



# Town of Paradise Town Council Meeting Agenda 6:00 PM – August 13, 2024

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## Town of Paradise Council Chamber – 5555 Skyway, Paradise, CA

Mayor, Ron Lassonde  
Vice Mayor, Greg Bolin  
Council Member, Steve Crowder  
Council Member, Steve “Woody” Culleton  
Council Member, Rose Tryon

Town Manager, Jim Goodwin  
Town Attorney, Scott E. Huber  
Town Clerk/Elections Official, Vacant  
CDD, Planning & Onsite, Susan Hartman  
CDD, Building & Code Enforcement, Tony Lindsey  
Finance Director/Town Treasurer, Aimee Beleu  
Public Works Director/Town Engineer, Marc Mattox  
Division Chief, CAL FIRE/Paradise Fire, Garrett Needles  
Chief of Police, Eric Reinbold  
Recovery & Economic Development Director, Colette Curtis  
Human Resources & Risk Management Director, Crystal Peters  
Information Systems Director, Luis Marquez

### Meeting Procedures

- I. The Mayor is the Presiding Chair and is responsible for maintaining an orderly meeting. The Mayor calls the meeting to order and introduces each item on the agenda.
- II. The Town staff then provides a report to Council and answers questions from the Council.
- III. Citizens are encouraged to participate in the meeting process and are provided several opportunities to address Council. Any speaker addressing the Council is limited to three minutes per speaker - fifteen minutes per agenda item
  - A. If you wish to address the Council regarding a specific agenda item, please complete a “Request to Address Council” card and give it to the Town Clerk prior to the beginning of the meeting. This process is voluntary and allows for citizens to be called to the speaker podium in alphabetical order. Comments and questions from the public must be directed to the Presiding Chair and Town Council Members (please do not address staff.) Town staff is available to address citizen concerns Monday through Thursday at Town Hall between the hours of 8am and 5pm.
  - B. If you wish to address Council regarding an item not on the agenda, you may do so under Item 4, “Public Communication.” Again, please fill out a card and give it to the Town Clerk before the meeting. State Law prohibits Council action on items not listed on a public agenda.

In compliance with the Americans with Disabilities Act (ADA) Compliance, persons who need special accommodations to participate in the Town Council meeting may contact the Town Clerk at least three business days prior to the date of the meeting to provide time for any such accommodation.

## 1. OPENING

- 1a. Call to Order
- 1b. Pledge of Allegiance to the Flag of the United States of America
- 1c. Invocation
- 1d. Roll Call
  
- 1e. A proclamation recognizing Town Clerk Dina Volenski.
- 1f. A proclamation recognizing the Hope Crisis Response Network (HCRN).
- 1g. Camp Fire Recovery Updates - Written reports are included in the agenda packet.  
  
p5 Colette Curtis, Recovery and Economic Development Director - Recovery Projects, Advocacy, Economic Recovery and Development, Communications and Emergency Operations.  
  
p9 Marc Mattox, Public Works Director/Town Engineer - Infrastructure and Sewer Update.  
  
p12 Tony Lindsey, CDD-Building and Code Enforcement-Code Enforcement Update.  
  
p16 Kate Anderson, Business and Housing Manager-Business and Housing Update.

## 2. CONSENT CALENDAR

One roll call vote is taken for all items. Consent items are considered to be routine business that does not call for discussion.

- 2a. p18 Approve the minutes from the July 9, 2024 Regular and July 23, 2024 Special Town Council meetings.
- 2b. p25 Approve July 2024 Cash Disbursements in the amount of \$8,623,708.56.
- 2c. p34 1. Waive second reading of the entire Town Ordinance No. 637 and approve reading by title only (roll call vote); and, 2. Adopt Town Ordinance No. 637 "An ordinance of the Town Council of the Town of Paradise modifying and amending chapter 8.04 of the Paradise Municipal Code related to nuisance abatement procedures."
- 2d. p39 1. Authorize the Mayor to sign letters of support for HCD's 2020 CDBG-DR MHP grants for affordable housing projects in Paradise; or 2. Provide alternative directive to Town staff.
- 2e. p43 Adopt Resolution No. 2024- \_\_\_\_, "A Resolution of the Town Council of the Town of Paradise Approving Agreements for the Purchase of Tax Defaulted Properties from Butte County."
- 2f. p54 1. Approve Program Supplement Agreement No. F030 to the Master Agreement Administering Agency-State Agreement for Federal-Aid Projects, Agreement No. 03-5425F15 for Roe Road Extension Project phase 1; and, 2. Adopt Resolution 2024-\_\_ "A resolution of the Town



Council of the Town of Paradise authorizing the Town Manager of the Town of Paradise or their designee to sign Program Supplement Agreement No F030 to the Administering Agency-State Agreement for Federal-Aid projects corresponding to Project No. CPFL 5425 (049).”

