferring in good faith regarding matters within the required scope of such meet and confer process, does not involve an exchange of proposals and counterproposals with the Union in an endeavor to reach agreement in the form of an MOU.
- F. **Days** mean "calendar days" unless otherwise stated.
- G. **Employer-Employee Relations** means the relationship between the City and its employees and their employee organization, or, when used in a general sense, the relationship between City management and employees or employee organizations.
- H. **Fact-finding** means a process requested by the Union following impasse where a fact-finding panel hears evidence on the negotiation issues in dispute and provides findings and recommended terms of settlement.
- I. **Impasse** means a deadlock in the discussions between the Union representative and the City over any matters which they are required to meet and confer in good faith.
- J. **Management Employee** means an employee having responsibility for formulating, administering or managing the implementation of City policies and programs.
- K. **Meet and Confer in Good Faith** (sometimes referred to herein as "meet and confer" or "meeting and conferring") means that duly authorized City representatives and duly

authorized representatives of the Union shall have a mutual obligation to meet to confer in good faith regarding specified matters within the scope of representation, in an endeavor to reach tentative agreement. Once tentative agreement has been reached on any matter requiring ratification or City Council adoption, the parties shall recommended ratification by the membership and adoption by the City Council. Nothing herein shall require either party to agree to any proposal or make concessions.

- L. **Memorandum of Understanding** means a written document enumerating any agreement reached as a result of meeting and conferring in good faith on matters within the scope of representation and signed by the Union and the City.
- M. **Part-Time Employees** are regular part-time employees who are employed at least twenty (20) hours but less than forty (40) hours per week. They shall be paid an hourly rate that is a pro-rated portion of an amount. See Table 1 for the applicable class or position.
- N. **Probationary Employees** are those employees who have worked less than nine (9) consecutive months (270 calendar days) for the City. Probationary employees may be terminated at will, with or without notice, and said terminations shall not be subject to the grievance procedure.
- O. **Regular Employee** means any person employed by the City for an indefinite period and eligible for all benefits and privileges.
- P. **Scope of Representation** means all matters relating to employment conditions and employer-employee relations, including, but not limited to wages, hours, and other terms and conditions of employment, except, however, that the scope of representation shall not include consideration of the merits, necessity, or organization of any service or activity provided by law or executive order.
- Q. **Supervisory Employee** means any employee having authority, in the interest of the City, to hire, transfer, suspend, lay off, recall, promote, discharge, assign, reward, discipline other employees, or responsibility to direct them or to adjust their grievances, or to recommend such action if the exercise of such authority is not of a routine or clerical nature, but requires the exercise of independent judgment.

4. EMPLOYEE RIGHTS.

All employees of the City have the right:

- A. To form, join and participate in the activities of employee organizations of their own choosing for the purpose of representation on all matters of employer-employee relations, including but not limited to wages, hours, and other terms and conditions of employment.
- B. To be free from intimidation, restraint, coercion, interference, discrimination or reprisal because of their exercise of any of the rights herein enumerated or granted by law.

However, managerial, supervisory and confidential employees may only be included in units that do not include non-managerial, non-supervisory and non-confidential employees.

5. ACCESS TO WORK LOCATIONS.

- A. Union representatives may visit work locations where bargaining unit members are performing work for the following purposes: To post literature on bulletin boards; to leave and/or distribute literature; to represent an employee on a grievance or in investigating proceedings that may lead to discipline and/or disciplinary proceedings, or to contact a Union officer on a matter within the scope of such grievance; provided, however, that advance arrangements including disclosure of the purpose of the visit is made to the City Manager or his/her designated representative and that the visit does not interfere with the normal conduct of work or duties of the employees, as determined by the City Manager. Any meetings with employees must be held during lunch hour or such other time period approved by the City Manager or his/her representative which does not conflict with City business if held on the worksite.
- B. Activities such as the soliciting of membership, collection of dues, holding membership meetings, campaigning for office, conducting elections, and distributing literature are strictly prohibited during working hours without the prior approval of the City Manager or his/her representative.
- C. In the event the City believes that the Union representatives are abusing the provisions of this Section, it shall contact the Union in writing to arrange a mutually acceptable time and place to investigate the City's complaint and to assure full compliance by Union representatives.

6. USE OF BULLETIN BOARD.

The Union may use a portion of the designated City bulletin board(s) at the various City facilities for communications having to do with official Union business. This provision also applies to the use of e-mail for communications having to do with official Union business. A copy of e-mail communications will be e-mailed to the City Manager or his designee.

7. STEWARDS.

One (1) steward and one (1) alternate shall be selected by the employees on the job. There shall be no discrimination of any kind against the Steward or any employee because of Union affiliations or Union activities. The duties of the Steward shall be to report to the Local Union any and all grievances which may arise and cannot be adjusted on the job. Other duties of the Steward shall be as follows:

- A. The investigation and presentation of grievances to the City or the designated City representative in accordance with the provisions of the MOU.

- B. Participation with the Union Official and/or the aggrieved employee in meetings with the City's representative involving grievances.
- C. Participation, if requested by the employee, in all investigatory proceedings that may lead to discipline and disciplinary proceedings.

8. PAYROLL DUES DEDUCTIONS.

- A. City agrees to deduct on a monthly basis periodic membership dues from the pay of each employee who voluntarily executes and delivers to City a valid dues deduction authorization form approved by the City Manager or his/her representative.
- B. If for any reason an employee does not have sufficient funds due him/her to provide for the payment of any of the above payroll deduction after all other authorized or mandatory deductions or garnishments have been made, if any, no such sums shall be payroll deducted and the Union shall assume the duties of direct collection from the employees.
- C. The dues deduction authorization shall remain in effect until the employee gives the City thirty (30) days notice in writing that he/she is revoking his/her authorization.
- D. The City shall not be required to collect any initiation fees, special assessments or short-time changes in rate.
- E. The Union shall indemnify, defend and hold the City and its officers and employees, including but not limited to the City Finance Director, harmless from any and all claims, liabilities and damages arising from or connected with following the instructions contained in such dues deduction authorizations.
- F. The Union shall indemnify and hold the City, its officers and employees harmless from any costs or liability resulting from any and all claims, demands, suits, or any other action arising from the operation of this provision or from the use of the monies remitted to the Union, including the costs of defending against any such actions or claims.
- G. The Union shall immediately refund to the City any amounts paid to it in error upon the discovery of such error by the Union or upon notification of the error from the City.

9. UNION SECURITY.

- A. Employees in the bargaining unit hired after the ratification of this MOU shall as a condition of continued employment, have thirty (30) calendar days from date of hire to either join Teamsters Local 315, or pay to it a fee equivalent to its standard dues, initiation and general assessment. Payment of dues/fees shall be made by the last business day of the month in which they are due.
- B. Except as otherwise provided by applicable law, in the event of the failure of an employee to comply with their obligation under this provision, the Union shall send a written

communication to such employee informing him/her of his/her delinquency, with a statement of the amount of such delinquency, the months for which dues/fees are owed, the total amount required to bring the employee into compliance, and specifying the date upon which the delinquency must be removed in order to remain on the job. If the employee fails to remove the delinquency within the stated time, a certified letter shall be sent by the Union to the City requesting the City comply with applicable termination proceedings with respect to the involved employee. The Union shall give the employee fair notice of his/her delinquency before requesting termination or such other remedy, as may be required by law.

- C. It is agreed between the parties that the Union indemnifies and holds the City harmless against any actions, claims or liabilities arising from action taken by the City in adherence with this Section. Such indemnification shall include reasonable attorney fees and costs incurred to defend against such asserted claims or liabilities.

10. HOURS OF WORK.

- A. Intent. The following provisions are intended to define the normal hours of work and shall not be construed as a guarantee of work per day or per week, or of days of work per week. There is no guarantee that there shall be no layoffs for lack of work, lack of funds or other good and sufficient reason.
- B. Hours. The City Manager or designee shall designate the number of hours and days per week to be worked by each Department.
- C. Alternate Work Schedules. The City supports alternate work schedules, subject to the operating needs of the City and relevant Federal/State laws and regulations. An alternate work schedule must be approved in writing by the appropriate Department Head or designee prior to forwarding the request to the City Manager or designee for implementation of a new schedule. The parameters of an employee participating in an alternate work schedule shall be governed by the City of American Canyon Policy #~~09-121-1~~, “Alternate Work Schedule ~~—RevisedPolicy~~” (Policy #~~09-121-1~~).
- D. Meal and Break Periods. The City believes that Meal and Break periods are important for all employees and encourages all employees to take regular meal and break periods. Except when a meal or break period interferes with the performance of their duties, exempt employees shall be granted reasonable meal and rest periods.
- E. Emergency Assignments: Nothing herein shall be constructed to limit or restrict the authority of the City to make temporary assignments to different, or additional locations, shifts, or duties for the purpose of meeting an emergency. For purposes of this MOU, emergency shall mean an unanticipated circumstance which requires an immediate response. Such emergency assignments shall not extend beyond the period of said emergency.

- F. Accruals: All references to accrual or use of vacation, holiday or sick leave in this MOU shall be interpreted as one (1) normal workday.

11. OUT-OF-CLASS ASSIGNMENT.

- A. Out of class: An out of class assignment is a temporary assignment of a regular employee to an established position, where the position is vacant or the regular incumbent is absent, at a higher level of pay which requires the employee to perform a significant part of the duties of the higher classification. Such an assignment shall be temporary and shall terminate when the position is filled permanently, or when the incumbent employee returns to work. An out of class assignment shall not exceed a period of six (6) months, unless an extension is approved by the City Manager.
- B. Authorization: An out of class assignment shall be recommended by the Department Head and approved by the City Manager prior to being effective.
- C. Minimum Qualifications: A regular employee in an out of class assignment must meet all the minimum qualifications of the higher classification, but need not be qualified by examination or have standing on an Eligibility List.
- D. Compensation: An employee in an out of class assignment shall receive Step A of the salary of the higher classification or five (5) percent, whichever is greater, on the first day of the pay period after the time worked in the higher classification exceeds fifteen (15) consecutive work days. Benefits of the higher classification are not available and the employee will continue to receive the benefits of the employee's regular position. Any vacation pay off during the employee's out-of-class assignment will be made at the employee's regular hourly rate.

12. CERTIFICATION RENEWALS/CERTIFICATE PAY/EDUCATIONAL REIMBURSEMENT.

- A. The City will reimburse employees for the cost of the renewal of certification(s) or license(s) required by the employee's job description.
- B. The City will pay fifty dollars (\$50) per month per certificate or skill, up to a maximum of ~~one~~ two hundred dollars (~~\$100~~200) per month, to any employee who has the following verifiable certifications or skills.
- (1) Ability to speak fluently in either Spanish or Tagalog (no more than \$50 will be paid for either or both languages)
 - (2) Industrial Waste Inspector
 - (3) Grade IV or Grade V for Water or Wastewater Operations
 - (4) Certified Public Accountant (CPA)
 - (5) Licensed Surveyor
 - (6) Notary. The City shall have the right to designate the number and location of notaries covered under this provision who provide notary service to or on behalf of the City.
 - (7) Cross-connection certificate from AWWA for Maintenance Supervisor

Additional certificates, licenses, or skills may be eligible for certification pay in accordance with the process and criteria outlined in the joint City/Teamsters Memorandum – City Policies on Certification Renewal, Certificate Pay, and Tuition Reimbursement.

C. For educational classes directly related to enhanced value to the City for the employee’s current position, or for educational classes not directly related to the employee’s current position, tuition reimbursement will be made in accordance with the process and criteria found in the joint City/Teamsters Memorandum – City Policies on Certification Renewal, Certificate Pay, and Tuition Reimbursement.

D. The City agrees to meet and confer to update the list of certifications to include new certifications and eliminate any antiquated certifications. Certification pay shall apply to the updated list.

13. VACATION.

A. Full-Time Employees. Every employee in a regular full-time position provided for by this article shall accrue paid vacation leave. Paid vacation leave accrues from the date of hire on a biweekly basis and increases after completion of the required years of service as follows:

<u>Years of Continuous Service</u>	<u>Days of Vacation & Hours Accrued Per Anniversary Year</u>
0 through 2 years	12 (96 hours)
3 through 5 years	15 (120 hours)
6 through 10 years	20 (160 hours)
11 or more	25 (200 hours)

No employee may, however, take any vacation leave, nor receive payment in lieu thereof, until he/she has completed nine (9) months of service.

B. Part-Time Employees. Section A shall also apply to regular part-time employees, except vacation days shall mean the same number of hours as a regularly scheduled work day for that employee. For instance, if an employee works a regularly scheduled four (4) hours per day, the vacation day earned shall be a day off with four (4) hours’ pay.

C. Earned vacation may be accumulated up to a maximum of ~~three hundred and twenty (320)~~ four hundred and eighty (480) three hundred and twenty (320) hours.

All employees with excess vacation hours as of the last day of the pay period containing ~~April~~ June 30 will have their vacation accruals adjusted down to the ~~320~~ 480-320 hours accrual cap.

This section and the corresponding vacation accrual caps will also apply to part-time

employees on a prorated basis based on their regularly scheduled hours in a workweek. For example, a part-time employee who works 20 hours/week will have a vacation accrual cap of ~~one hundred and sixty (160) one hundred and sixty (160) hours – one-half the three hundred and twenty (320) three hundred and twenty (320) hours one hundred and sixty (160) two hundred and forty (240) hours – one-half the three hundred and twenty (320) four hundred and eighty (480) hours~~ cap applicable to full-time employees.

- D. All vacations shall be taken at such time or times during the calendar year as may be approved by the employee's supervisor or manager. The current practice of scheduling vacations shall be maintained.
- E. A person separating from City service, about to retire, or who is to be laid off, and who has earned vacation time to his/her credit, shall be paid for such vacation accrued up to the effective date of such resignation, retirement or layoff. A person retiring from City service may remain on the payroll after the date of such retirement and utilize accrued vacation leave until such leave is exhausted, in lieu of a lump sum payment.
- F. If a holiday falls within a scheduled vacation period, then the holiday shall not be counted as a vacation day.
- G. In lieu of vacation time off, an employee may cash out up to forty (40) hours of accrued but unused vacation time at the employee's straight time hourly rate, ~~subject to the following restrictions: (1) the employee must have taken at least forty (40) vacation hours during the past year; and (2) after any such cashout of vacation, the employee has a remaining vacation balance of at least 160 hours.~~ During fiscal year 2020-2021, the ability to cash out vacation leave is suspended.

Qualifying employees must file an irrevocable election identifying the specific amount of vacation he or she wishes to cash out during the month of December. Vacation will be paid in the first paycheck in the month of January in the year following the irrevocable election.

14. SICK LEAVE.

- A. Accrual. Sick leave shall be accrued at the rate of eight (8) hours for each calendar month of service (3.69 hours per biweekly pay period) for regular full-time employees. For regular part-time employees, accrual shall be pro-rated, consistent with Vacation Pay. No payment for accumulated and unused sick leave shall be made at the time of termination or upon retirement, although it may be applied towards additional retirement service credit, as set forth in Section 24, Retirement.
- B. Use. Sick leave may be used for an employee's personal illness or injury, emergency or routine medical or dental appointments, including pregnancy, for reasonable travel time to and from health care facilities and for enforced quarantine of the employee in accordance with community health requirements and family care. Employees shall, to the extent possible, schedule medical or dental appointments during non-working hours.

Sick leave will not be authorized for illness or injury to replace any other paid leave of absence except if such illness or injury causes the employee to be hospitalized, and then only for the time hospitalized. A Department Head may use discretion in allowing sick leave use during other paid leave to accommodate recovery periods or other related care.

- C. Family Care. Sick leave may be used to care for the employee's child, spouse or domestic partner, parent, parent-in-law, grandparent, grandchild, or sibling, who is incapacitated by a serious health condition as defined by State or Federal Law. Sick leave utilized for Family Care shall not exceed forty-eight (48) hours per occurrence.
- D. Administration.
- (1) A request for leave form for all doctor and dental appointments shall be submitted to the employee's supervisor. Employees shall provide as much advance notice as possible for scheduled appointments or changes to appointments. Such leave shall be at the convenience of the City, unless there is an emergency. Sick leave shall be utilized in a minimum of one-quarter hour increments.
 - (2) Such leave may be utilized only for the actual time needed to drive to the doctor or dentist's office, time of treatment and time to drive back to work. Any leave taken in excess of this time shall be charged to Vacation Leave or Leave Without Pay.
 - (3) If a day shift employee is sick, he/she shall call, email or text the Department Head or designee and respective Department Admin employee at least fifteen (15) minutes before the time he/she would normally report to work. If an employee does not call, email or text at least fifteen (15) minutes before the time he/she would normally report to work, the employee may be docked pay for time off. If a Graveyard or Swing Shift or Weekend employee is sick, he/she shall call, email or text the employee he/she is relieving at least two (2) hours in advance of the time he/she would normally report to work. If an employee does not call, email or text the employee he/she is relieving at least two (2) hours before the time he/she is to report to work, the employee may be docked pay for the time off.
 - (4) If an employee is absent for three (3) consecutive days, a valid physician's certificate may be required stating the cause of the absence and attesting to the employee's ability or inability to resume work.
- E. Sick Leave Abuse. When, in the judgment of the Department Head or designee, an employee's reason(s) for being absent because of alleged sickness are inadequate, the Department Head or designee shall require a valid physician's certificate for any lost time and such absence may be charged without pay, or may be charged to vacation leave. In addition, the Department Head or designee shall impose such disciplinary action(s) as appropriate.

- F. Temporary Disability Integration. An employee who is receiving temporary disability workers compensation benefits, State Disability Insurance (SDI) benefits, or Paid Family Leave (PFL) benefits has the option to integrate accumulated sick leave or accumulated vacation time as shall result in a payment to the employee of full regular salary.
- G. Medical/Dental Premiums. Except as otherwise required by State or Federal law, the City will continue to pay group insurance premiums, *i.e.*, medical and dental premiums, provided the employee is in a paid status of at least one working day at any time during any given month. If an employee is on unpaid leave for the entire month or longer, it is the employee's responsibility to pay the premiums for the balance of the leave. At the request of the employee, the City will provide the employee with the amount of insurance premium and arrange a payment schedule. Failure to do so will result in termination of benefits as applicable under the Public Employees Retirement System (“PERS”) medical benefit guidelines.

15. BEREAVEMENT LEAVE.

Any employee who is compelled to be absent from duty by reason of the death of a spouse or domestic partner, parent or stepparent, grandparent, child or stepchild, brother or sister, parent-in-law, brother/sister-in-law, son/daughter-in-law, or any relative living in the immediate household of the employee, may be allowed, with the approval of the Department Head or designee, to use a maximum of thirty-two (32) hours absence with pay, as to each instance of death.

In instances involving extraordinary circumstances, or individuals not covered in the paragraph above, up to an additional twenty-four (24) hours leave of absence may be granted, upon approval of the Department Head or designee. The additional paid leave will be deducted from accumulated vacation leave balance(s).

The employee may be required to submit proof of a relative's death or critical illness before final approval of bereavement leave is granted.

16. HOLIDAY LEAVE.

The following days are recognized as official City holidays. Employees normally scheduled to work on these days will be given the day off with pay. For employees on flex-schedule, holiday pay shall follow the Alternate Work Schedule Policy –Revised Policy #~~09-121-1~~. For regular part-time employees, holiday pay shall be pro-rated, consistent with Vacation Pay.

<u>Holiday</u>	<u>Day Observed</u>
New Year's Day	January 1 st
Martin Luther King, Jr.'s Birthday	Third Monday in January
Washington’s Birthday	Third Monday in February
Caesar Chavez	March 31 st
Memorial Day	Last Monday in May
<u>Juneteenth</u>	<u>June 19</u>
Independence Day	July 4 th

Labor Day	First Monday in September
Columbus Day	Second Monday in October
Veteran's Day	November 11 th
Thanksgiving Day	Fourth Thursday in November
Day After Thanksgiving	Friday after Thanksgiving
Christmas Eve	See Below
Christmas Day	See Below
Day After Christmas	See Below
Floating Holiday	As requested by the employee and approved by the appropriate Department Head or supervisor; must be taken in the fiscal year it is given.

Any day appointed by the President of the United States or the Governor of the State of California as a holiday

Christmas Eve, Christmas Day and the Day after Christmas shall be observed on the following days during the term of this Agreement:

<u>2022</u>	<u>23, 26 and 27th</u>
<u>2023</u>	<u>25, 26 and 27th</u>
<u>2024</u>	<u>24, 25 and 26th</u>
<u>2025</u>	<u>24, 25, and 26th</u>
<u>2026</u>	<u>23, 24 and 25th</u>
2017	25, 26 and 27th
2018	24, 25 and 26th
2019	24, 25 and 26th
2020	24, 25, and 28th
2021	24, 27 and 28th

If one of the remaining holidays listed falls on a Sunday, then it shall be observed on the following Monday. If one of the remaining holidays listed above falls on a Saturday, then it shall be observed on the previous Friday.

An employee who works on the day a holiday is observed, as provided above, shall be paid at straight time for the holiday, just as all employees are paid for the holiday, and, in addition, the employee shall be compensated for the hours actually worked on the holiday. By mutual agreement, a holiday may be traded for a regular workday within the fiscal year.

To be eligible for holiday pay, the employee must be in paid status on the last regularly scheduled workday preceding the holiday and the first regularly scheduled workday following the holiday. An employee on vacation shall not be charged vacation time for a holiday that falls during the vacation period.

17. MANAGEMENT LEAVE

The City will provide one-hundred and eight (108) hours, or 13.5 days, of Management Leave for each represented employee. The Leave will be accrued on July 1 of each year and must be used by the end of that same fiscal year.

In lieu of time off, an employee may cash out up to fifty-four (54) hours of accrued but unused Management Leave each year at the employee's straight time hourly rate. The employee must file an irrevocable election identifying the specific amount of Management Leave he or she wishes to cash out during the month of May. Management Leave will be paid out in the first paycheck of the month of June. **During fiscal year 2020-2021, the ability to cash out management leave is suspended.**

Upon termination of employment an employee shall be entitled to payout of their Management Leave balance.

18. BASIC SALARY SCHEDULE.

- A. The *Base Salary Schedule* is attached as Exhibit A and represents the *Base Salary Schedule* after approval of this Agreement by the City Council. The annual salary adjustments as set forth in Section 20 of this MOU will be applied to the attached Exhibit A rates and become part of the *Base Salary Schedule* for the ensuing fiscal year.
- B. The parties agree that, during the term of this MOU, salaries for all new or modified classifications covered by this MOU shall be determined through the meet and confer process.
- C. To move classifications determined to be paid more than 5% below the market median to a rate 5% below the market median, the Base Salary Schedule referenced in Exhibit A includes percentage increases to salary for the impacted job classifications, as well as equity adjustments to maintain appropriate internal alignment of classifications effective the first full pay period following every July 1 through July 1, 2026.

~~The Base Salary Schedule referenced in Exhibit A also includes salary percentage increases for the following job classifications with such salary adjustments phased in with 50% of the salary adjustment effective the pay period beginning February 11, 2017, and 100% of the salary adjustment effective the pay period after July 1, 2017:~~

- ~~— Chief Building Official (7.5%)~~
- ~~— Development Services Engineer (2.9%)~~
- ~~— Public Works Superintendent (7.5%)~~
- ~~— Recreation Manager (15.0%)~~
- ~~— Water Systems Manager (7.5%)~~
- ~~— Environmental Services Manager (6.0%)~~
- ~~— Wastewater Operations Manager (6.0%)~~

19. APPLICATION OF COMPENSATION PLAN TO POSITIONS.

The Salary Schedule for the respective classes of positions shall be as set forth in the published Salary Tables for fiscal years 2016-17 through 2020-2021 with such amendments to classifications or

addition of new classifications as may be adopted by the City Council from time to time by Resolution, and shall have the force and effect and shall be interpreted and applied as follows:

- A. The salaries or rates of compensation prescribed are fixed on the basis of full-time service in full-time positions, unless otherwise designated. The rates of pay prescribed shall be deemed to include pay in every form except for necessary expenses authorized and incurred incident to employment, or except as herein provided.
- B. Normally and as a general rule, upon progress and productivity, employees may be considered eligible for increases in salary according to the following general plan.
 - (1) Step "A" shall be paid upon initial employment, except when another Step is authorized by the City Manager as the beginning pay step for a class.
 - (2) At the satisfactory completion of nine (9) months continuous, acceptable service at Step "A", employees may be considered for an increase to Step "B" subject to the provisions of subsections D and G below.
 - (3) Thereafter, at the satisfactory completion of twelve (12) months service in Step "B" and every subsequent anniversary date, employees may be considered for an adjustment in pay by way of a one-step increase until the employee reached Step E, subject to the provisions of subsection C and D below.
- C. Annual performance evaluations will be completed and salary adjustments implemented within sixty (60) days after the employee's anniversary date. If a person's anniversary date falls within the first week of a pay period, any increases will then be effective at the beginning of that pay period; if a person's anniversary date fall within the second week of a pay period, any increases will then be effective the pay period following the employee's anniversary date.

