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**COUNTY OF NEVADA**  
**COMMUNITY DEVELOPMENT AGENCY**  
**DEPARTMENT OF PUBLIC WORKS**  
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Steven L. DeCamp  
Community Development Agency Director

Steve Castleberry  
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May 6, 2015

File: 240.1581

Dan Landon  
Nevada County Transportation Commission  
101 Providence Mine Road, Suite 102  
Nevada City, CA 95959

**SUBJECT: Brunswick Road / Loma Rica Drive Intersection Improvement Project, County Contract No. 440812, Federal Contract No. HSIP - 5917 (086)**

Dear Dan,

Brunswick Road, located in unincorporated Nevada County, is a 2- to 3- lane, primarily north to south, minor arterial that links State Route 49 in Grass Valley and the Brunswick Basin to State Route 174. The roadway is one of the most heavily travelled County-maintained roadways with 15,300 Average Daily Trips (ADT). Loma Rica Drive is a 2-lane west to east major collector that links Brunswick Road to Loma Rica Industrial Park and the Nevada County Airport. It has 6,500 ADT.

With 42 reported collisions between 2000 and 2015, the intersection has the highest collision rate for any County controlled intersection. While the public perceives most of these collisions to be weather related, only 10 of the 42 collisions during this time occurred between November and March. In contrast, 11 collisions occurred in the month of June alone during this same time period.

The intersection was also identified as operationally deficient in future year build-out scenarios, and is identified as the highest remaining undelivered priority in the Regional Traffic Mitigation Fee (RTMF) CIP program for future improvement.

While the intersection is identified as a high priority improvement project, the County has had a difficult time identifying an acceptable design alternative. In the past, the County has conducted a number of preliminary studies to review potential access alternatives. Recent studies investigated various alternate realignments and extensions, including a Loma Rica Drive connection to Idaho Maryland Road, a Loma Rica Drive connection to Greenhorn Road, and a Loma Rica Drive realignment. However, all of these alternatives presented significant issues, and none of these options were identified as a preferred alternative.

In 2013, the County contracted with Kimley-Horn and Associates for Professional Engineering Services to develop a Feasibility Study for Brunswick Road/Loma Rica Drive Intersection Improvements ("Study"). The Study investigated five intersection improvement alternatives. The preferred option consists of installation of a traffic signal, intersection widening, the installation of specialized pavement treatments and drainage improvements, and Intelligent Transportation Systems (ITS) designed to improve intersection operations and safety. In 2014 the County contracted with Kimley-Horn to develop project Plans, Specifications, and Estimates for the proposed improvements.

In 2013 the County successfully applied for and received \$521,900 in Highway Safety Improvement Program (HSIP) funding for the project. Caltrans and the Federal Highway Administration (FHWA) authorized construction funds for the project in summer 2014.

On January 13, 2015, the Nevada County Board of Supervisors approved the plans, specifications and cost estimate for the Brunswick Road / Loma Rica Drive Intersection Improvement Project, and instructed the Clerk of the Board of Supervisors to advertise for bids. The bids were opened on March 5, 2015, at 3:00 p.m. and are listed below:

Number	Contractor	Bid Price
1*	<i>Truesdell Corporation of California</i>	<i>\$858,858.00</i>
2	<b>Koch &amp; Koch, Inc.</b>	<b>\$935,293.12</b>
3	Hanson Bros. Enterprises	\$977,400.00
4	American Civil Constructor West Coast, Inc.	\$1,031,003.00
5	Kertel Communications, Inc. DBA Sebastian	\$1,186,326.69
	<b><i>Engineer's Estimate</i></b>	<b><i>\$799,720.00</i></b>

\* - Bid rejected due to failure to meet DBE requirements

Since the project is partially funded through federal Highway Safety Improvement Program (HSIP) grant funding, the County is required to establish a Disadvantage Business Enterprise (DBE) goal for the project. Upon investigation, it was concluded that Truesdell had 0% DBE participation and did not meet the established DBE Goal of 6.84 percent.

Upon review of the documentation provided and in consideration of the 2nd and 3rd bidders' ability to meet the DBE requirements, staff has determined that Truesdell has not met the DBE goal and good faith effort requirements. As a result, the Board of Supervisors approved project award to the 2<sup>nd</sup> lowest bidder, Koch & Koch, Inc., at the bid price of \$935,293.12. The total amount to be encumbered is \$1,028,822.43, which includes a 10 percent contingency.

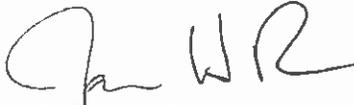
Construction is anticipated to begin in late May and be completed within 45 working days, as allowed for in the contract. The following improvements are included in the project:

- The use of High Friction Surface Treatment (HFST) throughout the project limits. While relatively new, the HFST process has dramatically reduced collision rates on similar roadways for numerous agencies throughout the United States.
- Signalization of the Brunswick Road / Loma Rica Drive intersection.
- An additional northbound right turn pocket to improve access to Loma Rica Drive.
- Striped and separated median improvements that include a 'rumble strip' application.
- Shoulder widening and drainage improvements.
- Roadway safety lighting.
- Radar Speed Feedback Signage in the northbound directions.
- A roadway sensor that detects the formation of ice on the roadway and alerts motorists through an "ICY ROAD SLOW DOWN" illuminated message sign.
- The use of thermal imaging detection cameras that improve vehicle and bicycle detection in all weather conditions.
- The ability to detect bicycles and modify traffic signal timing to provide adequate bicycle clearance signal timing in real-time.
- Thermoplastic striping to improve roadway striping visibility during low visibility conditions.
- "Signal Ahead" flashing beacons to inform motorist of the new traffic signal.

The County plans to submit a reimbursement request to NCTC for costs not funded by the HSIP grant. This amount should not exceed \$567,000 and includes all construction engineering and administrative costs necessary to deliver the project. This is significantly less than the current \$928,000 share identified in the Regional Traffic Mitigation Fee (RTMF) program. The total project costs are also significant lower than the \$2,941,400 originally anticipated in the RTMF.

Please contact me if additional information is required.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Pack'.

Joshua Pack  
Principal Civil Engineer