- [2g.](#) p65 Adopt Resolution No. 2024\_\_ , “A Resolution of the Town Council of the Town of Paradise authorizing agents to execute an application with the California Governor’s Office of Emergency Services for obtaining certain federal financial assistance.”
- [2h.](#) p70 Authorize the Finance Director to advertise Request for Proposal (RFP) for a three-year Financial Audit Servicing contract.

### **3. ITEMS REMOVED FROM CONSENT CALENDAR**

### **4. PUBLIC COMMUNICATION**

For matters that are not on the Council business agenda, speakers are allowed three (3) minutes to address the Council. The Town Council is prohibited from taking action on matters that are not listed on the public agenda. The Council may briefly respond for clarification and may refer the matter to the Town staff.

### **5. PUBLIC HEARINGS - None**

### **6. COUNCIL CONSIDERATION**

Action items are presented by staff and the vote of each Council Member must be announced. A roll call vote is taken for each item on the action calendar. Citizens are allowed three (3) minutes to comment on agenda items.

- [6a.](#) p85 1. Provide staff with consensus on the proposed draft Ordinance relating to electronic changeable message signs to present for adoption at a future council meeting; or, 2. Provide alternative direction to town staff.
- [6b.](#) p91 1. Provide staff with consensus on proposed standards for an Implementation plan related to Ordinance 637 regarding nuisance abatement procedures to present at future council meeting; or, 2. Provide alternative direction to town staff.
- [6c.](#) p98 Consider adopting Resolution No. 2024-\_\_\_\_ “A Resolution of the Town Council of the Town of Paradise approving the recommended signal control intersection alternative identified in the Intersection Control Evaluation Report for the Skyway and Pentz Road intersection”. (ROLL CALL VOTE)
- [6d.](#) p171 Consider adopting Resolution No. 2024-\_\_\_\_, “A Resolution of the Town Council of the Town of Paradise accepting the Pavement Restoration Special Requirements for Moratorium Roads” (ROLL CALL VOTE)
- [6e.](#) p177 1. Hear an informational update relating to the Town’s progress for completion of FEMA and FHWA funded Camp Fire repairs to public roadways; and, 2. Provide staff direction on the decision to continue repairs within the Town’s proposed Sewer Service Area based on the current schedule of the Paradise Sewer Project.

- 6f. p183 1. Review alternatives proposed for the purchase or rental of hazardous fuels reduction equipment to be utilized under a limited term Hazard Mitigation Grant Program Grant; and, 2. Concur with staff recommendation and make necessary budget adjustments to procure needed equipment utilizing gas-tax backfill reserves. (ROLL CALL VOTE)

**7. COUNCIL INITIATED ITEMS AND REPORTS**

- 7a. Council initiated agenda items
- 7b. Council reports on committee representation
- 7c. Future Agenda Items

**8. STAFF COMMUNICATION**

- 8a. Town Manager Report

**9. CLOSED SESSION**

**10. ADJOURNMENT**

STATE OF CALIFORNIA )	SS.
COUNTY OF BUTTE )	
I declare under penalty of perjury that I am employed by the Town of Paradise in the Town Clerk's Department and that I posted this Agenda on the bulletin Board both inside and outside of Town Hall on the following date:	
_____	
TOWN/ASSISTANT TOWN CLERK SIGNATURE	



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 1(g)**

**ORIGINATED BY:** Colette Curtis, Recovery and Economic Development Director

**REVIEWED BY:** Jim Goodwin, Town Manager

**SUBJECT:** Monthly Recovery Update

**LONG TERM RECOVERY PLAN:** Yes

**COUNCIL ACTION REQUESTED:**

1. None

**Background:**

This report continues the Monthly Updates provided to keep the Town Council apprised of important developments related to the recovery of the Town of Paradise from the Camp Fire. Included in this update are items related to recovery projects, advocacy economic recovery and development, communications and emergency operations.

**Analysis:**

ECONOMIC DEVELOPMENT

CDBG-DR Economic Development

- The Town of Paradise submitted an application for a Workforce Training Center, located on the Paradise High School campus.
- The project is a partnership between the Town of Paradise, Butte College, PUSD, Valley Contractors Workforce Foundation, and NoRETC.
- HCD recently notified the Town the project is eligible for funding, and staff is working with HCD on the Standard Agreement.

Restoration of Regional Air Service

- Council approved an investment to the Revenue Guarantee Fund of \$75,000.
- The agreement has been fully executed and the Town is providing the 25% deposit to the fund.