Failure to complete a performance evaluation within sixty (60) days after the employee's anniversary date shall move said employee to the next higher pay rate, and pay increase shall become effective on the employees' anniversary date provided that the performance evaluations for subordinates are complete.
- D. Advance in pay shall not be automatic upon completion of the periods of service outlined hereinabove, but shall be based on satisfactory performance as established by the employee's service, and after approval of the City Manager. Increase in pay shall be withheld in cases of inferior work, lack of application, or indifferent attitude. The pay of any employee may be reduced to a lower step within the pay range established pursuant to disciplinary proceedings, in cases where the quality and manner of performance of services do not justify the pay being received.
- E. Where a pay range for a given class or for several classes is revised upward, the incumbents of positions in classes affected shall maintain their current salary step. The

existing pay shall be held at the same amount if the pay is adjusted downward.

- F. Anniversary dates shall be established as the effective date of hire of the employee. Employee benefits, including step increases, shall be prorated to reflect the actual effective date, unless otherwise required by insurance providers, or Federal/State agencies.
- G. All new employees are to be probationary from the date of hire to completion of nine (9) months of continuous, acceptable employment. Up to three (3) months work as a temporary employee in the same or similar classification may be credited toward the completion of the probationary period, subject to the approval by the City Manager. Such approval will not be unreasonably withheld.
- H. Members shall receive longevity pay in the following increments:

After the completion of 10 years	\$100.00 per month, or
After the completion of 15 years	\$150.00 per month, or
After the completion of 20 years	\$200.00 per month, or
After the completion of 25 years	\$250.00 per month

Payment will be made in 24 bi-weekly payments.

Longevity pay shall be in addition to all other pay received under the terms of the MOU and shall be considered as part of the Total Compensation calculation.

20. INCREASES IN SALARIES.

~~Effective with the pay period beginning February 11, 2017, there shall be an across the board increase of 3% in wages.~~

~~Effective the first full pay period following July 1, 2017, there shall be an across the board increase of 3% in wages.~~

~~Effective the first full pay period following July 1, 2018, there shall be an across the board increase of 3% in wages.~~

~~Effective the first full pay period following July 1, 2019, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) or April 2019 with a 2% floor and a 4% ceiling.~~

~~Effective the first full pay period following July 1, 2020, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2020 with a 2% floor and a 4% ceiling.~~

~~Effective the first full pay period following July 1, 2021, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a~~

percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2020 with a 2% floor and a 4% ceiling;

Separate from the wage increases noted above, the City will provide each employee a one-time off-salary schedule payment in a lump-sum amount to be paid in the next pay period after approval of this Agreement by the City Council as follows:

- ~~4.5% of the annual base salary after approval of this Agreement by the City Council.~~

~~Such one-time off-salary schedule payment is intended to be non-pensionable compensation in accordance with CalPERS regulations and interpretations, including, but not limited to CalPERS Circular Letter 200-048-16 (November 10, 2016)~~

Effective the first full pay period following July 1, 2022, there shall be an across the board increase of 5% in wages.

Effective the first full pay period following July 1, 2023, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2023 with a 3% floor and a 5% ceiling.

Effective the first full pay period following July 1, 2024, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2024 with a 2% floor and a 5% ceiling.

Effective the first full pay period following July 1, 2025, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2025 with a 2% floor and a 5% ceiling.

Effective the first full pay period following July 1, 2026, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Area (CPI-U) for April 2026 with a 2% floor and a 5% ceiling.

21. RETIREMENT.

A. Eligible employees, who were hired by the City, were members of CalPERS, or were members of a retirement system that has reciprocity with CalPERS, prior to January 1, 2013, shall be covered by the PERS retirement plan two percent (2%) at fifty-five (55) full formula for local miscellaneous employees and shall receive the following benefits:

- Effective January 1, 1999 the City's PERS contract was amended to include service credit for military time or any other type of service credit for which an employee may be eligible. The participating employee shall absorb the cost of any type of service credit or conversion permitted under this subsection.

- Effective September 1, 1998 employees' salaries were increased by seven percent (7%), to reflect the employee's share of PERS retirement cost. The employee's share of PERS retirement was thereafter the responsibility of the employee to pay. The PERS contribution is shown as a deduction from the employee's pay on a pretax basis.
 - Effective January 1, 2003, the City's PERS contract was amended to allow conversion of unused sick leave hours towards service credit, up to a maximum of one year of service credit.
 - Effective on or about July 1, 2004, the City's PERS contract was amended to include the Single Highest Year benefit.
 - Effective on or about July 1, 2004, the City's PERS contract was amended to include employee-paid Pre-Retirement Survivor Benefits.
 - Effective July 1, 2005 the City's PERS contract was amended to include City-paid Post-Retirement Survivor Benefits.
- B. Eligible employees hired on or after January 1, 2013, and who meet the definition of "new member" under Government Code Section 7522.04(f), shall be covered by the PERS retirement plan two percent (2%) at sixty-two (62) formula for local miscellaneous employees and shall receive the following additional benefits:
- The employee's contribution rate towards this benefit shall be 50% of the normal cost. The PERS contribution shall be shown as a deduction from the employer's pay on a pre-tax basis.
 - Final compensation shall be based on a three-year average.
- C. If the City's PERS contribution rate exceeds sixteen percent (16.00%), the employee and City shall share equally such excess rate, provided, however, that the additional employee maximum contribution under this formula shall not exceed five percent (5%).

~~The City agrees to begin the process to implement a CalPERS contract amendment for this cost sharing arrangement as provided in California Government Code section 20516(a) immediately upon approval of this Agreement. The parties agree to engage in this cost sharing arrangement beginning with the pay period beginning February 11, 2017 as provided in California Government Code section 20516(f) until the CalPERS contract amendment is approved and can become effective.~~
Beginning September 18, 2021, or at the beginning of a pay period as soon thereafter as practical, the employee contribution will be 5%

To the extent that the cost sharing formula reaches the above-referenced cap of 5% (26% City PERS contribution rate overall) during the term of this Agreement, the parties agree to meet further to discuss this issue.

D. Other Post Retirement Benefits (OPEB). See Section 24 Health and Welfare Benefits

22. SAFETY SHOES.

All employees who work in classifications whose work has been determined by the City to require wearing safety shoes, shall wear such shoes. Failure to wear safety shoes may result in disciplinary action. The City will buy or reimburse for up to ~~\$250~~275, Red Wing Boots or equivalent, provided they meet CAL-OSHA guidelines. Covered employees are eligible for a new pair of boots/shoes once a year unless the boots/shoes are still in relatively good condition.

If safety boots/shoes are damaged during the year, an employee may request review of the damaged boots/shoes to their Supervisor or Department Head with the possibility of purchasing another pair of boots/shoes. Each case will be evaluated separately and a decision shall be made on its merits.

Classifications whose work has been determined by the City to require safety shoes include:

Public Works Superintendent	Environmental Services Manager
Maintenance Supervisor	Chief Building Official
Wastewater Operations Manager	Senior Civil Engineer
Water Systems Manager	Development Services Engineer

23. WORK CLOTHING.

A. All employees who work in classifications, whose work has been determined by the City to require wearing City uniforms as designated in this section, shall wear such uniforms. Failure to wear City uniforms may result in disciplinary action. Employees shall use all diligent care to maintain their work uniforms in good condition. Uniforms consist of City provided laundered shirts, pants and overalls. Classifications whose work has been determined by the City to require uniforms include:

Public Works Superintendent	Water Systems Manager
Maintenance Supervisor	Wastewater Operations Manager

B. The City and Union have agreed to form a committee to review the current uniform vendor and contract in an effort to improve service. If the committee determines a new vendor or contract terms are required members shall participate in the formation of contract terms and selection of the new vendor.

C. The following designated classifications of employees within the unit where outdoor/field work is required shall be eligible for City provided jackets and hats:

Chief Building Official	Public Works Superintendent
-------------------------	-----------------------------

Development Services Engineer	Senior Civil Engineer
Environmental Services Manager	Water Systems Manager
Maintenance Supervisor	Wastewater Operations Manager

D. This Section does not reference safety/protective equipment or clothing, which shall be provided by the City to those classifications for which it is necessary.

24. HEALTH AND WELFARE BENEFITS.

A. City Contributions Towards Medical Premiums for Employees and Covered Retirees Enrolled in CalPERS Health Coverage Through the City.

(1) ~~Upon approval of this Agreement, the~~ City agrees to continue contributing the following towards medical insurance for employees and covered retirees enrolled in CalPERS health coverage through the City:

Employee Only	_____	\$ 679
Employee plus One Dependent	_____	\$1,356
Family	_____	\$1,762

~~The employee/covered retiree shall be responsible for paying the difference between the City's contribution and the full cost of the medical premium for the plan selected by the employee/covered retiree.~~

~~(2) Effective as soon as practical, but not later than 120 days from the effective date of this Agreement, the City agrees to contribute the following towards medical insurance for employees and covered retirees enrolled in CalPERS health coverage through the City:~~

(a) Current Employees

- The City will directly contribute a monthly payment equal to 100% of the current "Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage" to CalPERS for the employee.
- The City will also contribute a monthly payment equal to 90% of the selected Kaiser HMO premium rates at each rate of coverage (Employee only, Employee plus One Dependent, and Family) less the monthly payment of the "Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage" referenced above into the employee's Section 125 Plan with the employee designating such City payment to CalPERS through the Plan.
- The employee shall otherwise be responsible for paying the difference between the City's contribution and the full cost of the medical premium for the plan selected by the employee. The covered employee must authorize a payroll deduction for their required contribution. If no authorization is made by the employee, the City will not make a contribution to the Section 125

Plan.

- In no event will the City's contributions noted above exceed the actual cost of the medical insurance benefit provided.
- Any administrative costs associated with the formation and implementation of the 125 Plan will be paid by the City.

(b) Current Covered Retirees and Employees Hired on or Before ~~the Effective Date of this Section 24.A.(2) June 30, 2016,~~ Who Retire from City Service and Enroll in CalPERS Health Coverage

- The City will directly contribute a monthly payment equal to 100% of the current "Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage" to CalPERS for a covered retiree.
- CalPERS will deduct the balance of the medical premium from the covered retiree's retirement payment. The City will simultaneously reimburse the covered retiree for the CalPERS healthcare payment equal to 90% of the selected Kaiser HMO premium rates at each rate of coverage (Employee only, Employee plus One Dependent, and Family) less the monthly payment of the "Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage" referenced above.
- The covered retiree shall otherwise be responsible for paying the difference between the City's contribution/reimbursement and the full cost of the medical premium for the plan selected by the covered retiree.
- In no event will the City's contributions noted above exceed the actual cost of the medical insurance benefit provided.
- Any administrative costs associated with the "City reimbursement" will be paid by the City.

(c) Employees Hired on or After ~~the Effective Date of this Section 24.A.(2) July 1, 2016,~~ Who Retire from City Service and Enroll in CalPERS Health Coverage

- The City will directly contribute a monthly payment equal to 100% of the current "Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage" to CalPERS for the covered retiree.
- CalPERS will deduct the balance of the medical premium from the retiree's retirement payment.
- In no event will the City's contributions noted above exceed the actual cost

of the medical insurance benefit provided.

(3) Annual Retiree Health Net Trust

The City is responsible for maintaining a trust account for the purpose of accumulating funds to ensure retiree health benefits will be paid in the future. The City will update the actuarial analysis on this trust fund every two years and provide a copy of the actuarial report to the Union.

The City will include the full amount required for its annual retiree health net trust contribution payments in its budget every year unless the City Council makes a public finding that such a payment is not economically feasible and/or will cause unacceptable impacts to services to the community due to economic hardship faced by the City.

The City will also advise the Union annually of the amount included in the operating budget.

B. Health-in-lieu for Employees Not Enrolled in CalPERS Health Coverage Through the City

- (1) The City shall pay \$~~400~~475 monthly when an employee provides sufficient evidence that he or she is covered by a group medical insurance plan of their spouse or someone else that provides the minimum essential coverage as required under the ACA regulations. Health-in-lieu shall be paid as a cash payment, subject to applicable withholdings and taxes.
- (2) The City's obligation to make such health-in-lieu payments only applies to employees who are not covered by the CalPERS health coverage through the City and shall not commence until such time as an employee is no longer covered by the City's health insurance plan.
- (3) It is the employee's responsibility to notify Human Resources when there has been a change in eligibility status for medical insurance coverage or for health-in-lieu. The City shall be entitled to verify the employee's eligibility at least annually.

C. Other Benefits

1. Benefits Package. Currently, the City provides the following benefits package:

- a. Dental Insurance
- b. Long-term Disability Insurance
- c. Group Life Insurance
- d. Employee Assistance Program
- e. Vision Insurance

2. Employees Cafeteria Plan Contribution. The City will provide the following

contributions to the Employees Cafeteria Plan which employees can use to help offset the costs of the required and voluntary benefits offered above. Employees are responsible for paying the premiums for the benefits listed above. Any remaining dollars may be used to pay for medical insurance premiums, additional life insurance, or as a contribution to a deferred compensation program, etc.

Annual increases for each year of agreement to monthly Cafeteria Plan contribution as follows:

- ~~• Effective in the first pay period following approval of Agreement by City Council: \$298.70~~
- ~~• Effective in the first pay period following July 1, 2017: \$307.66~~
- ~~• Effective in the first pay period following July 1, 2018: \$316.89~~
- ~~• Effective in the first pay period following July 1, 2019: The same percentage increase as that of the salary increase at the same time as provided in Article 20.~~
- ~~• Effective in the first pay period following July 1, 2020: The same percentage increase as that of the salary increase at the same time as provided in Article 20.~~
- ~~• Effective in the first pay period following July 1, 2021: The same percentage increase as that of the salary increase at the same time as provided in Article 20.~~
- ~~• Effective in the first pay period following July 1, 2021: \$348.93~~
- ~~• Effective in the first pay period following July 1, 2022: The same percentage increase as that of the salary increase at the same time as provided in Article 23.~~
- ~~• Effective in the first pay period following July 1, 2023: The same percentage increase as that of the salary increase at the same time as provided in Article 23.~~
- ~~• Effective in the first pay period following July 1, 2024: The same percentage increase as that of the salary increase at the same time as provided in Article 23.~~
- ~~• Effective in the first pay period following July 1, 2025: The same percentage increase as that of the salary increase at the same time as provided in Article 23.~~
- ~~• Effective in the first pay period following July 1, 2026: The same percentage increase as that of the salary increase at the same time as provided in Article 23~~

3. Dental Insurance Plan. The City currently provides dental insurance with a \$1,500/person/year benefit cap. The employee shall pay the premium. Employees must purchase at minimum, the employee-only level.

4. Long-Term Disability Insurance Plan. The City currently provides a long-term disability insurance program. The employee pays the premium. Employees must participate in the program.

5. Group Life Insurance. The City currently provides group life insurance. The Employee pays the premium. Employees must participate in the program.

The group life insurance has an individual benefit of \$~~25,000~~50,000 and includes Accidental Death and Dismemberment.

6. Employee Assistance Program. The City currently provides an Employee Assistance Program. The Employee pays the premium. Employees must participate in the program.

The program assists employees and family members experiencing emotional or family problems, legal/financial difficulty, and/or struggling with substance abuse issues. Services include confidential assessments and referral services for extended treatment.

7. Vision Benefit. The City currently offers Vision Insurance. The Employee pays the premium. Participation in the program is voluntary.

8. Health Flex Spending Account (FSA). The City has established a Health Care Flex Spending Account (FSA). The employee shall be responsible for any enrollment and administration expenses related to the FSA.

9. Deferred Compensation Plan

The City will make a contribution of one percent (1%) of the employee's salary towards a 401(A) Deferred Compensation Plan. Note: All bargaining unit employees are required to contribute 2% toward the 401(A) Deferred Compensation Plan.

The City will continue to provide access to employees to voluntarily contribute to other Deferred Compensation Plan(s). Employees may voluntarily contribute any portion of their salary to other deferred compensation plan(s), subject to the dollar caps of the programs. The City does not contribute to such Deferred Compensation Plan(s).

10. Change in Benefits. The City agrees to meet and confer with the Union during the term of this agreement if the city receives a cancellation notice of any plan, or a change in benefit level to any plan.

25. DISCIPLINARY PROCEDURE.

No regular employee shall be demoted, suspended, or discharged for a disciplinary purpose except in accordance with the provisions of Section 8 of the City's Human Resources Policies & Practices Manual. However, the parties agree that an appeal of disciplinary action filed with the City Manager pursuant to Section 8.1(i)(3) shall be submitted directly to the Impartial Arbitrator level (Section 8.1(i)(5)). The "Hearing with an Adjustment Board" step of the disciplinary appeals procedure (Section 8.1(i)(4)) will be used only by mutual agreement of both the City and the Union.

Modifications to the procedures are subject to Meet and Confer.

26. GRIEVANCE PROCEDURE.

A. Definitions:

1. **Formal Grievance:** A formal grievance is any dispute which involves the interpretation or application of any provision of this MOU, or rules, regulations, resolutions, ordinances and existing practices which specifically govern personnel practices and working conditions of unit members.
2. **Disciplinary Appeal:** A disciplinary appeal is an appeal by an employee of a discharge, demotion, reduction in pay or suspension without pay.
3. **Working Days:** For purposes of the Section, the term "working days" shall mean those days the City is normally open for business.

B. Disciplinary suspensions of three (3) days or less are not subject to processing through Section 29, Grievance Procedure and shall be adjudicated through the applicable provisions of PR 95-07. (Section 10.1 Formal Grievance/Informal Problem Resolution).

C. Performance appraisals, assignment of task within an employee's classification, and reclassifications are not subject to Section 29, Grievance Procedure.

D. Either the Union or the employee may informally present a grievance prior to filing a formal written grievance pursuant to Section E, below.

E. Procedure: Grievances/Disciplinary Appeals filed pursuant to this MOU shall be processed in the following manner:

1. A formal grievance may only be initiated by the employee or an authorized union representative completing and filed with the employee's supervisor as a written statement of the grievance containing the following information:
 - Name(s) of grievant(s)
 - Job title(s)

- Department
 - Mailing address(es)
 - A clear statement of the nature of the grievance (cite applicable ordinance, resolution, rules or regulations, or memorandum of understanding language);
 - The date of the event giving rise to the grievance;
 - A proposed solution to the grievance;
 - The date of the written grievance;
 - The signature(s) of the grievant(s); and
 - The name of the organization, if any, representing the grievant(s), followed by the signature of the organization's representative.
2. The grievance will be presented in writing either by the employee or by an authorized union representative to the designated supervisor of the employee within ten (10) working days after the cause of such grievance occurs.
 3. The designated supervisor shall have ten (10) working days from the date of receipt of the grievance in which to investigate and respond. If the grievance is not satisfactorily adjusted within this period, the grievance may be presented in writing either by the employee or by an authorized union representative within ten (10) days to the Department Head or such representative as the employer may designate.
 4. The department head or designated representative shall have ten (10) working days from the date of receipt of the grievance in which to respond. If the grievance is not satisfactorily adjusted/resolved within this period, the grievance may be presented in writing either by the employee or by an authorized union representative within ten (10) days to the City Manager.
 5. If the parties are unable, within 10 working days, to reach a mutually satisfactory accord on any grievance which arises and is presented during the term of the MOU, such grievance shall be submitted to an Adjustment Board (Board) comprised of two (2) Union representatives, neither of whom shall be an employee of the City or an elected official of Teamsters Local 315 and two (2) representatives of the City, no more than one (1) of whom shall be either an employee of the City or a member of any organization employed to represent the City in the meeting and conferring process. Further, the one member of the Board who may be a City employee shall not be from the Department from which the grievance originated. The Board shall convene within fifteen (15) days. No decision of the Board shall be final and binding without receiving the affirmative votes of at least three (3) members of the Board. If the three (3) votes required to resolve the matter are not cast the Board shall be declared deadlocked.
 6. If an Adjustment Board is unable to arrive at a majority decision, either the Union or the City may require that the grievance be referred to an impartial arbitrator who shall be designated by mutual agreement between the Union and the City Manager. Request for arbitration shall be made within ten (10) days of a declared deadlock of the Board.

The selection of the impartial arbitrator shall be made within thirty (30) days of the request for arbitration. The fees and expenses of the impartial arbitrator and a court reporter shall be shared equally by the Union and the City. Each party shall bear the cost of its own presentation including, but not limited to, preparation and posting of hearing briefs, if any.

7. Decisions of the Board and arbitrators on matters properly before them shall be final and binding.

F. Scope of Procedure: No Adjustment Board and no impartial arbitrator shall entertain, hear, decide or make recommendations on any dispute unless such dispute involves a position covered by this MOU and unless such dispute falls within the definition of a grievance or disciplinary appeal as set forth above.

27. CONCERTED ACTIVITIES.

- A. It is agreed and understood that there will be no strike, work stoppage, slow-down, picketing in conjunction with a work stoppage, refusal or failure to fully and faithfully perform job functions and responsibilities, or other interference with the operations of the City by the Union, or by its officers, agents, or members during the term of this MOU, including compliance with the request of other labor organizations to engage in such activity. The City shall not engage in a lockout of employees during the term of this MOU.
- B. In the event of a strike, work stoppage, slow-down, picketing in conjunction with a work stoppage, refusal or failure to fully and faithfully perform job functions and responsibilities, or other interference with the operations of the City by employees who are represented by the Union the Union agrees in good faith to take all necessary steps to cause those employees to cease such action.
- C. The City may discipline or discharge any employee who engages or assists in activities against the Employer that are prohibited by this Section, and such City action shall not be the subject of a grievance upon any ground other than whether or not the employee participated in such activities prohibited by this Section.
- D. In the event that any dispute arises between the City and any of its employees or any employee organization representing those employees or attempting to represent them or if any dispute arises between any company performing work for or supplying materials to the City and its employees and the unions which may represent or attempt to represent those employees, such dispute shall not affect the rights or obligations of the parties established by this MOU; and the parties to this MOU agree to abide by the provisions of this Section even in the event of any strike or interference with delivery of services caused by a dispute described hereinabove; provided, however, that no disciplinary action may be taken against an employee who honors a sanctioned picket line established at a construction project at a non-City site.

28. MANAGEMENT RIGHTS.

It is understood and agreed that the City retains all of its rights, powers and authority to direct, manage and control the rights, authority, duties and responsibilities of the City, and that it shall adopt policies, rules, regulations and practices in furtherance thereof, and use its judgment and discretion in connection therewith, which shall be limited only by the specific and express terms of this MOU, and then only to the extent such specific and express terms are in conformance with the law. The parties agree that all provisions of the Human Resources Policies and Procedures Manual not in conflict with this MOU shall apply to employees covered by this MOU. In the event of any areas of conflict between the MOU and the Human Resources Policies and Procedures Manual, the provisions of the MOU shall prevail.

The management rights, duties and powers of the City include, but are not limited to, the sole and exclusive right to; determine its organization; direct and control staff; determine the kinds and levels of services to be provided and the methods and means of providing them; establish its educational policies, goals and objectives; determine the number and kinds of personnel required; schedule and assign employees; maintain the efficiency of City operations; determine the means, methods and schedule of operations; establish budget procedures and determine budgetary allocations; establish standards of performance and insure that the quality of that performance is maintained; establish its own rules and regulations and standards of conduct and require employees to adhere to them; discipline, suspend or discharge employees; alter or discontinue its operations in part or in whole; subcontract out work; determine the number of courses and the location of courses. The above-mentioned management rights are not to be interpreted as being all of said rights, but merely indicate the type of rights which belong to and are inherent in management. Said rights are reserved to the City unless they are limited by this MOU.

Any of the rights, powers, authority and functions that the City possessed prior to the execution of this MOU are retained by the City except as specifically limited by this MOU.

29. EFFECT OF THE MOU.

- A. The City and the Union mutually agree that the terms and conditions set forth in the provisions of this MOU represent the full and complete understanding and commitment between the parties which may not be altered, changed, added to, deleted from or modified unless by mutual consent in writing or by a procedure expressly allowing same stated in this MOU.
- B. The City and the Union also mutually agree that this MOU shall be in full settlement of all issues which were, could have been, or may be the subject of meeting and conferring. It is further agreed that none of such issues shall be subject to meeting and conferring during the term of this MOU unless by mutual consent in writing or by a procedure expressly allowing same stated in this MOU. The City has the right to act on any matter during the term of this MOU as long as the action is not in violation of this MOU.
- C. The Union hereby waives all rights to meet and confer and all rights to consultation during the terms of this MOU unless otherwise expressly stated in this MOU. This waiver by the

Union shall include any action by the City not in violation of this MOU or any effects or impact of such action.

30. SAVINGS PROVISION.

If any provision of this MOU is held to be contrary to the law by a court of competent jurisdiction, such provisions will not be deemed valid and subsisting except to the extent permitted by law, but all other provisions will continue to full force and effect.

31. CITY POLICY REGARDING SURVEYS

For future compensation surveys, it shall be City policy to notify the union prior to negotiations and provide an opportunity for the union to respond within two weeks as to whether it wants to meet and discuss survey parameters. The City acknowledges that both parties may gather data from survey agencies of their choice, and the City commits to making its data available to the union by the start of the next negotiations or as soon as possible thereafter.

32. TERM OF THE MOU.

This MOU shall be in full force and effect from July 1, 2022~~16~~ until June 30, ~~2021~~ 2022~~2027~~.

~~By agreeing to this one-year extension, the parties also agree to extend through June 30, 2022, any time sensitive benefits in the Agreement that were otherwise agreed upon only through the original term of June 1, 2016—June 30, 2021, with such benefits now extended under the same terms and conditions through June 30, 2022.~~

~~MOU terms and conditions not otherwise modified in this Amendment shall remain unchanged and will still remain in effect through June 30, 2022.~~

Signed and agreed upon on _____ by the following parties:

(DATE)

APPROVED BY TEAMSTERS LOCAL 315, “UNION”

Dated: _____

By: _____
Dustin Baumbach, Teamsters Local 315

APPROVED BY CITY OF AMERICAN CANYON, “CITY”

Dated: _____

By: _____

~~Dana Shigley~~ Jason Holley, City Manager

DRAFT

|

DRAFT

RESOLUTION NO. 2021-_____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON
REVISING THE UNREPRESENTED COMPESNATION PROGRAM FOR AT-WILL
MANAGERS, CONFIDENTIAL AND PART TIME/SEASONAL EMPLOYEES**

WHEREAS, Section 37206 of the Government Code requires the City Council to prescribe the time and method of paying salaries and wages of employees of the City; and

WHEREAS, At Will Managers, Confidential and Seasonal/Temporary employees are not represented by a collective bargaining agreement and, as such, the terms and conditions of their employment are not addressed in a negotiated Memorandum of Understanding; and

WHEREAS, the City Council adopted Resolution 2017-17 implementing a new Unrepresented Compensation Program (the "Program") for At-Will Managers, Confidential and Part-Time/Seasonal Employees; and

WHEREAS, the City Council adopted Resolution 2020-87 to amend and extend the Program for one year expiring on June 30, 2022; and

WHEREAS, the City representatives acting on behalf of the City Council and the Teamsters representatives have reached agreement on new Memorandums of Understanding for represented employees; and

WHEREAS, the City Manager is recommending the City Council revise the Program to update provisions similar to those in the Teamsters agreements; and

WHEREAS, the City Manager is recommending the Deputy Public Works Director classification be reassigned to the Unrepresented Group from the At-Will Managers group.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby authorizes the City Manager to revise the Unrepresented Compensation Program for At-Will Managers, Confidential and Part-Time/Seasonal Employees for the period July 1, 2022 through June 30, 2027, as attached hereto as Exhibit A and made part thereof.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of August, 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Leon Garcia, Mayor

ATTEST:

Taresa Geilfuss, City Clerk

William D. Ross, City Attorney

**UNREPRESENTED COMPENSATION
PROGRAM**

July 1, 20~~22~~¹⁶- June 30, 20~~27~~⁷²

**CITY OF AMERICAN CANYON
UNREPRESENTED EMPLOYEE COMPENSATION PROGRAM**

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SECTION 1: INTRODUCTION

1.1 Employee Definitions:

At-Will Management Employee – an employee who serves at the will of the City Manager and who has responsibility for formulating, administering, and/or managing City policies and programs. In the City, this would typically be department heads and their assistants/deputies.

Confidential Employee – an employee, who in the course of his or her duties, has access to confidential information relating to the City’s administration of employer-employee relations. This access may include instances of an occasional but critical nature or due to the employee whose position requires the incumbent to provide direct administrative support to a manager who has such access.

Seasonal/Temporary Employee – an employee who is employed for a temporary duration, or to a limited, but specified period of time for training purposes. Assignments may be to specified programs that may continue from year-to-year or as part of a training program for a limited duration. Except for classes that have been identified as part of a special training/apprentice program lasting more than six months, Seasonal/Temporary employees are not eligible for City benefits.

1.2 Purpose of the Unrepresented Employee Compensation Program: For At-will Management employees, this program is adopted to promote the development of a stronger, more effective Management Team, not merely for purposes of employer-employee relations but also as a means of recognizing outstanding management performance in all public service areas. These general purposes may be achieved through several means, notably: training, more effective communication among departments, clear identification of goals and objectives, and by relating effective job performance to an incentive program. Also inherent in such a program is the means of retaining good department heads and strengthening the managers (if any) whose effectiveness and performances fall short of reasonable levels of expectation.

For Confidential and Seasonal/Temporary employees, this program recognizes and rewards performance and ensures that employees who are not represented by a union are treated at least equally to represented employees. Because of the nature of their jobs, these employees serve the City without any representation and should not suffer as a consequence.

1.3 Employees Covered: Employees covered under this program shall include the following:

- A. At-Will Management/FLSA Exempt
 - City Manager
 - Assistant City Manager
 - Finance Director
 - Community Development Director
 - Maintenance & Utilities Director
 - Parks and Recreation Director
 - Public Works Director

- B. **At-Will, Limited-Term, FLSA Exempt**
 - **Management Fellow**

- C. **Confidential, FLSA Exempt**
 - City Clerk
 - **Deputy Public Works Director**
 - Finance Manager
 - Human Resources Officer II
 - Management Analyst I/II

- D. **Confidential, FLSA non-exempt**
 - Accounting Technician in Payroll
 - Administrative Assistant to the City Manager
 - Administrative Clerk III in the City Manager's Office
 - Deputy City Clerk
 - Fire District Executive Assistant/Office Administrator
 - Human Resources Assistant

- D. **Seasonal/Temporary, FLSA non-exempt**
 - Bus Driver
 - Cashier
 - Lifeguard
 - Management Aide
 - Office Assistant
 - Plant Operator Apprentice
 - Program Coordinator
 - Recreation Leader
 - Senior Lifeguard
 - Senior Recreation Leader
 - Service Worker
 - Student Intern

Additional job classes may be added to the Unrepresented Program from time to time, based upon the creation of additional City departments/divisions, the addition of new positions, or by the reclassification of existing positions to either At-will Management, Confidential, or Seasonal/Temporary based upon the nature of the work.

1.4 Exempt Status of Employees Covered: Based upon the nature of the work, it is expressly understood that the At-will Management employees covered under this program are exempt from the overtime provisions of the Federal Fair Labor Standards Act. Other positions within Confidential and Seasonal/Temporary employee groups are evaluated for FLSA coverage on a position-by-position basis.

SECTION 2: EMPLOYMENT CONTRACTS

The Management employees as designated in Section 1.3(A) shall be “At Will” employees, and shall enter into an employment contract, confirming the “At Will” status of the employee and setting forth any special pay or benefits such as severance pay. Employment contracts with all At-will Management employees will be approved by the City Manager, or, in the case of the City Manager’s employment contract, approved by the Council, pursuant to the terms of Resolution No. 97-10, authorizing the City Manager to execute employment contracts with At-will Management employees. Where there are conflicting terms and conditions between this program and an employment contract, the greater benefit shall apply.

The provisions of this section notwithstanding, the City Council must consent to the appointment of the Planning Director, consistent with the American Canyon Municipal Code, section 2.08.060(c).

SECTION 3: EMPLOYEE SALARY COMPENSATION

3.1 Wage Increases: At-Will Management and Confidential employees will receive wage increases as follows:

- ~~• Effective the pay period beginning February 11, 2017 there shall be an across the board increase of 3% in wages.~~
- ~~• Effective the first full pay period following July 1, 2017, there shall be an across the board increase of 3% in wages.~~
- ~~• Effective the first full pay period following July 1, 2018, there shall be an across the board increase of 3% in wages.~~
- ~~• Effective the first full pay period following July 1, 2019, there shall be an across the board increase of in wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for all Urban Consumers, San Francisco Bay Area (CPI-U) for April 2019 with a 2% floor and a 4% ceiling.~~
- ~~• Effective the first full pay period following July 1, 2020, there shall be an across the board increase of in wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for all Urban Consumers, San Francisco Bay Area (CPI-U) for April 2020 with a 2% floor and a 4% ceiling.~~

~~Effective the first full pay period following July 1, 2021, there shall be an across the board increase of in wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for all Urban Consumers, San Francisco Bay Area (CPI-U) for April 2020 with a 2% floor and a 4% ceiling.~~

- Effective the first full pay period following July 1, 2022, there shall be an across the board increase of 5% in wages.
- Effective the first full pay period following July 1, 2023, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Bay Area (CPI-U) for April 2023 with a 2% floor and a 4% ceiling.
- Effective the first full pay period following July 1, 2024, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Bay Area (CPI-U) for April 2024 with a 2% floor and a 4% ceiling.
- Effective the first full pay period following July 1, 2025, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Bay Area (CPI-U) for April 2025 with a 2% floor and a 4% ceiling.
- Effective the first full pay period following July 1, 2026, there shall be an across the board increase of wages based on the percentage of annual increase (to the nearest one-tenth of a percentage point) of the Consumer Price Index for All Urban Consumers, San Francisco Bay Area (CPI-U) for April 2026 with a 2% floor and a 4% ceiling.

~~Separate from the wage increases noted above, the City will provide each At-Will Management and Confidential employee a one-time off-salary schedule payment in a lump-sum amount to be paid with the pay period beginning February 11, 2017 in the amount of 4.5% of the annual base salary after approval of the Agreement by the City Council.~~

~~Such one-time off-salary schedule payment is intended to be non-pensionable compensation in accordance with CalPERS regulations and interpretations, including, but not limited to CalPERS Circular Letter 200-048-16 (November 10, 2016).~~

3.2 Salary Schedule: The Base Salary Schedule is attached as Exhibit A and represents the Base Salary Schedule effective with the first full pay period following July 1, 2022~~pay period beginning February 11, 2017~~. The annual salary adjustments as set forth in Section 3.1 of this Resolution Program will be applied to the then-current Base Salary Schedule and become part of the Base Salary Schedule for the ensuing fiscal year.

3.3 Merit Adjustments: Typically, merit adjustments may be made by the City Manager upon recommendation of the direct supervisor and department head according to established City policy based on the employee's performance. Performance reviews with the potential for

merit increases will occur no less frequently than annually on an employee’s anniversary date. Additional merit increases may be approved by the City Manager for documented exceptional performance. ~~Merit adjustments for At-Will employees will be restored during the term of this Resolution as funding is provided in the budget.~~

3.4 Longevity: Employees covered by this Program who are covered by the Fair Labor Standards Act (non-exempt FLSA) and, therefore, receive compensation for overtime hours worked shall receive longevity pay in the following increments:

<u>After the completion of 10 years</u>	<u>\$100.00 per month</u>
<u>After the completion of 15 years</u>	<u>\$150.00 per month</u>
<u>After the completion of 20 years</u>	<u>\$200.00 per month</u>
<u>After the completion of 25 years</u>	<u>\$250.00 per month</u>

~~After the completion of 10 years \$100.00 per month
After the completion of 15 years \$150.00 per month
After the completion of 20 years \$200.00 per month
After the completion of 25 years \$250.00 per month~~

3.5 Recruitment/Retention Adjustments: On occasion, situations may occur when adjustments may be necessary to At-will salary ranges for documented recruitment or retention problems. The City Manager is authorized to adjust the salary range of an At-will management position up to 10% without Council approval if one of the following conditions is met:

Recruitment Problem – If the City makes an extensive effort to recruit qualified candidates including outreach, advertising, and procuring the services of an executive recruiter and that recruitment is not successful based upon the City’s compensation package, then the City Manager can authorize an adjustment to the salary to attract qualified candidates.

Retention Problem – In rare cases, it may be necessary for the City to increase an At-will manager’s pay for retention purposes. This would require that the manager have a bona fide offer, in writing, from another organization with a significant increase in pay.

3.6 Confidential Pay Differential: Each Unrepresented Confidential employee will receive a 3% pay differential to be added to the employee’s base pay. This 3% pay differential will not be added to the salary range for that job class. If at any time that a currently designated Unrepresented Confidential employee who receives the confidential differential is deemed to be Non-Confidential, the 3% confidential differential will cease at that time.

3.7 Application of Compensation Plan: Annual performance evaluations will be completed and salary adjustments implemented within sixty (60) days after the employee’s anniversary date. If a person’s anniversary date falls within the first week of a pay period, any increases will then be effective at the beginning of that pay period; if a person’s anniversary date fall within

the second week of a pay period, any increases will then be effective the pay period following the employee's anniversary date.

Failure to complete a performance evaluation within sixty (60) days after the employee's anniversary date shall move said employee to the next higher pay rate, and pay increase shall become effective on the employees' anniversary date. In the case of employees that supervise others and are required to write performance evaluations, such pay adjustment will not occur until the performance evaluations of subordinates are complete.

SECTION 4: RETIREMENT BENEFITS

Section 4 does not apply to the Seasonal/Temporary employee group.

4.1. Benefits: The City shall provide the Public Employees Retirement System's (PERS) 2%@55 formula (single highest year) Retirement Plan for "classic" Local Miscellaneous Members; 2% @ 62 formula (3-year average final compensation) for new PERS members. Additional benefits may be added from time to time, as approved by the City Council. The City will only pay for the employer's share of PERS. The retirement benefits shall also include Sick Leave Conversion, Single Highest Year, Pre-retirement Survivor Benefits, and Post-retirement Survivor Allowance.

4.2 Cost Sharing: If the City's PERS contribution rate exceeds sixteen percent (16.00%), the employee and City shall share equally such excess rate, provided, however, that the additional employee maximum contribution under this formula shall not exceed five percent (5%).

~~The City agrees to begin the process to implement a CalPERS contract amendment for this cost sharing arrangement as provided in California Government Code section 20516(a) immediately upon approval of this Agreement. The parties agree to engage in this cost sharing arrangement beginning with the pay period beginning February 11, 2017 as provided in California Government Code section 20516(f) until the CalPERS contract amendment is approved and can become effective.~~

Beginning September 18, 2021, or at the beginning of a pay period as soon thereafter as practical, the employee contribution will be 5%.

To the extent that the cost sharing formula reaches the above-referenced cap of 5% (26% City PERS contribution rate overall) during the term of this Agreement, the parties agree to meet further to discuss this issue.

SECTION 5: INSURANCE BENEFITS

Section 5 does not apply to the Seasonal/Temporary employee group.

~~**5.1 Interim City Contributions Towards Medical Premiums for Employees and Covered Retirees Enrolled in CalPERS Health Coverage Through the City:** The City will contribute the~~

~~following towards medical insurance for employees and covered retirees enrolled in CalPERS health coverage through the City:~~

~~Employee Only \$ 679~~

~~Employee plus One Dependent \$1,356~~

~~Family \$1,762~~

~~The employee/covered retiree shall be responsible for paying the difference between the City's contribution and the full cost of the medical premium for the plan selected by the employee/covered retiree.~~

~~5.2—City Contributions Toward Medical Premiums for Employees and Covered Retirees Enrolled in CalPERS Health Coverage Through the City:~~ ~~Effective as soon as practical, but not later than 120 days from the effective date of this Program, t~~The City will continue to contribute the following towards medical insurance for employees and covered retirees enrolled in CalPERS health coverage through the City:

(a) Current and Future Active Employees

- The City will directly contribute a monthly payment equal to 100% of the current “Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage” to CalPERS for the employee.
- The City will also contribute a monthly payment equal to 90% of the selected Kaiser HMO premium rates at each rate of coverage (Employee only, Employee plus One Dependent, and Family) less the monthly payment of the “Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage” referenced above into the employee’s Section 125 Plan with the employee designating such City payment to CalPERS through the Plan.
- The employee shall otherwise be responsible for paying the difference between the City’s contribution and the full cost of the medical premium for the plan selected by the employee. The covered employee must authorize a payroll deduction for their required contribution. If no authorization is made by the employee, the City will not make a contribution to the Section 125 Plan.
- In no event will the City’s contributions noted above exceed the actual cost of the medical insurance benefit provided.
- Any administrative costs associated with the formation or implementation of the 125 Plan will be paid by the City.

(b) Current Covered Retirees and Employees Hired on or Before ~~the Effective Date of this Section 5.2~~ June 30, 2016, Who Retire from City Service and Enroll in CalPERS Health Coverage

- The City will directly contribute a monthly payment equal to 100% of the current “Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage” to CalPERS for a covered retiree.
- CalPERS will deduct the balance of the medical premium from the covered retiree’s retirement payment. The City will simultaneously reimburse the covered retiree for the CalPERS healthcare payment equal to 90% of the selected Kaiser HMO premium rates at each rate of coverage (Employee only, Employee plus One Dependent, and Family) less the monthly payment of the “Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage” referenced above.
- The covered retiree shall otherwise be responsible for paying the difference between the City’s contribution/reimbursement and the full cost of the medical premium for the plan selected by the covered retiree.
- In no event will the City’s contributions noted above exceed the actual cost of the medical insurance benefit provided.

(c) Employees Hired on or After July 1, 2016, ~~the Effective Date of this Section 5.2~~ Who Retire from City Service and Enroll in CalPERS Health Coverage

- The City will directly contribute a monthly payment equal to 100% of the current “Supplement/Managed Monthly Employee Only Rate for Kaiser Senior Advantage” to CalPERS for the covered retiree.
- CalPERS will deduct the balance of the medical premium from the retiree’s retirement payment.
- In no event will the City’s contributions noted above exceed the actual cost of the medical insurance benefit provided.

5.32 *Health-in-lieu for Employees Not Enrolled in CalPERS Health Coverage Through the City*

(a) The City shall pay \$475 monthly when an employee provides sufficient evidence that he or she is covered by a group medical insurance plan of their spouse or someone else that provides the minimum essential coverage as required under the ACA regulations. Health-in-lieu shall be paid as a cash payment, subject to applicable withholdings and taxes.

(b) The City's obligation to make such health-in-lieu payments only applies to employees who are not covered by the CalPERS health coverage through the City and shall not commence until such time as an employee is no longer covered by the City's health insurance plan.

(c) It is the employee's responsibility to notify Human Resources when there has been a change in eligibility status for medical insurance coverage or for health-in-lieu. The City shall be entitled to verify the employee's eligibility at least annually.

5.3 Cafeteria Plan Payments: The City will contribute the following amounts during the terms of this Program for At-will Management and Confidential employees to be expended by the employee on benefits selected from the City's Benefits Program (~~mandatory participation—life, group long term disability, dental, employee assistance program; non mandatory participation — vision~~as described in Section 5.5) with any remaining cafeteria dollars to be received as a cash payment, subject to all applicable taxes and withholdings.

Annual increases for each year of agreement to monthly Cafeteria Plan Contributions as follows:

- ~~○ Effective in the first pay period following approval of Program by City Council: Unrepresented — \$298.70, At-Will — \$324.45~~
- ~~○ Effective in the first pay period following July 1, 2017: Unrepresented — \$307.66, At-Will — \$334.18~~
- ~~○ Effective in the first pay period following July 1, 2018: Unrepresented — \$316.89, At-Will — \$344.21~~
- ~~○ Effective in the first pay period following July 1, 2019: The same percentage increase as that of the salary increase at the same time as provided in Section 3.1.~~
- ~~○ Effective in the first pay period following July 1, 2020: The same percentage increase as that of the salary increase at the same time as provided in Section 3.1.~~
- ~~○ Effective in the first pay period following July 1, 2021: Unrepresented - \$348.93, At-Will - \$379.00.~~
- ~~○ Effective retroactive to the first pay period following July 1, 2022: The same percentage increase as that of the salary increase at the same time as provided in Section 3.1.~~
- ~~○ Effective in the first pay period following July 1, 2023: The same percentage increase as that of the salary increase at the same time as provided in Section 3.1.~~
- ~~○ Effective in the first pay period following July 1, 2024: The same percentage increase as that of the salary increase at the same time as provided in Section 3.1.~~
- ~~○ Effective in the first pay period following July 1, 2025: The same percentage increase as that of the salary increase at the same time as provided in Section 3.1.~~
- ~~○ Effective in the first pay period following July 1, 2026: The same percentage increase as that of the salary increase at the same time as provided in Section 3.1.~~

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5.4 Other Health and Wellness Benefits

- a) Dental Insurance Plan. The City currently provides dental insurance with a \$1,500/person/year benefit cap. The employee shall pay the premium. Employees must purchase at minimum, the employee-only level.

b) Long-Term Disability Insurance Plan. The City currently provides a long-term disability insurance program. The employee pays the premium. Employees must participate in the program.

c) Group Life Insurance. The City currently provides group life insurance. The Employee pays the premium. Employees must participate in the program.

The group life insurance has an individual benefit of \$50,000 and includes Accidental Death and Dismemberment.

d) Employee Assistance Program. The City currently provides an Employee Assistance Program. The Employee pays the premium. Employees must participate in the program.

The program assists employees and family members experiencing emotional or family problems, legal/financial difficulty, and/or struggling with substance abuse issues. Services include confidential assessments and referral services for extended treatment.

e) Vision Benefit. The City currently offers Vision Insurance. The Employee pays the premium. Participation in the program is voluntary.

f) Health Flex Spending Account (FSA). The City has established a Health Care Flex Spending Account (FSA). The employee shall be responsible for any enrollment and administration expenses related to the FSA.

SECTION 6: HOLIDAYS

Section 6 does not apply to the Seasonal/Temporary employee group.

All At-will Management and Confidential employees shall receive fifteen (15) paid holidays per year, as follows:

New Years' Day	-	January 1
Martin Luther Kings' Day	-	Third Monday in January
President's Day	-	Third Monday in February
Caesar Chavez Birthday	-	March 31
Memorial Day	-	Last Monday in May
<u>Juneteenth</u>		<u>June 19</u>
Independence Day	-	July 4
Labor Day	-	First Monday in September
Columbus Day	-	Second Monday in October
Veteran's Day	-	November 11
Thanksgiving Day	-	Fourth Thursday in November
Day After Thanksgiving	-	Day After Thanksgiving Holiday
Christmas Eve	-	See Below
Christmas Day	-	See Below
Day After Christmas	-	See Below

Floating Holiday - Day selected by employee, subject to supervisor approval

Christmas Eve, Christmas Day and the Day after Christmas shall be observed on the following days during the term of this Agreement:

~~2017—2022~~ ~~235~~, 26 and 27th -
~~2023~~~~18~~ — ~~25, 26 and 27th~~ ~~4, 25 and 26th~~—
~~2019~~~~2024~~ — 24, 25 and 26th
~~2020~~~~2025~~ — ~~245~~, ~~258~~, and ~~269th~~
2026 ~~1~~ — ~~234~~, ~~247~~ and ~~258th~~

It is the intent of this resolution that all full-time employees receive ~~six~~teen (16) paid holidays regardless of their assigned workweek. When a holiday falls on a Saturday, the proceeding Friday shall be deemed a holiday. When a holiday falls on a Sunday, the following Monday shall be deemed a holiday. When an employee is required to work on a holiday, he/she may select another day as holiday leave with pay during the fiscal year with the consent of the City Manager.