Healthcare

- The Town of Paradise and Adventist Health Feather River Foundation are working together to create a Strategic Healthcare Recovery Plan to assess current inventory, exiting gaps, projections, and a strategic plan for filling the gaps.
- An RFP has been issued for a consultant to prepare the plan.
- The Plan is expected to be presented to Council in Spring 2025.

### Biz Pro Academy

- In an effort to make the path to opening a business in Paradise easier, the Town is creating a training program for local volunteers to help potential business owners through the process as mentors.
- The program is under development, with a goal of holding the first training in October 2024.

## RECOVERY

### Overall Hazard Mitigation Project Update

The Project Specific Programmatic Agreement that governs all environmental requirements for the project and has been the primary cause of project delays is now completed. It is being routed for signatures which will allow the projects involved to finally be fully funded and approved. We expect full approval and the start of projects any day now.

### Category 4 Tree Removal Program

- We opened the program to applicants in July of 2022 and received 577 applicants. This represents 1,014 acres of private property across the Town and nearly 12,000 trees.
- Phase 2 Federal Environmental Review actions are now complete. CalOES is now completing final reviews and obligation processes. We anticipate full approval in the next month.
- Town staff are working day with BCFSC on the implementation plan in order to be able to move quickly upon approval by FEMA
- In April, we began property owner outreach and authorization paperwork for Phase two tree removal. As of August 1, we have 355 properties with complete paperwork and work ready to commence. These properties represent about 85% of the total trees eligible for removal in the program.

### Early Warning System

- All 21 Towers are standing and operational.
- 21 of the 21 standing Towers have all aesthetic branches installed.
- 20 of the 21 Towers have completed trenching and are connected to permanent power or in process of final connections through PG&E
- We anticipate full system completion, training and handover of the operation will occur by September 2024 once all towers are fully connected to full-time power.
- With FEMA/CalOES approval of the modification of the towers to include in-home units, we are working through a timeline and process for installation and distribution. We anticipate starting public outreach in September will devices beginning to be handed out this fall.
- One tower still requires active construction as we work with CalTrans on needs for connections near existing infrastructure. We anticipate that tower being completed in August.

## Residential Ignition Resistant Retrofit Program

- This project was opened to residents to apply in May 2023 and closed July 31, 2023.
- 118 property owners have submitted applications.
- Assessments were completed in October 2023 and all Phase 1 closeout documents transferred to CalOES/FEMA for final environmental review.
- Phase 2 retrofit process will begin upon full approval of the environmental process.

## Hazardous Fuels Reduction Program

- Town Council approved implementation plan in March 2024.
- We are working with CalOES on options for implementing this project within the approved grant budget due to additional monitoring needs and increased equipment costs.
- We expect to have a plan in place to coincide with full approval of the environmental process.

## Defensible Space Code Enforcement

- The Defensible Space Code Enforcement project was fully approved and obligated in November 2023 by FEMA and CalOES.
- Town Staff are coordinating the process to implement this project in order to have the program operating for the Spring 2024 inspection season.
- Town Council approved implementation plan in January 2024.
- Grant funded staff have been hired and are in place and working in the community.

## COMMUNICATIONS

### Downtown Planning Workshop Saturday Aug. 10

- Community input was gathered at a Downtown Planning Workshop on August 10.
- The information gathered will be used for phase 2 of the downtown strategy being drafted by UDA at Council direction.

## EMERGENCY MANAGEMENT

- Park Fire
  - The Town activated the Emergency Operations Center (EOC) in response to the Park fire in July.
  - Evacuation warnings were issued and then lifted for the entire Town.
  - The Town continues to monitor the fire, but is not in an active EOC.
- The Town is working with Butte County to update the Local Hazard Mitigation Plan (LHMP) in advance of the 2024 deadline.

## **Financial Impact:**

None.





**TOWN OF PARADISE**  
**Council Agenda Summary**

**Date: August 13, 2024**

**Agenda No. 1(g)**

**ORIGINATED BY:** Marc Mattox, Public Works Director / Town Engineer

**REVIEWED BY:** Jim Goodwin, Town Manager

**SUBJECT:** Camp Fire Recovery Updates - Infrastructure

**COUNCIL ACTION REQUESTED:**

1. None, written monthly update only.

**Background:**

This report continues the Monthly Disaster Recovery Updates provided to keep the Town Council apprised of important developments related to the recovery of the Town of Paradise from the Camp Fire.

**Analysis:**

**Road Rehabilitation**

This month's road rehabilitation update may be found under Agenda Item 6x.