SECTION 7: VACATION LEAVE

Section 7 does not apply to the Seasonal/Temporary employee group.

7.1 Policy and Intent: In recognition of the fact that many management personnel are recruited from outside the City, that the average tenure for top management personnel is substantially lower that of nonexempt personnel, and that at least two (2) to seven (7) years’ prior experience is required, the following vacation leave policy for At-will Management shall be implemented.

7.2 Vacation Entitlement: At-will Management and Confidential employees shall accumulate vacation in accordance with the following vacation entitlement schedule:

<u>Years of Continuous Service</u>	<u>Vacation Days Earned/Year</u>
0 – 2 years	12
3 through 5 years	15
6 through 10 years	20
11 or more years	25

7.3 Vacation Accrual: At-will Management and Confidential employees shall begin earning vacation upon the first day of employment. Vacation leave time shall be accrued as it is earned; odd fractions rounded to the nearest tenth. Vacation time shall not be taken until earned and shall be subject to other provisions of this resolution. When an employee is on a leave without pay status, s/he shall not be entitled to earn vacation.

For purposes of calculating vacation earned upon termination, the employee's final accrual will be prorated, based on the days worked in the employee's last month of employment. Upon termination of an employee's service with the City, s/he shall be paid a lump sum for all earned vacation not taken, at the employee's hourly rate then in effect.

7.4 Vacation Usage: An employee may take vacation at a time approved by the City Manager, or, in the case of the City Manager, after notification of the City Council. It is the policy of the City that employees take their normal provided vacation leave each year; however, with the approval of the City Manager, an employee may take less than a normal vacation in one year and carry the balance of his/her earned time over to the next year. Earned vacation may be accumulated up to a maximum of ~~four hundred and eightythree~~ hundred and twenty (480320). All employees with excess vacation hours as of the last day of the pay period containing April 30 will have their vacation accruals adjusted down to the ~~480~~ 320 hours accrual cap.

This section and the corresponding vacation accrual caps will also apply to permanent part-time employees on a prorated basis based on their regularly scheduled hours in a work week. For example, a permanent part-time employee who works 20 hours/week will have a vacation accrual cap of ~~one~~ two hundred and ~~forty~~ sixty (240160) hours – one-half the ~~three~~ four hundred and ~~eighty~~ twenty (480320) hours cap applicable to full-time employees.

7.5 Sale of Vacation Leave Hours: At Will Managers and Confidential employees may cash out up to forty (40) hours of accrued but unused vacation time at the employee's straight time hourly rate, ~~subject to the following restrictions: (1) the employee must have taken at least forty (40) vacation hours during the past year; and (2) after any such cashout of vacation, the employee has a remaining vacation balance of at least 160 hours. During fiscal year 2020-2021, the ability to cash out vacation leave is suspended.~~

Qualifying employees must file an irrevocable election identifying the specific amount of vacation he or she wishes to cash out during the month of December. Vacation will be paid in the first paycheck in the month of January in the year following the irrevocable election.

SECTION 8: MANAGEMENT LEAVE

In recognition of the extra hours required to perform at the level of top At-will management, including attendance at numerous meetings outside normal working hours and the fact that employees who are exempt from FLSA are not compensated for overtime work, the following management leave policy shall be implemented:

Each FLSA-exempt, unrepresented employee may receive up to fifteen (15) days Management Leave annually at the discretion of the City Manager. Employees of this group will be able to accumulate a maximum of twenty (20) days of Management Leave in one fiscal year. On July 1 of each year, all hours in excess of 160 will be lost unless an extension of time is granted by the City Manager, who will grant such extensions in limited and extenuating circumstances. It is the responsibility of all employees receiving Management Leave to take their leave in a timely

manner. However, upon separation from the City any remaining leave shall be paid to the employee at employee's then-current hourly rate.

At-Will Managers and exempt Confidential employees may elect to cash out up to sixty (60) hours of accrued but unused Management Leave each year at the employee's straight time hourly rate. Qualifying employees must file an irrevocable election identifying the specific amount of vacation he or she wishes to cash out during the month of December. Vacation will be paid in the first paycheck in the month of January in the year following the irrevocable election. ~~During fiscal year 2020-2021, the ability to cash out management leave is suspended.~~

SECTION 9: OTHER LEAVES OF ABSENCE

9.1 Sick Leave

- a. At-will Management and Confidential employees shall be entitled to one working day of sick leave with pay for each month or major fraction thereof worked.
- b. Seasonal/Temporary employees receive sick leave in accordance with state law.
- c. Sick leave with pay up to the total number of working days accumulated shall be granted by the City Manager in case of bona fide illness or injury.

9.2 Family Care: Sick leave may be used to care for the employee's child of any age, stepchild, spouse or domestic partner regardless of gender, parent or step-parent, parent-in-law, grandparent, grandchild, or sibling, who is incapacitated by a serious health condition as defined by State or Federal Law. Sick leave utilized for Family Care shall not exceed forty-eight (48) hours per occurrence.

9.3 Bereavement Leave: For At-will Management and Confidential employees, leave with pay up to 4 days per year shall be granted by the City Manager in case of the death or serious illness of spouse or domestic partner regardless of gender, parent or step-parent, parent-in-law, grandparent, child, or stepchild, brother or sister, parent-in-law, brother/sister-in-law, son/daughter-in-law, or any relative in the immediate household of the employee. Bereavement or special sick leave shall not be charged against any accumulated leave. An additional 3 days of vacation, CTO, or management leave may be used.

9.4 Industrial Accident Leave: The City shall provide paid leave and benefits consistent with the State's Worker's Compensation laws.

9.5 Miscellaneous Leave With Pay: At-will Management and Confidential employees shall be granted a leave of absence with full pay for jury duty; subpoena of the employee as a witness; or attendance in court resulting from the employee's official duties as assigned by the City Manager. Any compensation received by the employee for the above, except for travel reimbursement, shall be promptly remitted to the City by the employee.

9.6 Leave Pursuant to the Family and Medical Care Leave Act and the California Family Rights Act: Employees shall be entitled to take leave in response to the birth or adoption of a

child, or the placement of a child with the employee for foster care; the employee's own serious health condition, or the serious health condition of the child, parent or spouse of the employee, as specified in the federal Family and Medical Care Leave Act (FMLA) and the California Family Rights Act (Government Code Section 12945.2). Employees may use their accrued leave balances during such leave.

If the period of leave exceeds the employer's accrued leave balances, the employee shall take the balance of the leave as unpaid leave.

9.7 Leave for Pregnancy, Childbirth and Related Medical Conditions (California Government Code Section 12945): In addition to leave authorized by Section 9.5.1, eligible employees may take leave based on pregnancy, childbirth, or related medical conditions pursuant to California Government Code Section 12945. Generally, this leave should not exceed six (6) weeks for a normal pregnancy, childbirth, or related conditions, but may be taken for a period of up to a total of four (4) months if the employee is disabled due to pregnancy, childbirth, or other medical conditions. The need for leave beyond six (6) weeks due to disability shall be verified in writing by the employee's physician. The employee may use accrued leave balances during leave taken pursuant to this Section. If the period of leave exceeds the employee's accrued leave balances, the balance of the leave shall be taken as unpaid leave.

9.8 Temporary Disability Integration: An employee who is receiving temporary disability workers compensation benefits, State Disability Insurance (SDI) benefits, or Paid Family Leave (PFL) benefits has the option to integrate accumulated sick leave or accumulated vacation time as shall result in a payment to the employee of full regular salary.

9.9 Leave of Absence Without Pay: Upon the written request of any employee, the City Manager may approve in writing a leave of absence without pay for a period not exceeding three months; the Council may approve such leave for a period not exceeding one year. During such leave of absence, benefits will not be paid unless the employee elects to reimburse the City for the cost; sick leave, vacation, holiday benefits will not be accrued or paid.

9.10 Military Leave: An unrepresented employee called to active duty in any reserve component of the Armed Forces of the United States or the National Guard shall be granted a leave of absence for the duration of said active duty. Any full-time employee on a military leave of absence shall be compensated as outlined in the City's Human Resources Policies and Practices Manual if the employee provides proper documentation from the Commanding Officer concerning their active duty; or, if the employee is a Commanding Officer, with a copy of the order to report to active duty and any applicable extension orders.

SECTION 10: TRAINING AND PROFESSIONAL GROWTH

10.1 Professional Seminars and Training: To promote continued development of skills, knowledge, and abilities among the Management Team and Confidential employees of the City, the City Manager may grant time off to employee for educational leave. Such leave may be

received in order to attend professional, technical, or managerial workshops, courses, conferences, conventions, seminars, or related activities. The cost of attendance at these activities, including travel, per diem, registration, tuition, materials or other reasonable costs, are legitimate City expenditures as provided for in the annual City Budget.

10.2 Professional Membership Fees: Most At-will Management and Confidential personnel are expected to maintain membership in appropriate professional organizations. These memberships serve to acquaint the City with the current state-of-the-art in these professional areas by means of publications and special activities. The City will include the costs of these membership fees in the respective department budgets, subject to approval by the City Manager.

10.3 College Tuition Reimbursement: An At-will Management or Confidential employee who is taking courses in a field related to his/her employment may receive reimbursement for tuition and/or materials for 100% of the reasonable cost for books and tuition per fiscal year. "Reasonable cost" shall be the cost of coursework through the California State University System. Such reimbursement shall be after the employee has successfully completed the course with a grade of "C" or better. Further details of this benefit can be found in the City Tuition Reimbursement policy.

SECTION 11: OTHER BENEFITS

11.1 Annual Physical Examinations: For At-will Management and Confidential employees, the costs of any required employment-related medical examination and diagnostic services, as required, shall be borne by the City, and the costs for treatments or correction of deficiencies shall be borne by the employee. This will be in compliance with adopted medical job standards and the Federal Occupational Safety and Health Act.

11.2 Vehicle Reimbursement for At-will Management: At-will Management employees to a far greater extent than other City employees are required to travel throughout the City and the County to fulfill their job requirements. This travel is frequently required outside of normal working hours. In recognition of this employment requirement, the City may provide either the use of a City vehicle or pay an auto allowance of \$400 per month. If it is necessary, the use of a private vehicle shall be reimbursed at the same mileage rate as approved by the City Council, if no auto allowance provisions have been made.

11.3 Vehicle Reimbursement for Councilmembers: In recognition of the travel by automobile that is required of City Councilmembers, each Councilmember can elect to receive either an auto allowance of \$500 per month or be reimbursed for actual mileage at the Internal Revenue Service rate presently in effect (see www.irs.gov).

11.4 Deferred Compensation Plan: Employees may elect payroll deductions in an amount permissible under IRS regulations, to be placed in a deferred compensation program administered at no cost to the City. Such monies deposited would become tax deferred and would be subject to income taxation in the year they are withdrawn from the deferred

compensation program. The deferred compensation program shall be administered in accordance with federal law.

11.5 Matching 401(A) Plan: The City will make a contribution of two percent of the employee's salary for both At-will Management and Confidential employees into a 401A deferred compensation plan. Employees are required to contribute two percent (2%) of their own money towards the plan to get this benefit.

SECTION 12: TERMINATION ALLOWANCE

12.1 Severance Pay: In order to foster job security within a professional climate, At-will Management employees who receive no protection from the City's Personnel System will be entitled to severance pay when they are discharged from the City service; provided however, that the employee has been in the employ of the City at least one (1) year. At-will Management employees terminated for cause are not eligible for severance benefits.

12.2 Allowance Schedule: Specific severance pay terms and conditions may be subject to negotiation and included in the employee's Employment Contract, as noted in Section 2 (Employment Contracts).

12.3 Voluntary Resignation: The provisions of this section do not apply to any employee who voluntarily resigns from the City service for personal reasons. Whenever practical, At-will Management employees shall give thirty (30) days' notice prior to voluntary termination in order to leave City service in good standing.

RESOLUTION NO. 2022-

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON
APPROVING THE FISCAL YEAR 2022/2023 SALARY SCHEDULES**

WHEREAS, the California Code of Regulations (CCR) section 570.5 requires publishing of a “Publicly Available Pay Schedule;” and

WHEREAS, this salary schedule must include the position title for every employee position, pay rate for each position, and time base for each position; and

WHEREAS, the City completed a Total Compensation Survey, which informed recent labor negotiations, and now wishes to make market-based adjustments, internal alignments and range placements for various job classifications to create a more fair and equitable salary schedule; and

WHEREAS, the City completed a meet and confer process resulting in new Memorandums of Agreement with its General Unit and Mid-Management Unit employees and approved a revised the Unrepresented Compensation Program each of which provides for a Fiscal Year 2022/2023 cost-of-living adjustment; and

WHEREAS, it is appropriate to enact the Fiscal Year 2021/2022 Salary Schedule to enact the following changes:

- A 5% cost-of-living increase for all General Unit, Mid-Management Unit and Unrepresented Employees effective July 9, 2022.
- Make wage adjustments to multiple classifications to reflect the labor market and create appropriate pay relationships consistent with the Recruitment and Retention Strategic Plan.
- Separate part-time, retired annuitant and extra help classifications into a separate Salary Schedule reflecting the non-market pay philosophy for those job classes.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon does hereby approve the Salary Schedule for Full-Time Permanent Classifications for Fiscal Year 2022/2023 effective July 9, 2022, as attached hereto as Exhibit "A," and the Salary Schedule for Part-Time, Retired Annuitants and Extra Help Classifications effective July 9, 2022, attached hereto as Exhibit "B," to supersede previously adopted Salary Schedules.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of August, 2022 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Leon Garcia, Mayor

ATTEST:

APPROVED AS TO FORM:

Taresa Geilfuss, City Clerk

William D. Ross, City Attorney

SALARY SCHEDULE FOR FULL-TIME PERMANENT CLASSIFICATIONS - FY2022-23

Effective: July 9, 2022

Class Code	Classification	Basis	Salaries					
	City Council	Monthly						\$315.00
Executive Classifications								
1001	City Manager	Annually						\$245,000.00 *
1009	Assistant City Manager	Annually						\$214,822.00
			Minimum		Control Pt.		Maximum	
1005	Administrative Services Director	Annually	\$123,718.40		\$154,648.00		\$185,577.60	
1006	Community Development Director	Annually	\$139,859.20		\$174,824.00		\$209,788.80	
1004	Finance Director	Annually	\$124,536.54		\$155,670.67		\$186,804.80	
1010	Maintenance and Utilities Director	Annually	\$139,859.20		\$174,824.00		\$209,788.80	
1003	Parks and Recreation Director	Annually	\$123,718.40		\$154,648.00		\$185,577.60	
1007	Public Works Director	Annually	\$139,859.20		\$174,824.00		\$209,788.80	
Class Code	Classification	Basis	Annual Salary Steps					
Exempt Classifications								
			A	B	C	D	E	
6305	City Clerk	Annually	\$109,677.75	\$115,161.64	\$120,919.72	\$126,965.71	\$133,314.00	
2201	Chief Building Official	Annually	\$121,063.96	\$127,117.16	\$133,473.02	\$140,146.67	\$147,154.00	
6209	Deputy Public Works Director	Annually	\$143,907.12	\$151,102.48	\$158,657.60	\$166,590.48	\$174,920.00	
2309	Development Services Engineer	Annually	\$112,419.83	\$118,040.82	\$123,942.86	\$130,140.00	\$136,647.00	
2200	Environmental Services Manager	Annually	\$124,090.69	\$130,295.22	\$136,809.98	\$143,650.48	\$150,833.00	
6208	Finance Manager	Annually	\$133,632.38	\$140,314.00	\$147,329.70	\$154,696.19	\$162,431.00	
6307	Human Resources Officer I	Annually	\$90,017.64	\$94,518.52	\$99,244.45	\$104,206.67	\$109,417.00	
6308	Human Resources Officer II	Annually	\$109,677.75	\$115,161.64	\$120,919.72	\$126,965.71	\$133,314.00	
2302	Information Systems Officer	Annually	\$109,677.75	\$115,161.64	\$120,919.72	\$126,965.71	\$133,314.00	
2210	Maintenance Supervisor	Annually	\$85,679.52	\$89,963.50	\$94,461.68	\$99,184.76	\$104,144.00	
6303	Management Analyst I	Annually	\$94,574.58	\$99,303.31	\$104,268.48	\$109,481.90	\$114,956.00	
6304	Management Analyst II	Annually	\$104,392.71	\$109,612.35	\$115,092.97	\$120,847.62	\$126,890.00	
2204	Public Works Superintendent	Annually	\$118,111.29	\$124,016.85	\$130,217.69	\$136,728.57	\$143,565.00	
2212	Recreation Manager	Annually	\$96,939.04	\$101,785.99	\$106,875.29	\$112,219.05	\$117,830.00	
2205	Senior Civil Engineer	Annually	\$124,090.69	\$130,295.22	\$136,809.98	\$143,650.48	\$150,833.00	
2209	Senior Planner	Annually	\$101,846.45	\$106,938.77	\$112,285.71	\$117,900.00	\$123,795.00	
2211	Wastewater Operations Manager	Annually	\$127,193.09	\$133,552.74	\$140,230.38	\$147,241.90	\$154,604.00	
2207	Water Systems Manager	Annually	\$124,090.69	\$130,295.22	\$136,809.98	\$143,650.48	\$150,833.00	
Class Code	Classification	Basis	Hourly Steps					
Non- Exempt Classifications								
			A	B	C	D	E	
4301	Accountant	Hourly	\$39.21	\$41.17	\$43.23	\$45.39	\$47.66	
4402	Accounting Assistant I	Hourly	\$25.13	\$26.39	\$27.71	\$29.10	\$30.56	
4403	Accounting Assistant II	Hourly	\$27.74	\$29.13	\$30.59	\$32.12	\$33.73	
4404	Accounting Assistant III	Hourly	\$30.63	\$32.16	\$33.77	\$35.46	\$37.23	
4405-3405	Accounting Technician (General & Confidential)	Hourly	\$33.81	\$35.50	\$37.27	\$39.13	\$41.09	
4707	Administrative Clerk I	Hourly	\$22.22	\$23.33	\$24.50	\$25.72	\$27.01	
4708	Administrative Clerk II	Hourly	\$24.52	\$25.75	\$27.04	\$28.39	\$29.81	
4709	Administrative Clerk III	Hourly	\$27.07	\$28.42	\$29.84	\$31.33	\$32.90	
4706	Administrative Technician	Hourly	\$32.98	\$34.63	\$36.36	\$38.18	\$40.09	
4210	Aquatics Supervisor	Hourly	\$38.25	\$40.16	\$42.17	\$44.28	\$46.49	
4312	Assistant Planner	Hourly	\$40.18	\$42.19	\$44.30	\$46.52	\$48.85	
4314	Associate Planner	Hourly	\$44.35	\$46.57	\$48.90	\$51.35	\$53.92	
4415	Building Inspector I	Hourly	\$37.31	\$39.18	\$41.14	\$43.20	\$45.36	
4416	Building Inspector II	Hourly	\$41.20	\$43.26	\$45.42	\$47.69	\$50.07	
4917	Building Maintenance Worker	Hourly	\$32.18	\$33.79	\$35.48	\$37.25	\$39.11	
4318	Capital Projects Coordinator	Hourly	\$46.60	\$48.93	\$51.38	\$53.95	\$56.65	
4422	Civil Engineering Technician	Hourly	\$42.22	\$44.33	\$46.55	\$48.88	\$51.32	
4419	Code Enforcement Officer	Hourly	\$35.51	\$37.29	\$39.15	\$41.11	\$43.17	
5403	Construction Management Aide (At-Will/Temporary/Seasonal)	Hourly	\$32.98	\$34.63	\$36.36	\$38.18	\$40.09	
3104	Deputy City Clerk	Hourly	\$43.28	\$45.44	\$47.71	\$50.10	\$52.60	
4323	Engineer I	Hourly	\$42.22	\$44.33	\$46.55	\$48.88	\$51.32	
4311	Engineer II	Hourly	\$46.60	\$48.93	\$51.38	\$53.95	\$56.65	
4313	Engineer III	Hourly	\$51.44	\$54.01	\$56.71	\$59.55	\$62.53	

SALARY SCHEDULE FOR FULL-TIME PERMANENT CLASSIFICATIONS - FY2022-23

Effective: July 9, 2022

4441	Engineering Technician	Hourly	\$37.31	\$39.18	\$41.14	\$43.20	\$45.36
4438	Environmental Specialist I	Hourly	\$32.98	\$34.63	\$36.36	\$38.18	\$40.09
4425	Environmental Specialist II	Hourly	\$36.40	\$38.22	\$40.13	\$42.14	\$44.25
4439	Environmental Specialist III	Hourly	\$40.18	\$42.19	\$44.30	\$46.52	\$48.85
3105	Executive Assistant to the City Manager	Hourly	\$34.65	\$36.38	\$38.20	\$40.11	\$42.12
3102	Fire Executive Assistant/ Office Administrator	Hourly	\$36.40	\$38.22	\$40.13	\$42.14	\$44.25
3101	Human Resources Assistant	Hourly	\$33.81	\$35.50	\$37.27	\$39.13	\$41.09
4324	Lab Analyst	Hourly	\$43.28	\$45.44	\$47.71	\$50.10	\$52.60
4927	Maintenance Worker I	Hourly	\$27.07	\$28.42	\$29.84	\$31.33	\$32.90
4928	Maintenance Worker II	Hourly	\$29.88	\$31.37	\$32.94	\$34.59	\$36.32
4929	Maintenance Worker III	Hourly	\$32.98	\$34.63	\$36.36	\$38.18	\$40.09
4831	Mechanic	Hourly	\$35.51	\$37.29	\$39.15	\$41.11	\$43.17
4442	Parks and Open Space Project Coordinator	Hourly	\$32.98	\$34.63	\$36.36	\$38.18	\$40.09
4440	Permit Technician	Hourly	\$32.18	\$33.79	\$35.48	\$37.25	\$39.11
4833	Plant Maintenance Mechanic I	Hourly	\$36.40	\$38.22	\$40.13	\$42.14	\$44.25
4832	Plant Maintenance Mechanic II	Hourly	\$40.18	\$42.19	\$44.30	\$46.52	\$48.85
5402	Plant Operator Apprentice	Hourly					\$32.90
4435	Plant Operator I	Hourly	\$36.40	\$38.22	\$40.13	\$42.14	\$44.25
4436	Plant Operator II	Hourly	\$40.18	\$42.19	\$44.30	\$46.52	\$48.85
4437	Plant Operator III	Hourly	\$44.35	\$46.57	\$48.90	\$51.35	\$53.92
4732	Police Technician	Hourly	\$28.44	\$29.86	\$31.35	\$32.92	\$34.57
4608	Recreation Coordinator	Hourly	\$31.39	\$32.96	\$34.61	\$36.34	\$38.16
4233	Recreation Supervisor	Hourly	\$38.25	\$40.16	\$42.17	\$44.28	\$46.49
4634	Senior Bus Driver	Hourly	\$27.07	\$28.42	\$29.84	\$31.33	\$32.90
4930	Senior Maintenance Worker	Hourly	\$36.40	\$38.22	\$40.13	\$42.14	\$44.25
4420	Sustainability Coordinator	Hourly	\$37.31	\$39.18	\$41.14	\$43.20	\$45.36

* Per Employment Agreement

Fiscal Year 22/23 Modifications

1. Market Adjustment, Internal Alignment & Range Placements consistent with Total Compensation Study, Recruitment and Retention Strategic Plan, and Memorandums of Understanding effective the pay period starting 7/9/2022.
2. Contract Adjustment - 5% pay increase for all permanent employees (excludes City Manager and Temporary employees) effective pay period starting 7/9/2022.
3. Reassign Deputy Public Works Director classification to Unrepresented from At-Will Manager.

Fiscal Year 21/22 Modifications

1. Contract Adjustment- 3.8% pay increase for all permanent employees (excludes City Manager and Temporary employees) effective pay period starting 7/10/2021
2. 2% pay increase for City Manager effective 7/1/2021
3. Update hourly pay rate for Plant Operator Apprentice consistent with Resolution 2007-92
4. Adjust City Manager's compensation effective July 1 per contract approved Oct. 5, 2021
5. Update minimum wage rate and new rate for the following positions: Lifeguard, WSI Lifeguard, Office Assistant, Program Coordinator, Recreation Leader, Cashier, Service
6. Create Management Fellow salary range.

Fiscal Year 20/21 Modifications

1. Contract Adjustment- 2% pay increase for all permanent employees (excludes City Manager and Temporary employees) effective pay period that includes 7/1/2020
2. 2% pay increase for City Manager effective 7/1/2020
3. Add Maintenance and Utilities Director classification and set salary range to Pay Band M1 effective pay period that includes 7/1/2020
4. Update minimum wage rate and new rate for the following positions: Lifeguard, WSI Lifeguard, Office Assistant, Program Coordinator, Recreation Leader, Cashier, Service

Fiscal Year 19/20 Modifications

1. 2% pay increase for City Manager effective 7/1/19
2. Contract Adjustment- 4% pay increase for all permanent employees (excludes City Manager, Assistant City Manager and Temporary employees) effective 7/1/19
3. Update minimum wage rate and new rate for the following positions: Lifeguard, WSI Lifeguard, Office Assistant, Program Coordinator Recreation, Cashier, Service Worker, Senior Lifeguard, and Senior Recreation Leader effective 1/1/2020

Fiscal Year 18/19 Modifications

1. 2% pay increase for City Manager effective 7/1/18
2. Contract Adjustment- 3% pay increase for all permanent employees (excludes Temporary employees and City Manager) effective 7/14/18
3. Interim City Manager and Interim Public Works Director pay rates removed from schedule effective 7/1/18. *Note: Interim Department Heads will be paid at
4. 8% pay increase for Deputy City Clerk 7/1/18
5. Reclassify Management Analyst II (Assistant to the City Manager) and create Assistant City Manager and set new salary effective 12/18/2018
6. Reclassify Human Resources Assistant and create Human Resources Officer I/II and set new salary effective 12/18/2018
7. Update minimum wage rate and new rate for the following positions: Lifeguard, WSI Lifeguard, Office Assistant, Program Coordinator

SALARY SCHEDULE FOR FULL-TIME PERMANENT CLASSIFICATIONS - FY2022-23

Effective: July 9, 2022

-
- Recreation , Cashier, Service Worker, Senior Lifeguard, , and Senior Recreation Leader effective 1/15/19
8. Move Deputy Public Works Director from Band 2 to Band 3 effective 1/29/2019
 9. Retitle Administrative Assistant to Administrative Technician and set new salary range effective 1/29/2019.
 10. Retitle Administrative Assistant (Confidential) to Executive Assistant to the City Manager and set new salary range effective 1/29/2019.
 11. Retitle Civil Engineer I/II/III to Engineer I/II/III effective 1/29/2019.
 12. Add Recreation Supervisor classification and set salary range effective 1/29/2019.
 13. Salary adjustment for Deputy City Clerk effective 4/16/2019
 14. Correct Lifeguard hourly rate effective 4/16/2019

SALARY SCHEDULE FOR PART-TIME, RETIRED ANNUITANTS & EXTRA HELP - 2022 Effective July 9, 2022

The following pay ranges are the authorized pay levels for individuals working in a part-time, temporary, limited term or extra help capacity. The specific pay assignment with each level should be based on internal equity as well as training and experience of the individual filling the part-time or extra help position. Unless approved by the City Council, the pay of an individual working in any of the temporary job classifications listed below shall be within the approved range.

CLASS CODE	CLASSIFICATION	PAY BASIS	A	B	C	D	E
5601	Bus Driver (Non-Regular)	Hourly	19.64	20.62	21.65	22.73	23.87
5602	Cashier (Seasonal)	Hourly	15.00	15.75	16.54	17.37	18.24
5607	Lifeguard (Temporary)	Hourly	15.75	16.54	17.37	18.24	19.15
5605	Lifeguard (WSI) (Temporary)	Hourly	16.14	16.95	17.80	18.69	19.62
5609	Management Aide (At Will /Temp)	Hourly	Minimum 34.00				Maximum 150.00
6309	Management Fellow (At Will /Limited)	Hourly	Minimum 30.00				Maximum 58.00
5101	Office Assistant	Hourly	18.00	18.90	19.85	20.84	21.88
5603	Program Coordinator (Temporary)	Hourly	22.64	23.77	24.96	26.21	27.52
5604	Recreation Leader (Temporary)	Hourly	15.00	15.75	16.54	17.37	18.24
5608	Senior Lifeguard (WSI) (Temporary)	Hourly	18.11	19.02	19.97	20.97	22.02
5610	Senior Recreation Leader (Temporary)	Hourly	17.25	18.11	19.02	19.97	20.97
5606	Service Worker (Temporary)	Hourly	20.64	21.67	22.75	23.89	25.08
5401	Student Intern (Temporary)	Hourly	15.00	15.75	16.54	17.37	18.24

DEFINITIONS:

Part-time, temporary and extra help positions are limited to 980 hours per calendar & fiscal years. Salaries for PERS retired annuitants must meet PERS requirements and are limited to 960 hours per calendar & fiscal years. If a PERS retired annuitant is performing part-time services for a position identified on the City's Salary Schedule for full-time positions, the City pays the employee an hourly rate based on the Salary Schedule for full-time positions. Consult Human Resources for assistance in determining the appropriate hourly rates for part-time, extra-help or retired annuitants.

Fiscal Year 22/23 Modifications

1. Created separate Salary Schedule for classifications that can be filled on a part-time, temporary, seasonal, extra help and/or limited duration basis.

RESOLUTION NO. 2021-_____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON
REVISING THE RECRUITMENT AND RETENTION STRATEGIC PLAN AND THE
PERFORMANCE MANAGEMENT GUIDELINES, POLICIES AND PROCEDURES FOR
AT-WILL MANAGERS**

WHEREAS, the City Council approved Resolution 2007-160 to adopt the Recruitment and Retention Strategic Plan and the Performance Management Guidelines, Policies and Procedures for At-Will Managers (the “Plan”); and

WHEREAS, among the purposes of the Plan were to support the concept of Workforce Planning, and to establish a merit-based, pay-for-performance program for at-will managers; and

WHEREAS, strategies for compensating at-will managers have evolved since the Plan was adopted from grouping job classes together for compensation purposes to distinct salary brackets assigned to individual job classes; and

WHEREAS, labor market conditions have made recruiting and retaining at-will managers much more competitive requiring increased reliance on a market-based approach to setting staff salaries.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby adopts the revised Recruitment and Retention Strategic Plan and the Performance Management Guidelines, Policies and Procedures for At-Will Managers (attached hereto as Exhibits A and B and made part thereof) for the purpose of removing at-will manager pay bands.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of August, 2022, by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Leon Garcia, Mayor

ATTEST:

Taresa Geilfuss, City Clerk

William D. Ross, City Attorney

City of American Canyon



RECRUITMENT AND RETENTION STRATEGIC PLAN

Revised August 2022

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PART I – INTRODUCTION

Purpose

The purpose of this Recruitment and Retention Strategic Plan is to serve as the official guidelines and resource for the City of American Canyon as well as to position the City to meet the challenges of workforce planning. The concept of workforce planning entails several strategies, two of which are recruitment and retention.

- Retention Management - Workforce trends tell us that new employees may not remain with the same agency for their entire careers. To increase the return on an organization's employment investment, the City must develop strategies, processes, and plans that provide for the continued growth and development of employees. This increases the current value of an organization's employees and can have a positive impact on their decision to stay or leave.

Getting the most valuable applicants to fill vacancies dramatically increases the odds of retaining those employees. Placing an emphasis on strong retention strategies can help the City retain our valuable human capital assets.

- Recruitment - High performing organizations understand that recruitment is an ongoing process. Effective recruitment begins with building the City's identity for both active and passive job seekers. If potential candidates don't know who we are, what we do, or what we can offer them, how can we expect to generate interest in their possible employment with us? This element involves building the City's brand and marketing our City so that we can be successful in attracting and retaining talented employees. The City's employer brand will be our City identifier. It will become the centerpiece of our efforts to describe the kinds of employment opportunities and benefits that potential applicants will want to consider.

Other elements of this Recruitment and Retention Strategic Plan include providing an orderly and equitable process for identify jobs and group job duties and responsibilities. Job classes provide the basis upon which recruitment and screening, pay scales, and other human resource management decisions are made. The purpose of classification of positions is to (1) classify positions according to their common characteristics of kind of work, level of difficulty, degree of responsibility, qualification requirements, and other factors outlined later in this Plan; and (2) start as the initial formulation of policies and procedures, development of occupational structures and preparation of classification standards, technical evaluation guides, and other reference materials concerning classification work processes. The paramount qualification requirements of positions included in this Plan are the knowledge, abilities, and skills in position analysis and evaluation to determine appropriate pay scale, occupational grouping, title, and functional level (or difficulty level) of positions.

Note: If there is any conflict between provisions of this Plan and the language contained in the contracts (MOUs) or any resolution authorizing pay and benefits between the City and a recognized employee organization, the provisions contained in the memorandum of understanding or resolution authorizing pay and benefits shall take precedence.

For salary administration, the Plan serves as the foundation of the City's compensation philosophy and approach for administering the various policies and procedures for ensuring that actions related to pay are fair, equitable, and consistent. The Plan outlines the parameters of the City's market surveys in regard to timing, the relevant labor market, use of benchmark classes, and internal relationships. Overall, the Plan serves as an aid to understanding the relationship of pay and position classification to appropriate and fair compensation, assignment of management responsibilities, and to other specialized fields of personnel management.

Conceptual Plan

This Plan presents a conceptual framework for the classification plan and identifies grades that reflect distinct differences in levels of work as determined through the use of established allocation factors and class concepts. The concepts to be addressed in this Plan include:

- ▶ Classification Levels
- ▶ Classification Series
- ▶ Classification Titles
- ▶ Job Description Format
- ▶ Definitions of Levels of Supervision
- ▶ Allocation Factors

For Salary Administration, the plan addresses the following concepts:

- ▶ Salary Structure Principles (Class level differentials)
- ▶ Internal Equity (Whole Job Method and allocation factors)
- ▶ Market Surveys (Relevant labor market, benchmark jobs, appropriate statistics, pay philosophy, timing)
- ▶ Compensation (Executive salary brackets~~Pay bands~~, pay-for-performance for at-will)

PART II – WORKFORCE PLANNING

Once the City's classification and compensation plan is fully approved and implemented (Sections III and IV), the City will be better positioned to begin its workforce and succession planning efforts. Workforce Planning is the strategic alignment of an organization's human capital with its business/ service direction. It includes the methodical process of analyzing the current workforce, determining future workforce needs, identifying the gap between the present and future, and implementing solutions so the organization can accomplish its mission, goals, and objectives.

In addition to addressing the critical nature of the shrinking labor market, workforce planning can provide the City with many benefits:

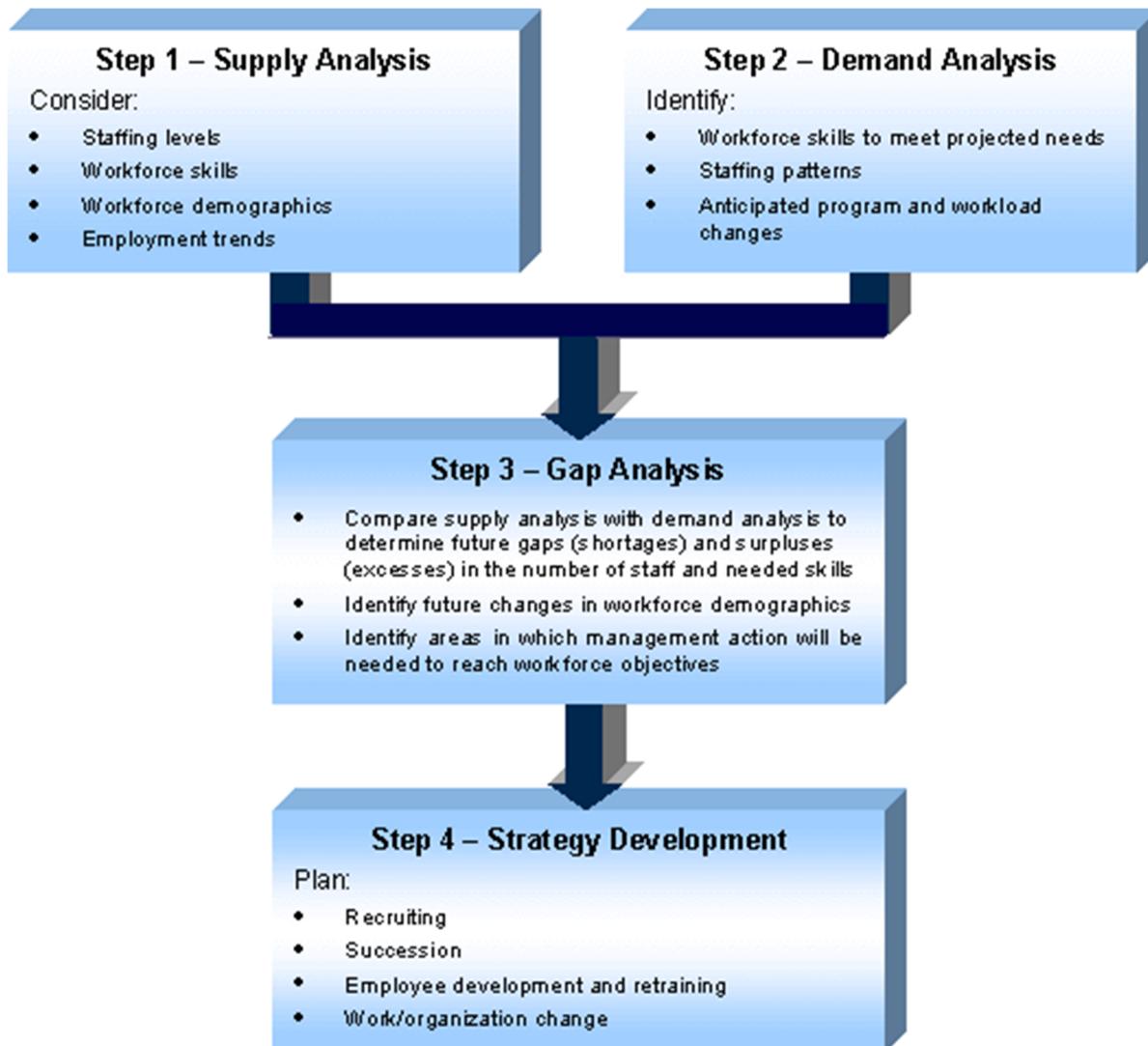
- It allows for a more effective and efficient use of the workforce. This will become increasingly important as the City finds itself having to do the same amount of work or more with fewer staff members.
- It helps ensure that replacements are available to fill important vacancies. Filling vacancies is especially critical as the City faces an increasing number of workers eligible for retirement, combined with labor market shortages, and limited compensation levels.
- It provides realistic staffing projections for budget purposes. Realistic projections are very helpful when justifying budget requests to the Council.
- It provides a clear rationale for linking expenditures for training and retraining, development, career counseling, and recruiting efforts.
- It helps maintain or improve a diversified workforce.
- It helps the City prepare for restructuring, reducing, or expanding its workforce.

Analysis of workforce data is the key element in the workforce planning process. Workforce analysis frequently considers information such as occupations, skills and experience, retirement eligibility, diversity, turnover rates, and trend data. Questions agencies should consider include:

- Are there certain occupational groups with increasing worker turnover?
- Can factors influencing turnover be identified?
- Has turnover reduced the skill set of a certain occupational group?

Answering these questions should help the City develop plans for stable staffing levels, succession planning, and skill development.

There are four key steps to the workforce analysis phase of the planning model. These steps are:



The workforce analysis phase of the planning process has been completed with the results presented to the City Council. From an analysis conducted in 2007, it is clear that the that the City will face some serious workforce challenges within the next 10 years. Specifically, the analysis for the City’s workforce showed that within 5 years, we could potentially see retirements from about 28% of our overall workforce. Additionally, we will need to recruit and retain employees within the technical job category at a higher rate than any of the other job categories (clerical, department head, management/supervisory, professional). Given our small staffing levels in such areas as water, wastewater, and in our paraprofessional level positions, this loss of almost 12% of our workforce in the technical occupational areas will significantly impact the City’s ability to deliver services.

When potential retirements are looked at within the 5 to 10 year timeframe, the largest loss to the City will be in the management and supervisory ranks. Approximately 40% of the City’s current overall regular workforce will be eligible for retirement with almost 16% of that number occupying mid-management and supervisory positions.

The next implementation step involves determining the major strategies for recruiting, retaining, and employee development. To this end, the City has put together a Recruitment and Retention Committee made up of a cross-section of employees and has provided an opportunity for the union representatives to review the plan. This Committee has developed and worked on a list of best practices for recruiting and retaining employees. This analysis involves looking at how the City meets the various best practices standards and the strategies recommended to be used in closing the gaps between actual and best practices.

And finally, an invaluable tool that the City has used for the past three years will continue to be conducted on an annual basis for its usefulness in determining employee satisfaction. This tool is our the annual organizational assessment which collects and analyzes employee responses related to communications, supervisors, work groups, quality of work environment, the employees' job, and the City as an employer.

The results of the annual assessment gives City management specifics on issues that it can work on to improve the City's work environment thus moving further along in becoming a more desirable place to work. For instance, each year the assessment reveals that the City still needs to improve communications and this feedback has led to various efforts such as brown bag meetings to be held by the City Manager with employees to hear their concerns, a more informative employee newsletter, and communications training for supervisors in our Supervisory Academy.

Recruitment

A recruitment strategy is critical in successfully communicating the City's brand to the various applicant groups. The strategy should include a variety of recruitment options, from on-site recruitment activities to the use of electronic recruitment forums or direct email recruitment contacts with schools and universities. Depending upon the specific job being recruited for, the following are some tools and approaches to consider and implement:

- Become an "employer of choice"
- Develop and disseminate, including a slogan, recruitment brochures and City materials with a "City look" (brand).
- Engage and reach out to the community
- Establish and maintain relationships with the best sources of applicants for our workforce (e.g., colleges/universities, technical and trade schools, professional associations)
- Attend job/career fairs at schools, community events, and open houses
- Distribute job postings to locations such as gyms, recreational centers, grocery stores, churches, billboards, and public transportation
- Advertise in professional and/or specialized journals, newsletters, and web sites
- Contract support from recruiting firms
- Utilize trainee, apprentice, intern, and other entry-level programs
- Conduct presentations at community events and at local college and adult school classes offering on specific technical skills, interviewing skills, and resume writing

-
- Develop extensive mailing lists to include specific organizations, agencies, and groups
 - Address cultural diversity with targeted outreach effort (ethnic group or minority publications, groups, churches, etc.)
 - Utilize a cross-departmental team of managers and employees to develop and propose additional strategies (Recruitment/Retention Team)
 - Reward for employee referrals

The most effective and pressing of the above efforts would be to establish some apprentice/training programs as soon as possible, especially in the technical job categories. The new Recruitment/Retention Committee will place such efforts as a top priority as well as develop a working list of best practices to be used by the City as a guide to recruitment efforts that will enhance results.

Retention

While recruitment strategies are aimed at hiring new employees who are the best fit for a particular position, retention has also become an essential organizational strategy for employers that wish to remain productive and effective into the future. While compensation is an important factor in employee retention and is therefore, thoroughly addressed in the salary section of this plan, many employees stay with their employers for other reasons as well. The following are some factors that enhance employee retention:

- Put the right person into the right job
- Get input from employees via an employee/management retention committee on retention ideas/strategies
- Offer a workplace that respects, encourages, and enables a work/life balance through creative choices
- Facilitate career development for all employees but especially for top performers
- Conduct regular organization assessments and employee opinions/feelings and make adjustments where possible
- Maintain and develop high quality of supervisory ability in the organization
- Provide meaningful and regular performance feedback
- Promote an environment where employees feel comfortable freely speaking their minds
- Treat employees fairly, equitably, and consistently
- Consider ways to reward top performance
- Fully utilize and evaluate the City Exit Interview Program and follow up on what is learned

Just as with recruitment, the Recruitment/Retention Team will develop a working list of best practices to be used by the City as a guide in our retention efforts (Attachment 1).

Employee Development

Training and development for our employees serve as both a recruitment and retention tool. If the City becomes known as an employer that provides training and development for its employees, employment with the City will become more attractive to applicants.

And, if employees are developed and provided with the opportunities for further training and education, then those efforts lead to better retention of valuable employees.

The most typical method for providing input into an employee's career development is through the performance management process. The supervisor and employee discuss areas where the employee needs/wants development and those identified areas are made into goals for the next review period. To provide more detail for employees and their supervisors, Individual Development Plans (IDP) are completed that identify the areas to be developed, the learning goal, the current and desired level of proficiency, the developmental activities, timeframe to be completed, and the review process. The following are some of the paths to employee development:

- **Training** - Formal or informal, in-house seminars, external courses, one-on-one sessions, instructor-facilitated group instruction, web-based individual tutorials, post-secondary offerings—there is no shortage of options.
- **Buddy system** -New hire partnered with an experienced worker.
- **Feedback** - Formal, informal, consistent, constructive, individual and group, just-in-time, all the time.
- **Job enrichment** - Add new challenges and opportunities to the current job, in close consultation with the employee (offered, not imposed!).
- **Lateral moves** - Employee moves to a new position at same level of responsibility.
- **Promotion** - Employee moves vertically, to a position of greater responsibility.
- **Cross-training** -Employee works in other positions or in other work areas for a period of time.
- **Rotate jobs or assignments** -Some jobs or responsibilities rotate among workers.
- **Coaching** - Supervisors, co-workers or external coaches assist employee with performance improvement, and enhance understanding of the organization.
- **Mentoring** - Role models help employees to understand organizational values and goals and to explore organizational, career, or personal transitions.
- **Committee work** - Employee serves on or leads committees.
- **Special projects** - Employee takes on new challenges.
- **Teamwork** - Employee serves on or leads cross-functional/departmental teams.
- **Career ladders** - Employer plans and communicates clear paths to advancement.
- **Tuition reimbursement** - Employer provides funds for employees to take approved training, to encourage learning.
- **Professional connections** - Employer pays professional dues or supports attendance at industry conferences, with a requirement to report back on what was learned.
- **Celebrate** - Employer recognizes, rewards, and communicates employees' achievements in newsletters, annual award banquets.

PART III– SALARY PLAN

Administration Policies

Because pay administration touches so many areas of personnel administration, it is important to cover some of them in the Plan so that all the pieces can be seen and understood in the proper context. The City's various policies on salary adjustments, initial salary step appointment, minimum performance evaluation criteria, the effects of reclassification on salary, etc. are found in the City's Human Resources Practices and Procedures Manual.

Salary Structure Principles

The City utilizes a pay step system for its classes. All of the City's classes, except at-will management, consist of 5 steps with ranges that span approximately 28% from the minimum and maximum steps within the pay grade as provided for in this plan. There is a 5% difference between each pay step. For instance, the current Step B of the Maintenance Worker is \$20.01 per hour and Step A is 5% lower at \$19.06 per hour. This range size and structure is typical for a public agency. In addition to the basic structure of the pay ranges, a major guiding principle for salary structure is the acceptable differentials between various class levels.

Class Level Differentials

While labor market data is a good indicator of market trends in pay, the concept of internal equity, e.g. how classes are paid relative to each other within the City's pay plan, is an equally, if not more important factor when establishing a pay plan.