**Paradise Sewer Project**

**Accomplishments in Past Month**

- Continued coordination of all permit applications, including interactions with USFWS, NMFS, CDFW, CVRWQCB, CVFPB, SHPO, and USACE. Met with or scheduled project consultations with Konkow Valley Band of Maidu and Mooretown Rancheria tribes.
- Facilitated July PCT meeting which focused on overall City of Chico coordination.
- Continued support for all project funding activities including submittal of the EPA Community Grant.
- Supported PDB team progress for Chico WPCF connections, Chico P18 coordination, sewer system operations planning, and project baseline schedule finalization.

**Key Activities in the Next Month**

- Continue coordination of all permit applications, including interactions with USFWS, NMFS, CDFW, CVRWQCB, CVFPB, SHPO, and USACE. Specifically focus on permits related to near-term geotechnical borings.
- Continue coordination with the City of Chico, Butte County and the Butte County Evacuation Committee.
- Continue support for all project funding activities

- Support PDB team progress for submittal of the Draft Basis of Design Report (BODR).

### Capital Project Updates

Below is an abbreviated Project List intended to show the current status of each project. More information on each project's scope and schedule can be found at [www.townofparadise.com/pwe](http://www.townofparadise.com/pwe). Typical project progressions and timeframes are as follows:

- (1) Environmental, 6-24 months
- (2) Design, 12 months
- (3) Right of Way, 6-12 months
- (4) Construction, 6-24 months

Project ID	Project Title	Project Phase	Anticipated Construction Completion Year
7301	On-System Culvert Replacement	Complete	-
7302	On-System Hardscape Replacement	Complete	-
7303	On-System Road Rehabilitation	Construction	2026
7304	On-System Sign Replacement	Complete	-
7307	Neal Road Rehabilitation	Design	2028
8404	Camp Fire Hydrant Repairs	Design	2025
8407	Off-System Road Rehabilitation	Construction	2026
8408	Off-System Culvert Repair	Complete	-
9389	Pentz Pathway Project Phase II	Design	2028
9390	Paradise ATP Gateway Project (Neal Road Class I)	Environmental	2028
9391	Oliver Curve Pathway Phase I	Design	2028
9394	Paradise Sewer Project	Design	2031
9421	Forest Service Road Improvements	Environmental	2027
9422	Foster/Black Olive Intersection Improvements	Environmental	2027
9423	Elliott/Nunneley Road Extension	Environmental	2027
9424	Skyway Link ATP (Bille to Wagstaff)	Environmental	2027
9425	Upper Skyway Widening (Bille to Wagstaff)	Environmental	2027
9426	Skyway/Pentz Intersection Improvements	Environmental	2028
9427	Pentz Road Widening	Environmental	2028
9428	Roe Road Phase 1 (Pentz to S. Libby)	Environmental	2028

9430	Pearson-Hilltop Guard Rail	Design	2025
9433	Animal Shelter Expansion	Construction	2025
9434	Roe Road Phase 2 (S. Libby to Clark)	Environmental	2028

**Funding Pursuits**

Below is a listing of active funding pursuits related to infrastructure recovery and status updates:

Program	Project Title	Amount Requested	Anticipated Award Notification	Notes
Federal CDBG-DR MIT RIP	Evacuation Route Changeable Message Sign Project	\$5.4M	Summer 2024	Project has been determined as eligible, awaiting notification on formal award
Federal CDBG-DR MIT RIP	Storm Drain Resiliency Project	\$3.9M	Summer 2024	Project has been determined as eligible, awaiting notification on formal award
Federal CDBG-DR MIT RIP	Private Road Identification Safety Project	\$960,000	Summer 2024	Project has been determined as eligible, awaiting notification on formal award
State CTC Active Transportation Program Cycle 7	Oliver Curve Pathway Project	\$15.5M	October 2024	Project was submitted for consideration. Program funding availability has been cut due to State budget concerns.



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 1(g)**

**ORIGINATED BY:** Tony Lindsey, Community Development Director,  
 Building & Code Enforcement  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** Camp Fire Recovery Updates – Code Enforcement  
**LONG-TERM RECOVERY PLAN:** No

**COUNCIL ACTION REQUESTED:**

1. None

**Background:**

The Code Enforcement Division is committed to fostering a safe and appealing living and working environment. Our mission is to uphold and enhance our community's overall quality through the fair and impartial implementation of an enforcement program to rectify violations of municipal codes and land use regulations. In collaboration with residents, neighborhood associations, public service agencies, and other Town departments, we strive to:

- Promote voluntary compliance with Town codes.
- Identify and address violations promptly and fairly.
- Foster collaboration efforts to address community concerns.
- Actively engage with the community in navigating the code enforcement process.