Professional compensation practices provide some guidelines when reviewing internal equity between levels of classes, e.g. how a class in one level is paid relative to another level based on increasing duties and responsibilities and span of control. These guidelines can minimize compaction issues, e.g. supervisory or management positions that make less than their employees when overtime is taken into consideration. The guidelines are presented below in a range format with a minimally accepted low differential up to the maximum. Any salary differentials that fall below the minimum would be considered a salary compaction problem. Salary differentials towards the maximum of the range are to be used under unusual circumstances which are outlined later in this section. Salary differentials are measured by calculating the difference between the highest rate in one pay grade to the highest rate in the other pay grade. The differential ranges that are a "best practice" are outlined below, though there are sometimes exceptions, especially at the top of the range. The following represents the "optimal" differentials between levels:

1. Entry to journey level of series = 10% - 15% differential
2. Journey to advanced journey level of series = 10% - 15% differential
3. Supervisory = 15% - 30% differential over the highest level supervised

-
4. Division management = 15% - 30% differential over the highest level supervised
 5. City management = 15% - 30% differential over the highest level supervised

The special circumstances that would warrant a reasonable differential, based upon industry standards, between two classes at the upper end of the differential ranges are below:

- For differences between working levels in a class series (# 1 and 2 above), the higher levels may be up 15% higher than the next lower level if the higher level job requires more education and/or experience to be considered qualified for advancement than other journey or advanced journey level jobs. The basic rule of thumb is to use the minimum differential (10%) when movement to the next higher class only requires one more year of experience and/or education. Any requirements higher than that will warrant a differential at the high end of the range.
- For differences between subordinates and their supervisors (#3, 4, and 5 above), the range of acceptable differentials are greater to accommodate the variety of special circumstances that may occur and be accounted for. The main reasons for allowing a supervisor/subordinate differential to be at the high end of the range are:
 - To ensure equitable compensation for supervisors over employees who earn high amounts of overtime.
 - To compensate for supervisors who must possess a different and higher level of technical proficiency than their subordinates. For example, some organizations may require an engineer to oversee a division that consists of maintenance/trades personnel.
 - To keep pace with the market.

For very small supervisor-subordinate differentials of 5% or less, the City Manager is authorized to adjust the salary of an at-will manager by up to 10% to help mitigate the compaction problem and recruitment/retention difficulties.

Internal Equity

Internally equitable pay systems clearly define the relative value of each job among all jobs within an organization. This ordered set of jobs represent the job structure or hierarchy. The basic concept is simple: jobs that require higher qualifications, more responsibilities, and more complex duties should be paid more than jobs that require lower qualifications, fewer responsibilities, and less complex job duties.

The City utilizes its current pay grade system as a means of effecting internal equity. One level of equity maintenance is achieved by the systematic approach to job/class studies that review certain jobs for proper classification, and therefore, proper salary grade

placement. This process is called job analysis and is very important as a means to create and maintain an internally consistent job structure. Job analysis is almost purely a descriptive procedure. Effective job analysis identifies and defines job content by describing the job duties and tasks as well as other pertinent factors such as skill and effort needed to perform the job adequately. With the adoption of this Plan, the City will codify the City's current use of the Whole Job Method. This method utilizes the common allocation factors of: decision-making, scope and complexity, contact with others required by the job, supervision exercised and received, and the minimum qualifications that include the knowledge, skills, and abilities.

Market Surveys

Market-competitive pay systems play a significant role in setting a salary that will attract and retain the most qualified employees. Conversely, paying more than is necessary can undermine lowest-cost strategies and may represent an undue burden for the organization. Because money is a limited resource, organizations must strike a balance between offering sufficiently high salaries to attract and retain highly qualified employees and providing sufficient resources to enable them to be productive¹. To this end, the City must have a strategy that includes surveying the relevant labor market to determine the organization's place in the external market and determining the most adequate frequency and benchmarks for surveys. Communicating the goals of the City to its employees is important, especially with helping to gain acceptance.

Relevant Labor Market

Relevant labor markets represent the fields of potentially qualified candidates for particular jobs and are defined on the basis of occupational classification, geography, and service/function/industry provided.

The following factors should also be considered in determining the relevant labor market:

- The most effective number of survey agencies is between 8 and 12. Anything less than 8 survey agencies increases the chance that there will not be sufficient data collected when a job is hard to match. More than 10 or 12 agencies, however, do not significantly affect the data results in most cases. This is particularly important when the cost of surveying more agencies only serves to make the survey more costly and time consuming than necessary. The increased data adds little to the value of the survey.
- Geography is important for a couple of reasons. First, the potential candidate pools are shared by similar agencies that are close in proximity. If there is any potential of employees being recruited away from the City, it most likely will be by a closer agency such as a Bay Area agency. It is very doubtful that there will be any loss of employees of any significant degree to either Fresno or Los Angeles for instance.
- Size is another important factor because size strongly affects organization. A larger organization typically has more levels of management, supervision,

¹ Salaries of represented employees are subject to the collective bargaining unit process.

and workers so to match a second-line supervisor class with a much smaller organization would be very difficult and will often lead to a lack of sufficient data on some jobs. While size is important, this factor should not trump an otherwise good market benchmark agency that may be smaller or larger but is well suited based upon location (local) and similarity of business (municipal government).

Based upon consideration of the above factors, the following markets² have been previously used in City surveys including during the last round of contract negotiations and other subsequent surveys. The adoption of this Plan codifies the City's identified market areas (changes to the market area are subject to meeting and discussing any proposed changes with the union):

MARKET AREAS

- Benicia
- Dixon
- Fairfield
- Martinez
- Napa
- Pleasant Hill
- Rohnert Park
- Sonoma
- St. Helena
- Vallejo

There may be instances when a different combination or new agencies need to be surveyed due to an unexpected situation. For instance, if a recruitment of market sensitive positions result in a poor applicant pool, then a salary survey on a statewide level may be warranted since this is where the potential candidates may come from (such was the case in the late 1990's with respect to computer related fields). It is important that special circumstances be dealt with in a flexible and appropriate manner. It is expected that an evaluation of the City's relevant labor market will be conducted about every three to five years to ensure that our survey cities continue to provide similarity and balance based upon the outlined factors.

²For some positions in wastewater treatment, wastewater laboratory, and wastewater pollution prevention, the City may survey the special districts serving Vallejo and Napa.

Choosing Benchmark Jobs

It is unnecessarily burdensome and expensive to survey all of the City's classifications. Benchmark jobs play an important role in compensation surveys because they allow pay levels to be determined from the information collected on one job to apply to other, similar jobs. Benchmark jobs have four characteristics:

- The job contents are well-known, relatively stable over time, and agreed upon by the employees involved.
- The jobs are common across a number of different employers.
- The jobs represent the entire range of jobs being evaluated within an organization.
- The jobs are generally accepted in the labor market for the purposes of setting pay levels.
- Because it is so important to determine and survey benchmark classes, it is recommended that the City go through a benchmarking process before each survey is conducted. Once the original benchmarking takes place, then the process should only be an updating process thereafter.

Using the Appropriate Statistics

There are two common statistics that are used in analyzing survey data: the mean and the median.

Mean

The mean salary is calculated by adding all of the collected salaries and dividing by the total number of salaries in the set (the City's salary is not used in the equation). Many times, the set of salaries collected will contain one or more outliers (salaries that extremely large or small in comparison to the other salaries), which can lead to a distorted representation of the typical salary. The mean understates the "true" typical value when there are one or more extremely small values and it overstates the "true" typical value when there are one or more extremely large values. While this problem can be mitigated if numerous survey cities and data points are used, the additional work in collecting data from so many survey cities is often not worth the gain.

Median

The median is the middle value in an ordered sequence of numerical data (excluding the City's data). If there are an odd number of data points, the median is literally the middle observation. If there are an even number of

data points, the median is the mean of the values corresponding to the two middle numbers. The median does not create distorted representations like the mean because its calculation is independent of the magnitude of each value.

Because the median is not influenced by outliers as the mean can be and is used with a lesser number of data points, it is recommended that the City calculate the median only on its market surveys and use it to determine its place in the market.

Compensation Philosophy

Once the market survey data have been collected and analyzed, what an agency does with the information depends upon their overall compensation philosophy. While some companies and agencies can afford to have a market lead policy (compensating employees more highly than their competitors), most governmental agencies have a market match policy which means that they seek to pay their employees within a certain percentage of the market line (median or mean).

The specific recommendation for the City is to pay its employees within 7% of the median. This means that if a salary rate is shown to be more than 7% below the market, then that rate is adjusted to a level that is more reflective of the median. However, if a salary rate is found to be above the market, then a 10% standard is used so that the negative impact to employees is minimized. That is, a salary rate is not considered to be above market if it is 10% or less above the median. However, if a salary rate is more than 10% above the median, then it is considered to be significantly above the market and should be adjusted to a level that is less than 10% above the median level. This adjustment should not occur, though, if there are any internal equity or compaction problems that would occur as a result of reducing the salary rate.

Example of Salary Median Under the Market: Assume that a City salary at the top step is \$4,000 per month and the market median is found to be at \$4,200. The difference is 5% ($\$4,000 - \$4,200 / \$4,000$); or in other words, the City's salary is 5% below market. Since this difference does not meet the 7% threshold, there will be no change made to this salary. However, if the median of the survey agencies was \$4,300, then the difference is 7.5% below the market which is greater than our threshold of 7%. In this second case, the top salary step would be adjusted to the median of \$4,300 with the remainder of the salary steps adjusted accordingly.

Example of Salary Median Over the Market: Using the same City salary in the example above of \$4,000, assume the market median was \$3,700. This results in the City salary being 7.5% above the market ($\$4,000 - \$3,700 / \$4,000$). Since it is not a desirable option to lower employees' pay, we have a higher standard for when we pay over the market median. In this example, no action will occur since the 7.5% difference does not meet our standard of 10%. However, if the market median was \$3,500, then the

difference would be greater than 10% resulting in a recommendation for adjustment to below the 10% standard.

Timing

When all of the recommendations and guidelines in this Plan are followed such as using a systematic and regular job analysis process, determining the appropriate labor market, and establishing benchmark classes as well as annually adjusting salaries for cost of living, it is not necessary to conduct market surveys on an annual or bi-annual basis. Rather, with a well thought-out and developed plan and solid process, the City can maintain its place in the market by conducting a market survey every five years or so, or just before negotiations begin. This will allow sufficient time to check in on the external market to ensure that the City is offering a compensation level that helps to recruit and retain qualified employees in its regular workforce. For at-will management, the frequency of market surveys shall be guided by the following section and referenced attachment.

Executive Merit Standards

Given the unique nature of the at-will executive jobs in the City, it is important to take a different approach to compensation for executive staff, especially in regard to merit increases. Rather than separate, 5-step salary grades, the executive management positions in the City are ~~assigned salary brackets~~ placed into “bands” that have a minimum, a control point, and a maximum salary. The ~~brackets~~ bands do not have salary steps so an incumbent can be placed at any point in the ~~bracket~~ band range and could receive a merit increase (or decrease) of any full percentage point, depending upon performance. For instance, one executive could receive a 4% merit increase while another may be awarded a 2% merit increase, and yet another one may not receive any merit increase at all. More detailed information can be found in the City’s Performance Management Guidelines, Policies, and Procedures for At-Will Managers.

The executive pay brackets are determined by using a salary survey to determine the market median to establish the top salary for each classification. The relative position of the top salary to the market median shall be determined by the City Manager.

Bands

~~There are four at-will management salary bands:~~

- ~~▪ Band 1 — Positions placed in this band are those executive management positions that require a highly specialized body of knowledge and skill over a medium to large department, including public safety chiefs. These executives typically have other~~

~~managers and/or professional staff reporting to them, creating a department that is complex and involves a broad range of functions.~~

- ~~▪ **Band 2**—This band contains those executive management positions that oversee a support department or, the departments that involve functions that are more maintenance, recreational, or community service in nature.~~
- ~~▪ **Band 3**—This band contains deputy or assistant directors that oversee highly technical, complex, and specialized divisions such as Wastewater and Water.~~
- ~~▪ **Band 4**—This band is for other at-will management positions that typically oversee functions/offices of a more administrative nature~~

Placement/Adjustment Process

Each year during the process to update the “Unrepresentative Compensation Program” for Council approval, the City Manager shall do the following:

- Put forth a list in the “Program” that places each executive management position into the appropriate bracketband. If the bracketband placement of any position changes from the previous year, then an explanation as to why the change is proposed must be included.
- Recommend the adjustment of the minimums and maximums of the bracketsbands based upon the February to February Bay Area CPI. Individual salaries of executive managers will also be adjusted by the same CPI amount. This adjustment shall not to be considered a merit increase.
- By each January 15th, the City Manager shall conduct a performance review for each executive manager setting the amount of a merit increase/decrease, in whole percentage points, that each manager will receive for his/her merit pay. Any merit increases awarded will be effective the first pay period following the date that all of the at-will executive reviews are completed.
- A total compensation survey shall be conducted on executive management benchmarks to determine the City’s position in the market, both in regard to pay and management benefits in May of every odd numbered year. The City Manager shall make recommendations to the Council for any changes that are warranted to the executive compensation program in order to stay competitive and to aid in recruitment and retention. Any changes shall be effective July 1st of each year that is surveyed.
- When placing a new executive management hire into the appropriate bracketband, the City Manager shall consider the new hire’s background, his/her compensation in their previous position, ~~and the placement of other~~

| ~~executive managers within the band~~, and will be mindful of the strategy of giving the new executive room and incentive to grow with the City based upon merit.

PART IV– CLASSIFICATION PLAN

The classification structure assists in providing a logical, consistent, and fair system and helps applicants, employees, and managers in understanding job duties, responsibilities, qualifications; ensures equal pay for equal work; and provides valuable information in organizational planning and analysis, staff development, and performance management.

CLASSIFICATION LEVELS

Position classification represents the grouping of all jobs within the City into a systematic classification structure based on the duties performed, nature and level of responsibilities, and other work-related requirements of the jobs. Within the classification plan, it is possible to generally categorize classifications according to the following levels:

Class Level

Entry

Journey

Advanced Journey

Lead

Supervisor

Manager

Director

City Manager

Within each job family, there may exist a classification at every level or only at selected levels. Not all job family or classification groups require all of the above levels. The specific required levels within a job family reflect the organization and type/amount of work required and should be tailored to that organization's needs and priorities.

In some positions, there is no need for functions to be performed at the entry level. Therefore, there would be no entry-level classification in that particular job family. Furthermore, it is important to note that while two given jobs may both contain, for example, a journey-level classification, the two journey-level classes will likely be treated differently for compensation purposes. Distinctions between class levels for all types of job families may be expressed in terms of the general amount of responsibility to be assumed within each class level. The following subsections generally define the responsibilities to be assumed at each class level identified.

Term / Level	Definition And Basic Information
ENTRY	<p>"Entry" is the first level in a series. Employees hired into entry level classes often have limited work experience and require on-the-job training. Assignments are generally limited in scope and are performed within a procedural framework established by higher level employees. As experience is acquired, the employee performs with less immediate supervision. Entry class titles are generally followed by the Roman numeral I such as Accounting Assistant I.</p>
JOURNEY	<p>"Journey" commonly follows the entry level and is the fully trained level in either a class or in a class series. The journey class titles are generally followed by the Roman numeral II such as Accounting Assistant II. If a journey level class is a standalone class with no other levels, then the title will not contain a modifier such as I, II, or Senior.</p> <p>Incumbents at the journey level are expected to be fully competent to independently perform the position's full range of duties. They may also assist in training and providing direction to others.</p>
ADVANCED JOURNEY	<p>"Advanced journey" follows journey and is commonly the third level in a class series. Advanced journey titles typically include "III" in the title, but only if there is a class series with lower level classes (entry and journey) below it and if it is distinguished from the lower levels by being the "highly specialized" level.</p> <p>The advanced journey is the "highly specialized" level but may also include lead or full supervisory duties, depending on the broadness of the class. For example, the Accounting Assistant III is defined as the "advanced journey/leadworker in the series" level.</p> <p>Not all class series include an advanced journey level. If this level is needed, its duties should be clearly distinguished from the journey level and not simply be a "time-in-grade" level. The "Distinguishing Characteristics" section of the job description may include examples of duties to assist in clarifying the advanced journey from the journey levels of responsibility and the advanced duties should account for at least 50% of the work time.</p>
LEAD	<p>"Lead" commonly follows journey and may be the second or third level in a class series. The "Lead" classes provide indirect or "lead" supervision to at least two employees. This level is often called the "Senior" level in its title.</p>

Incumbents in lead functions, or "leadworkers," are typically responsible for providing lead supervision to a group of at least two lower level regular staff while performing the day-to-day work themselves (temporary or other non-regular staff does not count under this definition), typically at a higher complexity level. Supervision is not the leadworker's full-time responsibility. Typical lead duties are to: train and provide ongoing guidance to staff; assign and monitor work; and assist in providing information to the supervisor in areas such as employee selection, performance evaluations, and coverage schedules. Leadworkers are typically not responsible for hiring/firing, corrective action, or preparing performance evaluations though they provide input for the evaluations. Additionally, the indirect supervision that they provide is less than 50% of a leadworker's time.

SUPERVISOR

"Supervisor" commonly follows either the journey or advanced journey/lead levels. Though some positions at the journey level and up may have supervisory responsibilities (see levels above), classes at the supervisor level typically have primary responsibility for full-time supervision of staff including hiring/firing, corrective action, and completing and conducting performance evaluations. Supervisors work closely with managers in regard to major or sensitive issues.

Supervisors may conduct day-to-day work similar to their subordinates in type but usually perform the more difficult or sensitive work in addition to supervising staff. (Incumbents responsible for supervising "functions" but not supervising staff do not carry the title of supervisor.) The primary reason the class exists is to supervise regular City employees.

The term "full supervisory responsibility" relates to two dimensions: the responsibility for the entire range of supervisory tasks and the amount of time spent performing those tasks. As a rule of thumb, a class is considered a "full supervisor" if it has responsibility for providing "direct" supervision for at least 30% of the time. Other classes, whether they are typically considered journey or advanced journey, may provide direct supervision; however, once the threshold of direct supervisory responsibility exceeds 30%, then the need for allocation to a "full supervisory" class is warranted.

Not all class series include a supervisor level. If included, their duties should be clearly distinguished from those of any lead positions, since there may be overlapping duties.

MANAGER

"Manager" classes perform full functional management responsibility for a division of a department or a work unit where the work is of a highly specialized and technical nature. "Manager" commonly follows the supervisor or advanced journey/lead level. Manager differs from other levels in that incumbents in management positions have: 1) significant responsibility for managing at least 2 employees and for formulating, administering, or managing the implementation of policies or programs; responsibility for directing the work of others; or, significant responsibility for overseeing and planning future delivery of services within the City.

DIRECTOR

Director classes recognize positions with full responsibility for the administration and oversight of the activities and operations of a distinct department.

CITY MANAGER

The City Manager is the highest level class and has full responsibility for the direction and administration of the overall organization.

Flexibly-Staffed Classifications

1. Flexible staffing exists when a classification series has two or more levels and an employee can be initially appointed to any level in the series, depending upon experience and/or education, and can be promoted from one level in the series to another without further testing. The purpose of using this type of classification structure is not to just give employees more money for doing the same job (grade creep); rather, there needs to be some rationale for its use such as a classification that has several positions allocated to it in one department and the need to bring in new employees at a lower level, or to recognize a level that handles the most complex duties of a class. It would not be expected to have a flexibly-staffed class series for only one or two positions in a class. Also, it is through the flexibly-staffed mechanism that allows the City to set up Apprentice classes and then move a successful Apprentice up to the next level in the series without competing in an open recruitment (e.g., a Plant Operator Apprentice to Plant Operator I). Essentially, the successful completion of an apprenticeship program will substitute for an open, competitive selection process.
2. The two levels (and sometimes three levels) in the flexibly-staffed class series are essentially the same job (though the scope of duties is more limited at the entry level), and it is the employee's performance that warrants promotion to the journey level rather than a change in the position. Specifically, after putting in at least the required time-in-grade, if an employee is performing the full scope of the position's duties and **is doing so independently and with little direction**, then promotion to the journey-level class is warranted.

3. Promotion from the first level to the second level **is not a vested right after serving time in grade**. Recommendations to be promoted within a flexibly-staffed class series should be based on the following criteria:

- The incumbent must first meet the minimum time-in-grade requirement.
- They must be performing a large portion of the full range of duties of the class, especially the more difficult duties assigned to the class.
- They must be performing their duties independently, referring only the most unusual questions/situations to the supervisor.

Major characteristics of flexible-staffing are:

- Ability to hire employees at any level in the classification series.
- Ability to recognize performance and to promote staff based on demonstrated knowledge, skills, and abilities, independence of work performance, and a specific amount of time-in-grade experience.
- Ability to promote from one level to the next without further examination.

CLASSIFICATION SERIES

A classification series is a set of two or more classes within a job family that are closely related in terms of work performed and distinguished primarily by the level of responsibility and scope of duties assumed. Within a class series, it is possible to distinguish general categories or levels based upon factors such as scope of responsibility assumed, the training and experience required to perform assigned duties, and the nature of supervision received and exercised. Also, common titling designations are generally used to clearly define the applicable class levels.

Designations

The following indicates, for each of the defined class levels, the titling, distinctions, the scope of duties assumed, the general experience and training required, and the nature of the supervision received and exercised that typically reflect each level.

Entry Level (“I” Classes)

Employees hired into entry level classes often have limited work experience and require on-the-job training. Assignments are generally limited in scope and are performed within a procedural framework established by higher-level employees. As experience is acquired, the employee performs with less immediate supervision.

Journey Level (“II” or “No Designation” Classes)

Journey level classes recognize positions that require the incumbent to work under general supervision and within a framework of established procedures. Incumbents are expected to perform the full range of duties with only occasional instruction or assistance. Positions at this level frequently work outside the immediate proximity of a supervisor. A journey level position is fully trained in the scope of duties associated with this level and work is normally reviewed only on completion and for overall results.

Advanced Journey/Highly Specialized (“III” or “No Designation” Classes)

Advanced journey/highly specialized-level classes recognize positions that perform a full range of duties, possess special technical or function expertise, and are assigned specialized duties. They typically are assigned significant responsibilities above the journey level that require specialized knowledge, skills, abilities, and experience, and exercise independent judgment in the performance of their duties. The standard for allocation of this class level is that the position is responsible for performing the highly specialized work for a preponderance of the time.

Lead Level (“Senior” Classes)

The Lead level class provides indirect supervision to at least two lower level employees and is designated with a “Senior” in the class title.

JOB DESCRIPTION FORMAT

The City's class specifications are descriptive and explanatory in defining classes. Each job description may contain all or part of the following information:

Class Title

The class title is a brief and descriptive designation of the type of work performed. The class title on payrolls, budgets, personnel reports, and other official forms and reports will provide a common reference to the position. It should be understood that the class title is selected to serve this purpose and is not to be construed as limiting the use of working titles. Where there is more than one class in an occupational series, prefixing or suffixing modifiers are to be used to indicate levels, e.g., Accountant I and II and Administrative Assistant I and II. Numerical suffixes are preferred to the use of indicators such as Trainee, Junior, Assistant, Associate, etc. The use of Senior is used to denote the advanced journey, lead, or highly specialized level. The use of Administrator and Manager denotes two types of classes at a similar level of responsibility and the use of Director indicates the department head.

Definition

This section is a general description of the work and includes a brief, concise definition of the primary responsibilities assigned to positions in the class. When the classification concepts define entry level work as routine duties within an assigned functional areas of work, the definition should reflect this. When the classification concepts define the responsibilities of a manager as assuming full line and functional responsibility for a division and for the development and implementation of divisional goals, objectives, policies, and priorities, the definition should reflect the above listed range and level of assigned responsibilities. The definition should be supported by the duties.

Distinguishing Characteristics

This section, when used, describes the level of work in relation to higher or lower classes in the same series and further expounds on the basic definition. The section identifies the qualities of a class which separates it from other levels of work in the series, and if necessary, from other class series. It is this section that is most important in determining the class to which a particular position belongs by distinguishing the:

- entry from the journey level.
- journey level from the entry and advanced journey level.
- advanced journey from the journey level.
- class series from other, similar related classes.

Supervision Received and Exercised

This can be either one section or two and describes the level of supervision received and exercised by positions in the class and is used only for supervisory and management classes. For a definition of the terms used to denote levels of supervision, see the next part of this section on page 18.

Examples of Duties

This section is intended to enable the reader to obtain a more complete concept of the actual work performed in positions allocated to this class. It lists typical duties that are common to positions of the class. These examples show the range of duties performed by employees in the class. The list is descriptive, but not limiting. It is not intended to describe all the work performed in all positions allocated to the class. This section merely serves to illustrate the more typical portions of the work.

The duties are written in general terms, but enable the reader to obtain a more complete concept of the actual work performed. The list is not intended to describe all the work performed in all positions in the class, nor do all examples apply to all positions allocated to the class. In the more populated classes only one portion of one work example may apply to a given position. Duties are generally listed in descending order of importance or percentage of time spent relative to other duties. The statement "Performs related duties as required" is included in all job descriptions to maintain the general approach to classification and to provide flexibility to management in assigned duties.