**Analysis:**

Temporary Use Permits (TUPs) are issued under the Urgency Ordinance (Exhibit A).

	July	June
Parcels permitted to occupy an RV	65*	69*
Accessory structures	13	13

\*60 individuals have provided proof of utility connection, while 5 have not and are scheduled for the August Planning Commission meeting, where their permits will be subject to revocation.

RV Code Enforcement activity. (Exhibit B):

	July	June
Occupied sites without TUPs	37*	38*
Occupied sites with TUP Violations	10	12
Compliance gained/RV cases closed	5	15

\*17 of these cases stem from the expiration of a Temporary Use Permit (TUP) for Storage.

and unpermitted RV sites. Throughout these visits, the team engaged with community members to address unmet needs and provided information about available assistance programs.

	July	June
Sites Visited	11	10
Community members contacted	6	4
Tenants	6	5
Owner-occupied	5	5
Supplied contact information	7	3
Do not qualify/refused	0	3

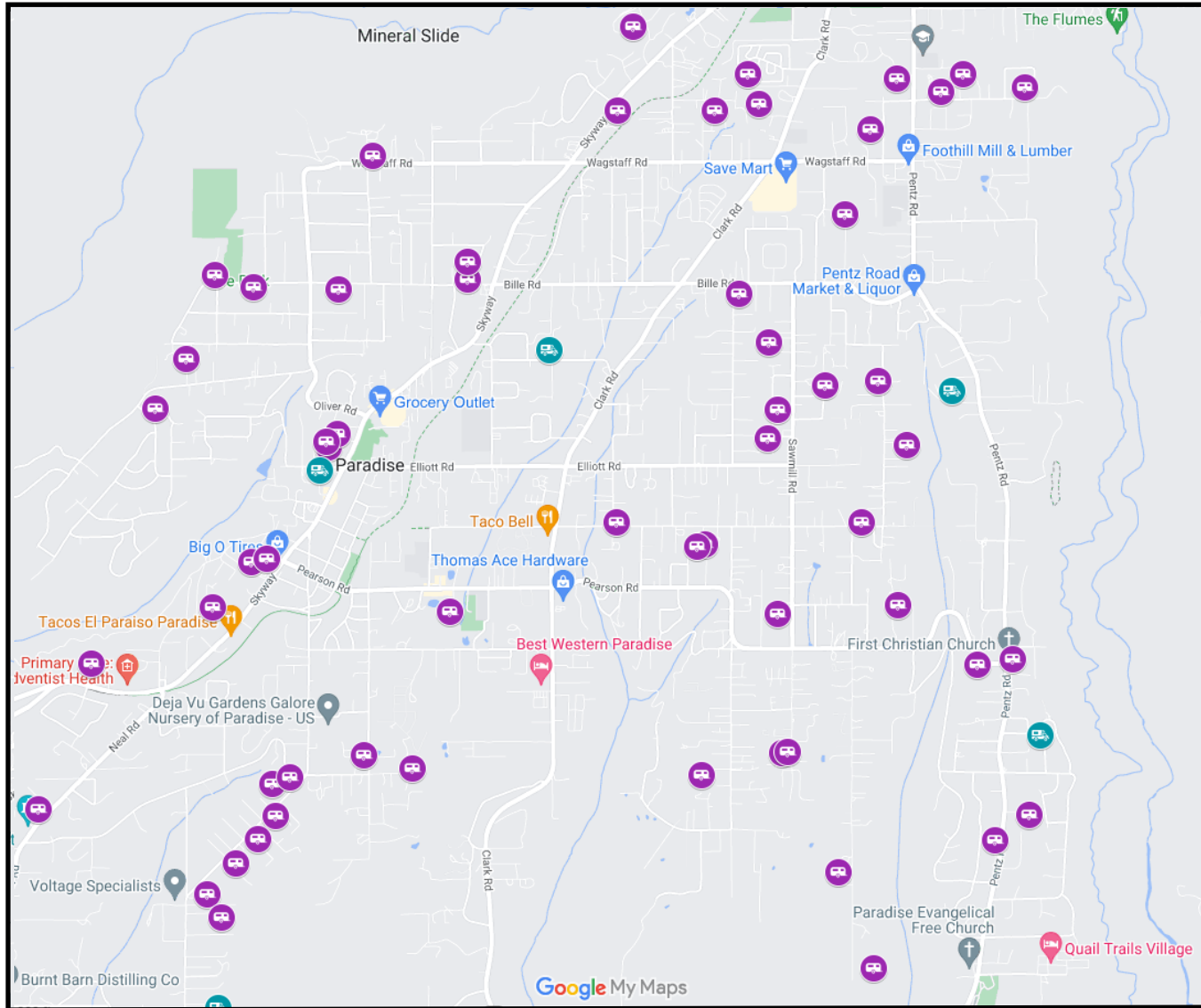
Fire Prevention is crucial to our community's safety and supports our continued economic growth. It focuses on three primary goals: Education, Engineering, and Enforcement. Our defensible space and hazardous fuel management ordinance requires property owners to uphold fire-safe conditions regardless of residency. The dedicated Fire Prevention team conducts weed abatement inspections on 11,125 parcels throughout our community to ensure compliance and reduce fire hazards.

	July	June
Escrow defensible space inspections		
• Clearance requests received	75	88
• Certificates issued	70	80
• Land Surveyor's Certifications	10	14
• First inspection compliance rate	92%	86%
Weed abatement inspections		
• Compliant parcels	9,320 – 83%	8,295 – 75%
• Active Code cases	822	309
• Commercial parcels	41	14
• Residential parcels	781	295

Other Code Enforcement Items:

	July	June
Abandoned Vehicle Authority		
• Vehicle Abatements	6	11

Additionally, Code Enforcement received complaints covering various issues, including waste and refuse problems, zoning violations, construction without the required permits, fire hazards, concerns about vehicles, unauthorized dwellings, cannabis, and the absence of garbage service.



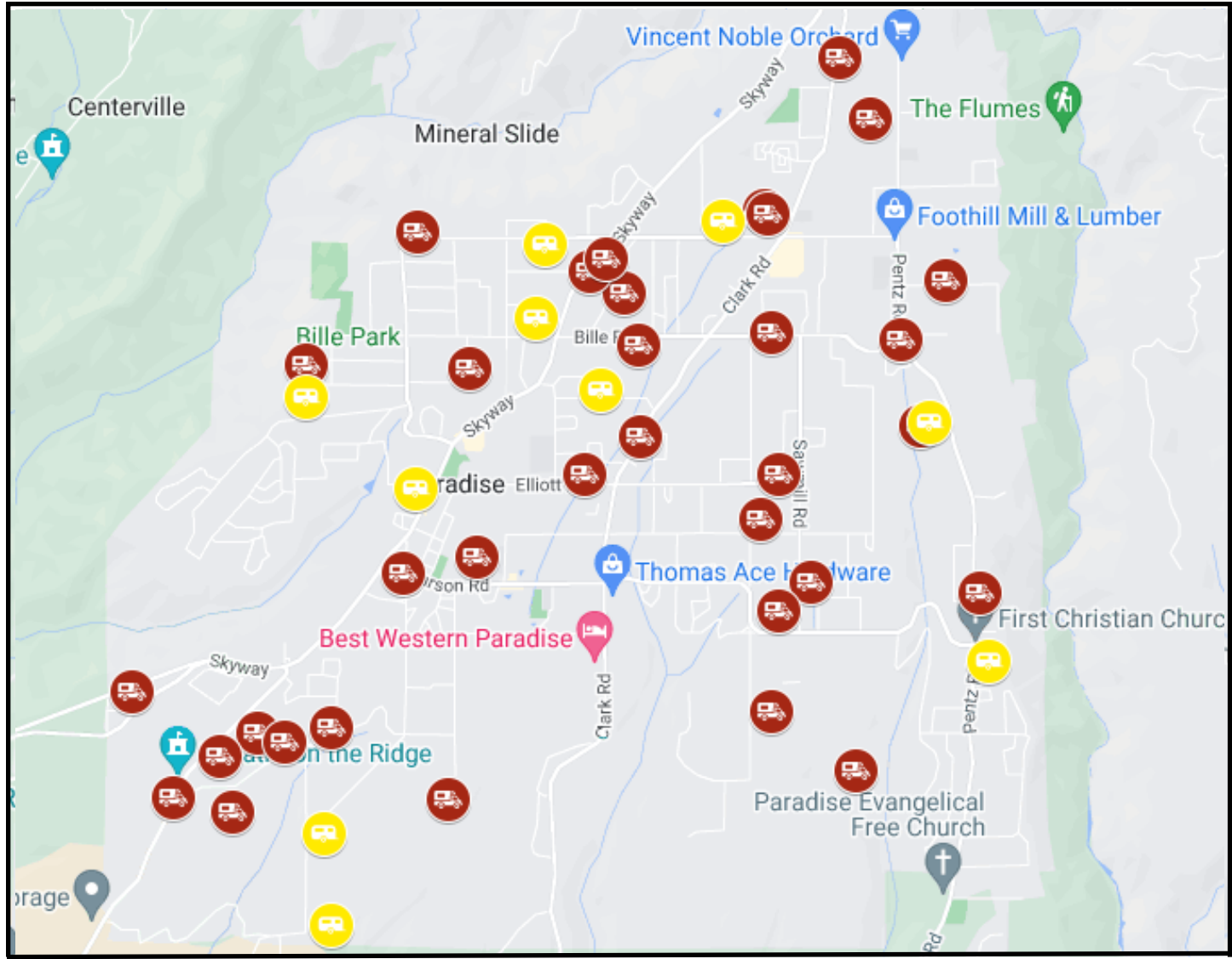
TUP - No Utilities Provided 5



RV TUP Extended 60



# TUP Violations 7/31/2024



Violations w/ TUP 10



RV no TUP 36



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 1(g)**

**ORIGINATED BY:** Sarah Richter, Housing Program Technician  
**REVIEWED BY:** James Goodwin, Town Manager  
**SUBJECT:** Housing Recovery Update  
**LONG TERM RECOVERY PLAN:** No

**COUNCIL ACTION REQUESTED:**

- 1. None

**Background:**

This report provides the Town Council with an update on Housing activities.

**Analysis:**

**We have 36.2% of our pre-disaster housing stock to-date** (1,377 surviving units + 2,972 new CofOs to-date [an increase of 49 from last month] = 4,349 habitable dwellings / 12,015 housing units before the Camp Fire). An additional 813 permits have been issued but have not received their CofO yet.

Town of Paradise Owner-Occupied Rehabilitation/Reconstruction Program (\$16 million) -- This program helps homeowners rehabilitate or reconstruct their home. We have completed 57 homes, 7 are under construction, and 7 applications in process. HCD just recently allowed the grantees to increase loan amounts under the CalHome OOR program to \$250,000 when reconstructing a residence.

Town of Paradise First-Time Homebuyer Program (\$7 million) -- Helping to make home ownership more affordable. We have assisted 42 households to-date and have 11 applications in process.