Employment Standards (Required Experience, Education, Knowledge, and Abilities)

This section lists the educational background and work record that would typically indicate that an applicant would possess the knowledge and abilities to be successful in the job. This section can contain more than one qualifying education and experience pattern. If additional experience and/or education can substitute for the listed requirements, a specific substitution pattern must be identified. This section also lists the knowledge and abilities that the duties of the class require and that applicants for positions in the class must possess at a minimum to be qualified. It should be stressed that this section does not in any way refer to the qualifications of present employees. Personal characteristics commonly required of all employees, such as honesty, industry, and freedom from habitual use of intoxicating beverages or drug addiction, should not be listed since they are implied as required qualifications for all classes.

Licenses or Certificates

In certain classifications, legal or special provisions require possession of a specific license or certification issued by a Board of Licensure as a condition of employment or continued employment and can also be listed under the Minimum Qualifications.

Physical Requirements

This section outlines the type of work environment that workers perform their essential functions in and the mobility, lifting, vision, dexterity, hearing/talking, emotional/psychological, and environmental requirements.

Other Requirements

This section includes any special requirements of unusual conditions that apply to the class such as an age requirement and ability to work weekends and holidays.

JOB DESCRIPTION FORMAT

CLASS TITLE

DEFINITION

DISTINGUISHING CHARACTERISTICS

EXAMPLES OF DUTIES

Depending upon assignment, duties may include, but are not limited to, the following:

SUPERVISION RECEIVED AND EXERCISED

(Only for supervisors and managers)

EMPLOYMENT STANDARDS

Knowledge of:

Ability to:

Minimum Qualifications:

Experience and/or Education:

License Requirement:

Physical Requirements

Other Requirements:

Classification	Adopted	Revised	Retitled	Class Code	FLSA Designation	Rep Unit

DEFINITIONS OF LEVELS OF SUPERVISION

The following terms may be used to denote the levels of supervision received and exercised by positions in the various classes of work:

Direct Supervision

The basic characteristics of direct supervision are the assignment of tasks; the observance, review, and evaluation of performance; the administration of line personnel functions (e.g., selection, discipline, grievances, privileges); and responsibility for the worker, as well as the work. The gradations of direct supervision are described below in terms of supervision received by employees.

Immediate Supervision

The employee works in the presence of his/her supervisor or in a situation of close control and easy reference. Work assignments are given with explicit instructions or are so routine that few, if any, deviations from established practices are made without checking with the supervisor. This type of supervision generally is exercised over the entry level in a technical or clerical series and trainee level in a professional series.

General Supervision

Assigned duties require the exercise of judgment or choice among possible actions, sometimes without clear precedents and with concern for the consequences of the action. The employee may or may not work in proximity to his/her supervisor. This type of supervision typically pertains to the journey levels in a technical or clerical series and entry level in a professional series.

Direction

The employee receives general instructions regarding the scope of and approach to projects or assignments, but procedures and techniques are left to the discretion of the employee. This category is usually applied to journey-level professional positions and advanced journey level technical and clerical positions in which employees are expected to operate with a reasonable degree of independence.

General Direction

The employee is responsible for a program or function and is expected to carry out necessary activities without direction except, as new or unusual circumstances require. This category is usually reserved for supervisory positions or advanced journey level professional classes.

Administrative Direction

The employee has broad management responsibility for a large program or set of related functions. Administrative direction is usually received in terms of goals; review is received in terms of results. This category is usually reserved for administrators, managers, or assistant directors.

Policy Direction

This is reserved for department heads, division managers, and assistant/City managers.

Indirect Supervision

Indirect supervision is characterized by some form of authority over the work of employees not under direct supervision. In other words, the “supervisor” who provides indirect supervision is responsible for the work, but not for the worker. The descriptions above were written in relation to the employee under direct supervision; the following subsections describe persons with responsibility for exercising indirect supervision.

Technical Supervision

The “supervisor” is responsible for prescribing procedures, methods, materials, and formats as a technical expert in a specialty. S/he may produce or approve specifications, guides, lists, or directions. S/he may give direction to employees, but usually on “how” and “why,” and does not assign tasks or observe and evaluate performance. Technical supervision is related to an occupational specialty or function, not to specified employees.

Functional Supervision

The “supervisor” is responsible for a project or recurrent activities that involve tasks performed by persons over whom s/he has authority to give direction in regard to that project or activity, even though they are under the direct supervision of someone else. Functional supervision may include technical supervision, but goes beyond it in that the supervisor schedules and assigns tasks, monitors progress, reviews results, evaluates the employee regarding the area of assignment, and is the person responsible for the completed work product.

Occupational Groups and Job Description Language

The following defines the six major occupational categories that cover the City's job classifications and outlines the appropriate job description language required for each occupational category and the specific working levels, if any:

Executive Management – This category is reserved specifically for the City Manager and his/her direct reports (with the exception of any professional or clerical reports); positions at this level may be responsible for directly managing one or more departments within the City, or may have responsibility for policy development at the highest level within the City. The title shall include the term "At-Will".

- Definition Section: Work mainly involves problem solving and mediating highly conflicting, unexpected and unusual problems involving multiple groups. This section will also include the following language: "This is an at-will position that is outside of the regular position/employee system. Employment in this position may be terminated with or without cause or notice, at any time, at the will of the City in its sole discretion."
- Level of Supervision Received: This class works under administrative direction, which includes broad management responsibility for a large program or set of related functions. Work is usually received in terms of goals; review is received in terms of results.
- Level of Supervision Exercised: This class may provide direct and/or indirect supervision to lower level personnel.

Management – This work involves formulating, evaluating, authorizing and interpreting policy for a distinct organizational unit in a work unit of division of a department

- Definition Section: Work mainly involves problem solving and mediating highly conflicting, unexpected, and unusual problems involving multiple groups.
- Level of Supervision Received: This class works under administrative direction, which includes broad management responsibility for a large program or set of related functions. Work is usually received in terms of goals; review is received in terms of results.
- Level of Supervision Exercised: This class may provide direct and/or indirect supervision to lower level personnel.

Supervisory – This work involves planning, scheduling and assigning work for others to perform; reviewing, evaluating, and reporting on the performance of those supervised; and recommending changes to management for better achieving the

objectives of the organization. Such work constitutes the major part of the work of those job classifications.

- Definition Section: Work mainly involves having primary responsibility for full-time supervision of staff including hiring/firing, corrective action, and completing and conducting performance evaluations.
- Level of Supervision Received: This class works under direction, receiving general instructions regarding the scope and approach to projects or assignments, procedures and techniques are left to the discretion of the employee.
- Level of Supervision Exercised: This class provides direct and/or indirect supervision to lower level personnel.

Professional/Administrative – *Professional* - This work involves the continuous exercise of independent discretion and judgement in areas, which are predominantly intellectual, philosophical, governed by conceptual understanding, analytical and varied in character. *Administrative* - This work involves obtaining and analyzing information needed by management and developing, recommending and implementing policies, systems, and procedures, as authorized.

- Entry - this is the first level in the series and assignments are generally limited in scope.
 - Definition Section: Work mainly involves the review of information, including summarization, analysis, interpretation and re-presentation in a different format.
- Journey - this is the fully trained level within the series; incumbents are expected to be fully competent to independently perform the full range of duties.
 - Definition Section: Work mainly involves the gathering and interpretation of data dealing with problems and difficult situations. Incumbents may put forth alternative solutions for consideration.
 - Level of Supervision Exercised (if the class may be assigned supervisory responsibility): This class may provide indirect supervision to lower level personnel.
- Advanced Journey – this is the highly specialized and/or lead level responsible for the most complex assignments. Some positions may perform full supervisory duties but do not do so for a preponderance of time (50% or more).

-
- Definition Section: Work mainly involves the gathering and interpretation of data dealing with complex problems and unexpected situations, including making recommendations.
 - Level of Supervision Exercised (if the class may be assigned supervisory responsibility): This class may provide direct and/or indirect supervision to lower level personnel; however, this supervisory responsibility is not the primary purpose of the class.

Technical/Paraprofessional – This work involves the use of specific skills, knowledge and abilities acquired for use in a specialized area. Employs practical knowledge to perform learned techniques, particularly in fiscal, scientific or mechanical areas.

- Entry - this is the first level in the series and assignments are generally limited in scope.
 - Definition Section: Work mainly involves performance of prescribed tasks in predictable order with minimal exceptions to standard procedures.
- Journey - this is the fully trained level within the series; incumbents are expected to be fully competent to independently perform the full range of duties.
 - Definition Section: Work mainly involves performing prescribed tasks in a somewhat predictable order. Exceptions are regular but are carried out according to pre-determined policies or procedures.
- Advanced Journey – this is the highly specialized responsible for the most complex assignments. Some positions may perform full supervisory duties but do not do so for a preponderance of time.
 - Definition Section: Work mainly involves the review of information, including summarization, analysis, interpretation and re-presentation in a different format.
 - Level of Supervision Exercised (if the class may be assigned supervisory responsibility): This class may provide direct and/or indirect supervision to lower level personnel; however, this supervisory responsibility is not the primary purpose of the class.

Clerical – This work involves the transformation, organization, transmittal, recording, or maintenance of data or information. The performance of this group may involve the use of a variety of manual or electronic office equipment.

- Entry - this is the first level in the series and assignments are generally limited in scope.

-
- Definition Section: Work mainly involves performance of prescribed tasks in predictable order with minimal exceptions to standard procedures.
 - Journey - this is the fully trained level within the series; incumbents are expected to be fully competent to independently perform the full range of duties.
 - Definition Section: Work mainly involves performing prescribed tasks in a somewhat predictable order. Exceptions are regular but are carried out according to pre-determined policies or procedures.
 - Advanced Journey – this is the highly specialized level responsible for the most complex assignments. Some positions may perform supervisory duties but do not do so for a preponderance of time.
 - Definition Section: Work mainly involves the review of information, including summarization, analysis, interpretation and re-presentation in a different format.
 - Level of Supervision Exercised (if the class may be assigned supervisory responsibility): This class may provide direct and/or indirect supervision to lower level personnel; however, this supervisory responsibility is not the primary purpose of the class.

POSITION/CLASSIFICATION STUDIES

In addition to containing all of the agency's job classes, a classification plan also includes a systematic process for grouping jobs into common classifications based on similarities in duties, responsibilities, and requirements (knowledge, skills, and abilities). It is a way of formally describing the specific job classes of an agency to determine the appropriate class and/or level for a position or to update the specification content to more accurately describe the duties and responsibilities of a class. To properly maintain the classification plan, it is sometimes necessary to conduct classification and/or position studies which may involve anything from just a single-position audit to determine if it is properly classified to a study of entire classification series or organizational unit. If a class study results in a new class, significant revisions to an existing class, or a salary change, the City will follow the provisions of the applicable MOU in communicating those changes to the union. To help understand the process and issues related to classification studies, the information in this section provides answers to common questions about position and classification studies and outlines a typical process.

Why Are Studies Conducted?

- Gradual changes in duties performed.
- Changes in organizational relationships and responsibilities.
- Recruitment/retention problems.
- To ensure more equitable internal alignment—to establish an orderly, rational systematic structure of jobs based on their “worth.”
- To assist in setting pay rates that are comparable with related jobs in other organizations (although a compensations study would need to be conducted).
- Allows for measuring work against a common standard—plan and organize work effectively by defining work task, duties, responsibilities, functions, and related requirement.
- To identify a career ladder of progression or direction for employee advancement.
- Provide a solid foundation for addressing compensation issues (once again, a compensation study would need to be conducted).

When Are Studies Conducted?

- As part of the budget process, department heads may request class/position studies for their department in March through April of each year.
- Unless the class study is exceptionally large and/or the request was submitted at the end of the window period, every effort will be made to complete the study before the budget is finalized. This will allow for any impact(s) from the study to be addressed in the regular budget process.

What Happens During a Study?

The City's methodology for conducting a class study typically includes:

-
- Maintaining reciprocal communication between HR and the study incumbent(s) and department.
 - Reviewing all pertinent documentation.
 - Providing a Position Description Questionnaire (PDQ).
 - Developing and/or updating classification specifications.
 - Conducting orientation sessions with all employees if there are several employees in the study.
 - Reviewing completed questionnaires.
 - Conducting interviews.
 - Analyzing the data.
 - Coordinating an informal review process.
 - Developing and presenting a preliminary report.
 - Developing and presenting a final report.

The PDQ is a form that is used to provide a detailed description of the duties and responsibilities of a position. If a PDQ was not submitted with the request, Human Resources will usually send the PDQ to the department for the incumbent to complete. Human Resources will research the history of the position and the class, and in most cases, interview the incumbent, the incumbent's supervisor, and other employees who perform similar work. These are called audits and are intended to:

- Gather information about duties and responsibilities, not to judge work performance.
- Audit both single position classes, as well as a group of position classes.
- Gather information about multiple position classes, which will be audited as a group, with selected representation from each group.
- Gather information from supervisors in order to provide clarification or additional information.
- Sometimes, other comparable agencies with similar classes will be asked to provide information. It is also important to interview the supervisor to clarify issues or identify issues that will occur in the near future that the employee may not be aware of.

The formal job evaluation process involves thoroughly researching, analyzing, determining, and documenting the responsibilities, duties, skills, knowledge, and abilities related to a position. Human Resources looks at various factors in determining the proper class, such as, but not limited to, decision making responsibilities; scope and complexity of work; nature of contact with others; required knowledge, skills, and abilities; supervision received and exercised; working conditions; physical effort and organizational level, size, etc. After all of the relevant information has been collected, a written recommendation is prepared. The written recommendation is an analysis of the data collected in which Human Resources will analyze data and prepare preliminary

recommendations. Recommendations are then reviewed and compiled in a draft report. Recommendations may include reallocating a position to a different classification, developing a new classification, changing the classification title, modifying the class specification, or determining that the position is appropriately classified and no revisions are warranted.

The report is sent to the involved department(s) for review. Changes may be made based on additional information provided to Human Resources by the involved department based on Human Resource's (or HR consultant's, if one is used) professional judgment.

If the study results in a recommendation to establish a new class or revise and/or retitle an existing class, then it may be required that the study go before the City Council. Salary issues are not to be addressed in a classification study. The purpose of a classification study is to determine the appropriate classification for a given position, not to determine the appropriate salary for a classification.

How long does it take to conduct a study?

A study may take a few weeks to several months. Some of the factors that affect the length of a study are the number of classes and positions included in the study, the amount of research necessary, the extent of the recommendations, the department's shifting priorities, the length of time it takes to get information from the department and/or incumbent, and the workload of Human Resources.

How is the incumbent involved in the study?

The incumbent's role is to thoroughly and accurately complete the PDQ so that Human Resources can fully understand the duties and responsibilities. Human Resources may also personally meet with the incumbent to discuss the PDQ in more detail, tour the work area, and/or possibly observe the incumbent performing certain tasks. Human Resources may also want to see samples of the incumbent's work. If the study is of an entire class with multiple incumbents, each incumbent may not be asked to provide information; rather, a representative sample will be selected and/or group interviews conducted. For single position classifications, each person generally participates in a desk audit. Human Resources may also meet with supervisors and managers to clarify information.

How is a Recommendation Developed?

The recommendation is based on the review of the information previously mentioned, and a comparison with the job description (also called class specification). A change may impact other positions in the class or another class. Some of the factors that do *not* influence a study are: volume of work, length of service, job stress, quality of work, status on eligibility lists, the fact that other employees are not working within their class, and the incumbent's particular qualifications. Incumbents should remember that the study is an evaluation of a *position*, and is not an evaluation of their performance.

Factors that May Justify a Reclassification

- Change in type of work/essential functions (e.g. secretary now doing accounting work.)
- Change in lead/supervisory responsibilities.
- Change in authority for making operational changes or in developing, recommending, and interpreting policies and procedures and the impact to the organization (work group/section only? Division? Department? Citywide impact?)
- Addition of stronger, more complex duties/removal of lower duties.
- Change in organizational structure or mandate that affects reporting relationships, level in the organization, amount of management review, and/or interactions.

Factors that do NOT Justify a Reclassification

- Performance of the incumbent in the position; reclassification should not be considered a reward or means to promote someone.
- Retention of a specific employee.
- Increase in workload that is of the same nature and level of complexity (volume) - this is a workload issue.
- Change in the emphasis of existing essential functions that are generally of the same complexity.
- Knowledge, skills, and abilities possessed by the incumbent which are not required or regularly used in the position.
- Technological changes or tools (i.e. new software) that does not substantially alter the essential functions of the job (particularly if the “industry” is similarly changing to the new technology.)
- Job “stress.” Perceived stress cannot be reliably measured and varies between individuals.

If a Position is Changed, Does it Automatically Affect the Incumbent?

No. Since the study is of the positions, the effect to the incumbent is a separate issue from the study. When a position is reclassified to a higher class, some of the factors considered include: Developing and/or updating classification specifications; whether the incumbent’s position was part of a study which affects all employees in a department, major division, or occupational field; and/or if the duties of the position evolved over a long period of time. The City’s policy, if a position is reclassified, is that the employee must meet the minimum qualifications before they can move into the recommended classification. If they do not, then it may be necessary to find the employee another position in the class that that they have status in; if no such vacancy exists, then a lay off may be necessary.

Allocation Factors

Allocation factors are standards that are used to measure job requirements of individual positions. These factors can be compared in order to measure the similarities and differences among positions. The allocation factors used to develop the City’s classification plan are:

-
- Decision-Making
 - Scope and Complexity
 - Contact with Others Required by the Job
 - Supervision Exercised and Received
 - Minimum Qualifications Including Knowledge and Abilities

These allocation factors are carefully and consistently applied during the analysis of each position included in the study. They are then compared with the same elements in positions that involve similar kinds of work. Not all factors will be as pertinent to all positions, and each factor is analyzed in accordance with the importance of that particular factor to the type of job.

Consideration of these allocation factors leads to the identification of various classes. More specifically, positions are typically divided first into classification families and series that involve the same kind of work, and then subdivided into classes based on levels of responsibility within each group.

Positions are classified according to the nature and kind of duties assigned to the position. The assignment of additional duties of a similar nature to a position does not justify a higher classification. Problems of excessive workload are properly solved by redistributing work or adding employees, not by reclassifying existing positions.

The allocation factors are briefly defined below:

- **Decision-Making**
Decision-making consists of (a) the decision making responsibility and degree of independence or latitude that is inherent in the position, and (b) the impact of the decisions.
- **Scope and Complexity**
Scope and complexity define the breadth and difficulty of the assigned function or program responsibility inherent in the classification.
- **Contact with Others Required by the Job**
This allocation factor measures (a) the types of contacts, and (b) the purpose of the contacts.
- **Supervision Exercised and Received**
This allocation factor describes the level of supervision received from others and the nature of supervision provided to other workers. It relates to the independence of action inherent in a position.
- **Minimum Qualifications which include Knowledge, Skills, and Abilities**
This allocation factor defines the required experience and education, knowledge, skills, and abilities necessary to perform assigned responsibilities.



Performance Management Guidelines, Policies and Procedures for At-Will Managers

Executive Compensation Characteristics and Guidelines

~~**Band Bracket Definitions** Executive positions are assigned salary brackets, divided into four bands. Initial placement in a bracketband is determined by information about the jobs derived from existing classification descriptions, current salary and internal relationships, and City Manager input. The following definitions serve to provide general guidelines for the two management bands:~~

- ~~1. **Management Band 1 (M1)** Positions placed in this band are those executive management positions that require a highly specialized body of knowledge and skill over a medium to large department, including public safety chiefs. These executives typically have other managers and/or professional staff reporting to them, creating a department that is complex and involves a broad range of functions.~~
- ~~2. **Management Band 2 (M2)** This band is for those executive management positions that oversee a support department or, the smaller department that involve functions that are more maintenance, recreational, or community service in nature. (See Appendix 1 for band placement).~~
- ~~3. **Management Band 3 (M3)** This band is for deputy or assistant management positions that oversee highly technical, complex, and specialized divisions such as Wastewater and Water.~~
- ~~4. **Management Band 3 (M4)** This band is for the other at-will management positions that typically oversee functions/offices of a more administrative and support nature or for assistant managers to higher level executive managers.~~

~~**BracketBand/Band** The four management bands brackets are structured with minimum and maximum salary levels with~~

~~**Structure and Control Points** control points that serve as the midpoint of each bracketband. The control point is the focal point where most of the salaries are clustered. A position's salary may be determined to be below or above the control point depending upon internal value-based assessments. In addition, it is the control point that is first adjusted when bracketband increases are made based upon cost-of living adjustments. (See Appendix 1 for initial band structure).~~

~~**Original BracketBand And Salary Placement** Initial bracketband placement is based on three primary principles:~~

- ~~1. **Placement into a specific bracketband**-The bracketband that a specific position is placed into is based upon the City Manager's judgment using the following factors: complexity of assigned job responsibilities, internally-based value of the position to the overall organization, and market data, especially in relation to offering a competitive salary to aid in recruitment. Each year, the City Manager will evaluate all~~

at-will positions to determine if any position had changed significantly enough to warrant a change in bracketband placement using the same factors outlined above.

2. *The initial point within the designated bracketband will be the individual position's current salary-* So that no current executive management employee will incur a salary loss ~~due to the due to the implementation of pay banding~~, each individual and his/ her position will go into the assigned bracketband at the current salary. Therefore, if an individual's current salary is \$ 100,000 and the bracketband width is \$80,000 to \$120,000, the manager will be placed in the portion of the bracketband that corresponds to his/ her current salary.
3. *The individual position's responsibilities in relation to the other positions in the band -If the bracketoriginal band placement ~~due to current salary~~ is found to be inappropriate due to logical internal relationships or compaction of supervisory relationships (generally, 10% or less is considered severe), then the position may be reviewed in terms of responsibilities in comparison to the other positions in the band. ~~An analysis will be conducted during implementation of the new pay banding system to determine if any initial salary inequities exist. If so, these will be corrected after the initial band placement. Once in the new pay band system, a~~ review of the positions may result in an equity adjustment or may result in a position being "leveled" (see page 3 for information on "Salary Leveling").*

Guidelines for Pay Adjustments

The following are the typical ways management pay is adjusted and the timing and other factors related to such adjustments:

1. *Annual Cost-of-Living Adjustment (COLAs)-* For fiscal year, the City Manager will ask council to approve a cost-of-living increases for all unrepresented job classes including the Executive Management pay ~~bands-brackets~~ to be effective July 1st. The control points and the actual executive manager's pay will be adjusted by the approved COLA percentage. ~~For each management band, e~~Once the control point is adjusted by the new CPI, the maximum will determined by adding 20% to the new control point. For example, if the control point ~~of the band~~ is adjusted to \$100,000, then the new maximum becomes \$120,000 (\$100,000 x 1.20). The minimum ~~of the band~~ is 80% of the newly adjusted control point. In the example above, the new minimum would be \$80,000 (\$80,000 x .80).
2. *Market Survey -*A total compensation survey shall be conducted on executive management benchmarks to determine the City's position in the market, both in regard to pay and management benefits in May of every odd numbered year. The City Manager shall make recommendations to the Council for any changes that are warranted to the executive compensation program in order to stay competitive and to aid in recruitment and retention. Any changes shall be effective July 1st of each year that is surveyed. The City Manager may also consider any individual at-will manager's salary that is shown to be significantly off market when awarding the pay-for-performance increases.