CDBG-DR Multifamily Rental Housing Program (\$55 million) -- Affordable rental housing. Seven (7) projects are eligible for funding; a total of 292 units. One project has leased up; four projects (146 units) are under construction; 43 units are scheduled to be completed this fall and another 12 units are scheduled to be completed end of 2024 or early 2025. The 2 remaining projects are awaiting tax credits.

CDBG (2024 Annual Allocation=\$52,474; unspent funds=\$90,410.48) – Our annual grant for fiscal year 2024 is only 52% of the previous year’s award. Awards are determined by weighing a community’s population, rate of poverty, and number of overcrowded units. The data HUD uses is years behind, so our allocation is only now reflecting our Camp Fire population loss. The Annual Plan for 2024 allocates funds to economic development. CV funds (\$208,244 not included above) can assist households living in RVs with emergency rental assistance; applications available now; 1 application has been approved.

HOME Infill New Construction (\$700,000) -- Create affordable housing for first-time homebuyers. Grant has been awarded but still waiting for Standard Agreement from HCD.

Permanent Local Housing Allocation (PLHA) (\$399,166) – Allocates matching funds to North Valley Housing Trust to administer for affordable housing projects. A predevelopment loan of \$400,000 has been made (\$200,000 of PLHA funds) and \$75,000 (\$75,000 of PLHA funds) was loaned to build a small, single-family home.

**Financial Impact:**

None.



## TOWN COUNCIL Meeting Minutes

6:00 PM – July 09, 2024

### 1. OPENING

The Regular meeting of the Paradise Town Council was called to order by Mayor Lassonde at 6:00 p.m. in the Town Council Chamber located at 5555 Skyway, Paradise, California who led the Pledge of Allegiance to the Flag of the United States of America. An invocation was offered by Vice Mayor Bolin.

**COUNCIL MEMBERS PRESENT:** Greg Bolin, Steve Crowder, Steve “Woody” Culleton, Rose Tryon and Ronald Lassonde, Mayor

**COUNCIL MEMBERS ABSENT:** None

**STAFF PRESENT:** Town Manager Jim Goodwin, Town Attorney Scott E. Huber, Deputy Town Clerk Melanie Elvis, Finance Director/Town Treasurer Aimee Beleu, Community Development Director Susan Hartman, Community Development Director Tony Lindsey, Recovery and Economic Development Director Colette Curtis, Public Works Director/Town Engineer Marc Mattox, Business and Housing Manager Kate Anderson, Information Systems Director Luis Marquez, Police Chief Eric Reinbold, and Fire Chief Garrett Needles.