3. *Pay-for-Performance Frequency* -Pay adjustments ~~within the band~~ as a result of performance will occur on an annual basis to be completed by January 15th of each year. The amount of adjustment will be based on availability of funding and the compa-ratio, which is explained on page 6. An adjustment can also be a decrease if performance is poor.
 4. *Reassignments/Promotions* -Appointment to another position assigned to a higher ~~band~~-bracket will result in an increase of the employee's salary of a minimum of 5%.
 5. *Salary Leveling* -Leveling requires that a salary be frozen, which can be the result of several situations. If a decrease in level of responsibilities (overall difficulty and complexity) occurs over time, through demotion, or for other reasons, then leveling is warranted. Also, if a salary becomes inflated over time in comparison to the market data (the position is compensated more than ~~7~~10% above the market median), then it becomes necessary to level the inflated salary. In the event of a leveling, the individual's salary shall be frozen at its current rate until the median salary of the market data reaches the frozen salary (Y-rate) or when it reaches the control point of the assigned ~~band~~bracket, whichever occurs first. This includes a freezing of any COLAs granted to other positions ~~in the band~~. In the event that the leveled salary does not reach the Y-rated level by the next market survey, the City shall lower the salary to the market median in two increments over the next two years.
 6. *Inequities* -After each market survey, the City Manager will review positions that have been identified as requiring salary equity adjustments (more than 7% below the market median) to determine if an adjustment is warranted (see Appendix ~~12~~ for reasons for equity adjustments) and would not cause internal equity problems.
-

Performance Management Process

Purpose The City's Performance Management Process has been designed to provide better communication and as a planning tool in the performance of At-will Executive Management staff and the delivery of their programs. The process is intended to involve a clear delineation of goals and an assessment of key competencies important to this organization in carrying out the City's mission. Performance management is designed to build a foundation for rewarding those who are high performance in the organization and to provide career opportunities in a more flexible organization.

Performance Criteria

There are two key features of the Performance Management System:

1. Competency assessment
2. Goals setting

Competencies-The competency portion of the performance management process constitutes 80% of the overall performance rating. The first competency called the "Big Five Expectations". Is valued at 25% of the overall competency rating and includes:

- Implements projects and programs on time and under budget
- Undertakes and completes evaluations on schedule
- Keeps the city Manager timely informed of issues and concerns facing the City and the Department
- Adheres to the fiscal policy
- Adheres to the agenda protocol

The other 11 competencies constitute the remaining 75% of the competency rating and are:

- Job Knowledge
- Quality
- Quantity
- Adaptability
- Dependability
- Customer Service
- Teamwork
- Representing the City
- Initiative
- Leadership

Goals- There should be a minimum of three goals. A goal is defined as a project that is the responsibility of the manager to accomplish during the performance period. It may include such projects as a Council priority, a City Manager priority, or a departmental priority. In addition, there may be individual goals such as an educational goal or an individual development goal that contributes to the efficiency, effectiveness, or equality of the work performed (either individually or in a team). A goal has a project life cycle. It has a start, middle, and an end; it is not a process. The goals account for 20% of the overall performance rating.

Forms/
Formats Used

The Performance Management Process will require two types of forms to be used:

1. The Self Evaluation form to be completed by each executive manager with a due date to the City Manager before the end of each calendar year.
2. The City Manager will evaluate each executive manager by January 15th of each year using the City performance management system.

Timing

The Performance Management Process begins with the reviewer and reviewee jointly establishing no less than three and no more than six goals/expectations. The timing of the process starts at the beginning of each calendar year:

- The City Manager conducts each review by January 15th of each year. New goals are jointly developed and agreed upon. At this point, the new performance period begins.
- Cost of living adjustments are effective each July 1st, both to the individual pay rates and to the control points of each pay ~~band~~bracket.
- Self-evaluations are due to the City Manager by the end of each calendar year.
- At a minimum, the City Manager and the manager will have an informal meeting each June to give and receive mid-performance cycle feedback on the progress made toward the attainment of the goals and an assessment of the executive manager's competencies.
- Merit increases are awarded and become effective the first full pay period following completion of all of the at-will reviews.

Eligibility

To be eligible for an annual pay-for-performance salary increase, an at-will manager must:

- Not be on an improvement plan.
 - ~~Not~~ Not be an "interim" or "acting" at-will manager.
 - Have been in the appointed position with a signed employment agreement for at least nine months prior to the date that the self-evaluations are due.
 - Meet or exceed performance standards.
-

Pay-for-Performance: How Increases Are Determined

What is a

Compa-Ratio? In determining annual pay-for-performance increases, a compa-ratio process will be used. The compa-ratio process maintains internal relationships within a salary band and is used to establish the amount of the pay increase an employee should receive based on their level of performance and current salary. Compa-ratios take into consideration an employee's relative placement in the band and recognize that employees in the lower portion of band should have the opportunity for faster growth than employees in the upper portion of a band with the same performance level.

A compa-ratio is calculated for each position in relation to the control point of the band to which it is assigned. It is calculated by dividing the control point by the current compensation of an employee. The compa-ratio for the control point is 1.0. A sample matrix is shown below which show that an "expected" performance results in a 2% increase which is then placed in the middle cell. The percentage amounts in each of the cells are determined by the City Manager and are dependent upon several other considerations (i.e. budget, operational constraints, etc.) in addition to performance. Once the percentages for each cell are determined, the amount of increase an employee receives is therefore dependent upon two factors: their new compa-ratio and their performance.

***Hypothetical Pay-for-Performance Matrix with Sample Percentage**

Unacceptable	0
Consistently Meets Job Requirements	2%
Exceeds Job Requirements	4%

Hypothetical Example:

Using the sample matrix above, assume two employees have both been rated in the center cell (Consistently Meets Job Requirement at 2%). Also assume the control point is \$100,000. Employee A is fairly new and receives a compensation of \$80,000. Therefore, his compa-ratio is 1.25 (100,000/80,000). Employee B has been in her position longer and has an annual compensation of \$110,000. Her compa-ratio is .91 (100,000/110,000). Next, each employee's compa-ratio is multiplied by the percentage indicated in the performance matrix cell. Since both of these employees were rated as "Consistently Meets Job Requirements", this number is 2%. So, for Employee A with a compa-ratio of 1.25, his performance increase is 2.5% (1.25 x 2%). With a compa-ratio of .91, Employee B will receive a performance increase of 1.82% (.91 x 2%).

***Note: This is a hypothetical example only. Each year, the City Manager will assess several factors such as the financial health of the City. Success in meeting that year's goals and objectives, etc. to determine the performance percentages in each cell of**

the pay-for-performance matrix.

Appendix 1

**~~PAY BAND PARAMETERS OF
THE FOUR MANAGEMENT BANDS~~**

~~Band Parameters~~

M1	104,000 Minimum	130,000 Control Point	156,000 Maximum
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~~—~~

M2	92,000 Minimum	115,000 Control Point	138,000 Maximum
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~~—~~

M3	88,000 Minimum	110,000 Control Point	132,000 Maximum
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M4	76,000 Minimum	95,000 Control Point	114,000 Maximum
---------------	-------------------------------	-------------------------------------	--------------------------------

~~—~~

~~NOTES:—~~

- ~~1.—Only managers who meet or exceed performance standards may be eligible for merit increases. Any managers on a performance improvement plan will not be eligible for merit increases until 12 months after standards are met.—~~

REASONS FOR SALARY ADJUSTMENTS IN PAY ~~BANDS~~ BRACKETS

In addition to promotion to a position in a higher ~~band~~ bracket, there are three ways that Management salaries may be increased for an individual manager: performance-based, Increased responsibilities, or an inequity situation. The procedures below describe how to effect analysis of each type of salary adjustment.

1. Performance -This is the City's Pay-for-Performance plan. Pay increases under this plan will be based upon how a manager performs his/her job as evaluated on a number of competencies and goals. This will be the typical means to grant merit salary increases.
2. Increased Responsibilities/Organizational Value -This factor takes into consideration that some positions are affected by various elements such as restructuring, flattening of the organization, combining of positions, or a temporary special assignment/project of a higher level. If the effect of one of these changes is to give a position a higher (or lower) level of responsibility (not just more of the same level) and higher value to the organization, then an adjustment is an option for the City.

To begin the process, a memorandum is prepared which describes how and why the position in question has changed along with a completed job description questionnaire. If the assignment is only temporary, then the duration of the assignment needs to be indicated. The memorandum is addressed to the City Manager with a copy to the Human Resources. The memorandum should explain the reason for the salary adjustment, address any internal alignment issues, and identify any increased annual costs and where the additional funding will come from. Human Resources will then conduct an analysis/ audit to determine if the changes to the job warrant a higher compensation. The audit report will be forwarded to the City Manager for final approval.

3. Market/Internal Inequities -Once every two years (odd year numbers), the City Manager will begin discussions with the executive management staff to determine if any salary needs adjustment based upon internal and/or external inequities (internal inequities will carry more weight due to the City's value on internal alignments). Additionally, a total compensation market survey will be conducted in May of each odd-numbered year to determine the City's standing in the market. The timing will be such that approved adjustments based upon internal inequities or salaries that are found to be significantly below market, can be made to be effective at the beginning of the new fiscal year. This timing will allow the additional funding associated with salary inequity increases to be included in the budget process.

CALENDARS FOR ANNUAL
PERFORMANCE MANAGEMENT PROCESS*

JANUARY	Pay-for-Performance adjustments are effective
FEBURARY	
MARCH	In odd-numbered years, start market survey process
APRIL	
MAY	In odd- numbered years, market survey finalized
JUNE	City Manager conducts informal performance review meetings with each at-will manager
JULY	If approved by Council, CPI increase effective If any changes are needed from market survey results, effective this
AUGUST	
SEPTEMBER	
OCTOBER	
NOVEMBER	Self-evaluations due to City Manager
DECEMBER	Performance management meetings conducted by the City Manager with each at-will manager Evaluations finalized with new goals developed

*Note: these are not absolute dates but rather a general estimate of when important steps will occur. The City Manager may need to adjust the dates in any given year based upon priorities and other considerations.

RESOLUTION NO. 2022-

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON
MODIFYING THE CITY OF AMERICAN CANYON'S FY 2022-23 CLASSIFICATION PLAN**

WHEREAS, American Canyon's Classification Plan is a systematic process for grouping jobs into common classifications based on similarities in duties, responsibilities, and requirements; and

WHEREAS, the Deputy Public Works Director job classification shall be incorporated in the Classification Plan; and

WHEREAS, to best meet the organizational needs of the City, the Classification Plan in the FY 2022/23 Budget needs to be revised.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon does hereby add and/or modify the following classification within the City's Classification Plan:

1. Revise Deputy Public Works Director Class Specification as attached hereto as Exhibit A and incorporated by reference.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 16th day of August, 2022 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Leon Garcia, Mayor

ATTEST:

APPROVED AS TO FORM:

Taresa Geilfuss, City Clerk

William D. Ross, City Attorney

DEPUTY PUBLIC WORKS DIRECTOR-UTILITIES
(At-WillUnrepresented)

Class specifications are intended to present a descriptive list of the range of duties performed by employees in this class. Specifications are not intended to reflect all duties performed with a job.

DEFINITION

Under the general direction of the Public Works Director provides immediate supervision and manages the overall activities of the City's Utilities areas including water treatment, long term water supply, wastewater treatment, water quality control and environmental compliance, recycled water treatment; participates as a member of the Department Management Team in policy development, administrative planning and addressing of departmental problems; provides highly responsible and complex support to upper management; and performs related duties as assigned.

SUPERVISION RECEIVED AND EXERCISED

This position receives general direction from the Public Works Director. Exercises direct and indirect supervision over mid-management, supervisory, professional, technical, administrative, and non-regular staff within the Public Works Department.

DISTINGUISHING CHARACTERISTICS

The Deputy Public Works Director- Utilities differs from the Public Works Director in that the former is responsible for all of the City's municipal utilities functions, including the Environmental Services Division, Wastewater Division, and the Water Division while the latter is responsible for the overall management of the entire Public Works Department including utilities, development services, and engineering. The Deputy Director is distinguished from the Wastewater Operations Manager, Water Systems Manager, and the Environmental Services Manager positions in that the former is responsible for the long term planning and oversight and the latter is responsible for the day to day planning and operations for assigned division work program.

EXAMPLES OF DUTIES

Duties may include, but are not limited to, the following:

- Assume management responsibility for Public Works Department services and activities including all functions within water, including long term water supply, wastewater, and water quality control; recommend and administer policies and procedures.
- Ensure implementation of comprehensive environmental compliance programs related to the operations of the department.
- Provide functional oversight for elements of the water and wastewater systems supervised by others.
- Prepare, monitor and review the water and wastewater enterprise fund budgets, including planning functions, approval of purchase order requests, and progress payments for programs/projects.
- Manage and coordinate all activities regarding water, wastewater operations and maintenance problems; answer questions from the general public, contractors, regulatory agencies, consultants, outside public agencies and special interest groups.

- Review and help set rates.
- Manage the Water and Wastewater Connection Fee Program.
- Provide input to the Public Works Director on infrastructure needs of the City with suggestions for financing; reviews and recommends standards for infrastructure; including review of City standards, and current City ordinances.
- Develop, implement and monitor long-term goals and objectives, and organize and manage project staff, schedules and budgets to ensure program success.
- Conduct a variety of organizational studies, investigations, and operational studies; recommend modifications to assigned areas, policies, and procedures.
- Analyze and interpret new and proposed legislation to determine potential impacts on Public Works programs and operations.
- Establish, ensure compliance, and enforce safety requirements; coordinate and participate in safety training for staff.
- Manage the development and implementation of Public Works Department goals, objectives, policies, and priorities for each assigned service area.
- Establish, within City policy, appropriate service and staffing levels; monitor, and evaluate the efficiency and effectiveness of service delivery methods and procedures; and allocate resources accordingly.
- Plan, direct, and coordinate, through subordinate level staff, the divisions work plans; assign projects and programmatic areas of responsibility; review and evaluate work methods and procedures; and meet with management staff to identify and resolve problems.
- Select, train, motivate, and evaluate Public Works Department personnel; provide and coordinate staff training; work with employees to correct deficiencies; and implement discipline and termination procedures.
- Participate in the development and administration of the Public Works Department and Capital Improvement budgets; approve the forecast of funds needed for staffing, equipment, materials, and supplies; approve expenditures and implement budgetary adjustments as appropriate and necessary.
- Manage and administer engineering consulting and construction contracts; review work to ensure compliance with specifications, and related documents; ensure compliance with codes, ordinances, and standards.
- Attend various commissions/committees and other public meetings and make presentations of proposals, staff reports, and recommendations related to public works projects.
- Explain, justify, and defend Public Works Department programs, policies, and activities; negotiate and resolve sensitive and controversial issues.
- Represent the Public Works Department to other City departments, elected officials, outside agencies, and organizations.
- Provide staff assistance to the Public Works Director, City Manager and City Council; participate on a variety of boards, commissions, and committees; prepare and present staff reports and other necessary correspondence.
- Attend and participate in professional group meetings; stay abreast of new trends and innovations in the field of public works and engineering.
- Perform related duties as assigned.

EMPLOYMENT STANDARDS

Knowledge of:

- Operations, services, and activities of comprehensive public works programs, including water and wastewater operations and street and storm drain maintenance.
- Principles and practices of civil engineering.
- Principles and practices of environmental compliance.
- Advanced principles of design and construction management.
- Management skills to analyze programs, policies, and operational needs.
- Principles and practices of program development and administration.
- Principles and practices of municipal budget preparation and administration.
- Principles of supervision, training, and performance evaluation.
- Pertinent Federal, State, and local laws, codes and regulations.

Ability to:

- Plan, organize, direct, and coordinate the work of assigned staff.
- Select, supervise, train, and evaluate staff.
- Delegate authority and responsibility.
- Lead and direct the operations, services, and activities within the Public Works department.
- Review and evaluate plans, specifications, and construction estimates for public works projects.
- Identify and respond to community and City Council issues, concerns, and needs.
- Develop and administer departmental goals, objectives, and procedures.
- Prepare clear and concise administrative and financial reports.
- Prepare and administer large and complex budgets.
- Effectively allocate limited resources.
- Analyze problems and identify alternative solutions; project consequences of proposed actions; and implement recommendations in support of goals.
- Research, analyze, and evaluate new service delivery methods and techniques.
- Interpret and apply Federal, State, and local policies, laws, and regulations.
- Communicate clearly and concisely, both orally and in writing.
- Establish and maintain effective working relationships with those contacted in the course of work.

Minimum Qualifications:

Education:

A Bachelor's degree from an accredited college or university with major course work in civil engineering or a closely related field.

Experience:

Seven years of increasingly responsible experience in public works, utilities, and engineering, including four years of management or supervisory experience.

License Requirement:

Possession of a valid California Class C Driver License is required at the time of appointment. Individuals who do not meet this requirement due to physical disability will be reviewed on a case-by-case basis.

Certificate:

Possession of a State of California Professional Engineer’s registration desirable.

Physical Requirements:

Work is performed in a treatment plant environment. (1) Mobility: frequent use of keyboard; frequent standing for long periods of time; frequent bending or squatting. (2) Lifting: frequently up to 10 pounds; occasionally up to 25 pounds. (3) Vision: constant use of overall vision; frequent reading and close-up work; occasional color and depth vision. (4) Dexterity: frequent repetitive motion; frequent writing; frequent grasping, holding, and reaching. (5) Hearing/Talking: frequent hearing and talking, in person and on the phone. (6) Emotional/ Psychological: frequent decision-making and concentration; frequent public and/or coworker contact; occasional working alone. (7) Environmental: frequent exposure to heat, cold, dampness, toxic materials, noise, and water.

Classification	Adopted	Revised	Retitled	Class Code	FLSA Designation	Rep Unit
Deputy Public Works Director-Utilities	2015			1008	Exempt	1
<u>Deputy Public Works Director-Utilities</u>		<u>2022</u>		<u>6209</u>	<u>Exempt</u>	<u>6</u>

APPROVED: _____ Date: _____
~~Administrative Services Director~~City Manager



City Council Committee Report

Submitted by: * Councilmember Mark Joseph

Council Meeting Date: 08/16/2022

Event Date: 2022-07-20
Event Type: Committee Report

Event Title: * Napa Valley Transportation Authority (NVTA)

Event Report: We covered a lot of material at this meeting, before our traditional recess in August.

A lot of the items related to minor changes to existing projects, relating to the Vine Maintenance Building and the Imola Park & Ride. We also received updates on other projects and State/Federal legislation. One new item was an ordinance to outlaw overnight camping at Transit stops. This was in conjunction with Napa City so Napa City police can address any concerns with NVTA facilities.

Of note for American Canyon was the One Bay Area Grant (OBAG) Cycle 3 funding. First, we received approximately \$1 million towards the Green Island Road project. This was the funding we deferred to help the Vine Trail, so it was basically expected. More impressive was a recommendation of almost \$2 million towards the environmental review of our SR29 Corridor Project. The estimated cost is \$3 million, so if there is any funding left over, it could go towards the funding gap. We could also receive up to \$16 million of the \$20 million earmarked if Measure 3 Toll Funding is successful in Court (it was legally challenged shortly after it passed, so all the funds have been collected but gone unspent).

Relating to NVTA, Liz Allesio (Chair) and I (Vice-Chair) met via zoom with NVTA staff. It was great getting to know all the staff at the agency, some of their background and what their role at NVTA is. It's easy to know the Executive Director, but it's just as important to know the rest of the crew. Also, the agency has changed over the years, from being held with some skepticisms by the other jurisdictions in the County, to being a fairly well respected entity that can deliver multi-million dollar projects! To that end, Soscol Junction has traffic barricades up and the project is under construction!! Hopefully, a ribbon-cutting event in 2025!

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Event Date: 2022-07-22
Event Type: Committee Report

Event Title: * Climate Action Committee

Event Report: The Countywide group met to hear from PG&E regarding their distribution capacity. This was a long awaited discussion, since the transmission of electricity will be critical if we are successful in shifting vehicles and equipment to electric power. The challenge for PG&E is that they need lead time to design and construct the additional transmission networks. However, they can't start until a development project is formally adopted, even though knowing about it helps. For some trends, like EV purchases, this trend is more consumer-driven and it requires PG&E to anticipate demand. Unfortunately, we may be at the "tipping point" in Electric Vehicle (EV) acceptance, which means the demand may jump faster than PG&E anticipates. On the plus side, the more we install solar with battery backup, the more it will shave demand from the peak periods (4-9pm), when more fossil fueled electricity is generated.

We also approved spending leftover funds for the Napa County Climate Challenge app (formerly the Regeneration Napa County app). it was only \$9000 per year for all jurisdictions to use--we need to spend another \$1000 to create our own unique landing page. This is the app that lets people calculate their carbon footprint,

gives them suggestions on ways to reduce that footprint, and it can also be used to create teams and compete for the most improved. This app is a key element to our own local Climate Action Plan--Interim Report.

In that regard, the Ad hoc Committee submitted its interim report before its deadline of August 1. It will be a discussion item for September 6, along with a response to the Grand Jury report and an overall discussion about the CAC.

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Event Date:	2022-08-04	Event Type	Committee Report
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Event Title: * North Bay League Meeting - Petaluma

Event Report: Along with the Mayor and Vice-Mayor, I attended this quarterly meeting, this time in Petaluma. The topic was homelessness and the Governor's Care Court concept. We heard from a Petaluma-based Homeless program, which relies on ARPA money as well as General Fund support and other grants. The program provides on-site services and works hard to build trust with their clients.

Two representatives from the Governor's Office was present to discuss the Care Court legislation. This new program focuses on the percentage of homeless people that also have mental health issues. It would allow the State to refer patients to programs that offer services and shelter, as well as provide supplemental services (drug abuse counseling, job training, etc.). This program appears well designed and comprehensive, but several of us raised concerns about available staffing--for example, it was noted that there isn't enough trained personnel to provide mental health services in a timely manner for the general population, leave along a smaller segment of that population. Likewise, there is a limited amount of people of color that have joined the ranks of Mental Health service providers, which is also a relatively low paid career. In response, they emphasized that this will be rolled out in phases, so they can monitor what works and what needs to be adjusted. We'll see.

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Event Date:		Event Type	Other
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Event Title: * Meet & Greet

Event Report: **Napa Climate NOW:** I met with members of this group to talk about the upcoming Green Island ULL Initiative. We discussed how it would be beneficial for the City in terms of its industrial opportunities and job/tax contributions, but it also has negative impacts on open space. I also talked to **David Gilbreath**, one of the primary advocates, about the need to consider donating a significant amount of the property at the south end as open space (some of which is wetlands and potential Sea Level Rise areas, so it's donating land that couldn't be developed, anyway).

Anne Cottrell: I also talked to the Board of Supervisor candidate, running against John Dunbar for Diane Dillon's seat. We discussed her background and how there is a need to work collaboratively on a number of issues confronting Napa Valley, from traffic to housing to climate change. I think she would do very well, and it's worth noting that she was endorsed overwhelmingly by the Napa County Democratic Central Committee.

Electric Mobility Event in American Canyon: I was on a phone call with the group that is putting together an exhibit of EV's, electric bikes and information booths for the general public. It has traditionally been held at the Napa Valley College campus, but this year it will be at our Walmart Shopping Center. Walmart has also agreed to have their electric powered yard maintenance equipment available for display. The event is **Sunday, September 25, from 1-4pm.** and free to attend.

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Event Date:		Event Type	Community Event
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Event Title: * Community Events and Activities

Event Report:

- **ACAF:** We held our 3rd monthly Friday Nights at the Plaza--we are getting more and more people to attend. One of our regular vendors offers free food for anyone that attends, so it's all the more important to be there for the last session on Friday, September 2nd. The Board met and reviewed the various projects and events planned for the rest of this year, and we were able to provide some entertainment for the City's Encanto movie in the park.
- **Kiwanis:** I helped with the monthly food distribution, and with the Key Club booth at Meet Me in the Streets. Also attended the July board meeting.
- **Community Benefits Coalition:** The focus is still on Napa City's General Plan update, and the improvements this group would like to see included. Soon, their focus will shift to American Canyon's General Plan Update, and I will likely step down from participating (until that process is complete).
- **Local Democratic Party News:** I attended the Napa Dem's of Napa Valley monthly meeting, in which Anne Cottrell was endorsed by the Group (next month will include endorsement votes for Mayor and Council races throughout the Valley). I also attended the monthly Napa County Democratic Central Committee, who also endorsed Anne Cottrell. Joelle Gallagher was endorsed by both groups during the primary season and their endorsement stands for the General Election.
- **Meet Me in the Street:** Attended the final session for this year--turnout is still very good, and we're all getting a better sense of the operations. Hopefully next year we will be able to add a Farmer's Market component. Congratulations to the Chamber of Commerce, for putting on this great event!
- **Covid:** As some of you know, Cheryl and I were out with Covid for about 2 weeks. This meant we missed a number of events that we would have attended, particularly, Congressman Thompson's Summer Dinner event (in which we were sponsors), the FilAm Picnic, S'mores and Meteors, and the Lemos Point tour. Bummer.

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