- 1a. Camp Fire Recovery Updates - Written reports are included in the agenda packet. (110-60-061)

Colette Curtis, Recovery and Economic Development Director - Recovery Projects, Advocacy, Economic Recovery and Development, Communications and Emergency Operations.

Marc Mattox, Public Works Director/Town Engineer - Infrastructure and Sewer Update.

Tony Lindsey, CDD-Building and Code Enforcement- Code Enforcement Update.

Kate Anderson, Business and Housing Manager- Business and Housing Update.

### 2. CONSENT CALENDAR

**MOTION by Bolin, seconded by Crowder**, approved consent calendar items 2a through 2d. Roll call vote was unanimous.

- 2a. Approved the Special and Regular Meeting Minutes of the June 11, 2024 Town Council meetings, and the Special Meeting Minutes of the June 18, 2024 Town Council meeting.
- 2b. Approved June Cash Disbursements in the amount \$6,613,529.11. (310-10-015)
- 2c. Adopted Resolution No. 2024-46 “A Resolution of the Town Council of the Town of Paradise accepting the work performed under the Station 82 Roof Replacement Project Contract No. 9435.CON, performed by Four Seasons Roofing.” (440-65-023, 510-20-425)
- 2d. 1. Adopted Resolution No. 2024-47, “A Resolution of the Town Council of the Town of Paradise certifying to the County of Butte the validity of the legal process used to place direct charges (special assessments) on the secured tax roll”; and, 2. Authorized the Town Manager and Finance Director to approve direct charge (special assessment) changes; and, 3. Authorized the Town Manager and Finance Director to execute the governing authority certification related to the direct assessments on the property tax roll. (550-40-051, 510-20-107, 540-10-020)

**3. ITEMS REMOVED FROM CONSENT CALENDAR - None**

**4. PUBLIC COMMUNICATION**

- 1. James Clarkson asked that Council create a townwide calendar for community events.

**5. PUBLIC HEARING - None**

**6. COUNCIL CONSIDERATION**

- 6a. Finance Director/Town Treasurer presented an overview of the proposed Fiscal Year 2024/2025 Operating Budget and resolutions.

**MOTION by Culleton, seconded by Crowder**, adopted Resolutions No. 2024-48 through 2024-53. Roll call vote was unanimous.

1. Adopted Resolution No. 2024-48 “A Resolution of the Town Council of the Town of Paradise Adopting the Final Budget for the Town of Paradise Including all Attachments, Appendices, and other related Documents for the 2024-2025 Fiscal Year ending June 30, 2025.” (340-10-017)

2. Adopted Resolution No. 2024-49, “A Resolution of the Town Council of the Town of Paradise Approving and Adopting the Annual Appropriation Limit for Fiscal Year 2024-2025.” (340-10-017)

3. Adopted Resolution No. 2024-50, “A Resolution of the Town Council of the Town of Paradise Amending the General Fund Reserves for Fiscal Year 2024-2025.” (340-10-017)

4. Adopted Resolution No. 2024-51, "A Resolution of the Town Council of the Town of Paradise approving and Adopting the Town of Paradise Capital Improvement Plan (CIP) and Disaster Recovery Plan for the 2024-2025 Fiscal Year." (340-10-017, 950-40-034)

5. Adopted Resolution No. 2024-52, "A Resolution of the Town Council of the Town of Paradise Approving the New Job Classification Descriptions." (340-10-017, 610-10-020, 610-10-015)

6. Adopted Resolution No. 2024-53, "A Resolution of the Town Council of the Town of Paradise, California adopting the amended Salary Pay Plan for Town of Paradise Employees for the Fiscal Year 2024-2025." (340-10-017, 610-10-020, 610-10-018)

6b. Community Development Director Susan Hartman presented the current design standards relating to electronic changeable message signs and provided examples of limited-use regulations if allowed in additional zones for consideration.

1. Aubry Pruis spoke in favor of expanding the use of electronic changeable message signs but regulating the size to be much smaller than what is currently allowed in the Community Facility (CF) and Community Service (CS) design standards.

Council provided staff with direction to 1. Bring back a draft ordinance amending Title 17 to allow electronic changeable message signs in the Community Commercial (CC) and Industrial Services (IS) Zones with narrowed design regulations; and 2. Directed staff to explore the possibility of a use permit to allow Ace Hardware a more expanded use of their electronic changeable message sign beyond the current standard regulations stipulated by current zoning and design standards to temperature, time and date.

6c. Community Development Director Tony Linsdey provided an overview of proposed Ordinance No. 637 relating to nuisance abatement procedures.

1. Cathy Woody spoke in favor of this item; said she thinks there should be more than 30' of clearance around larger lots; and that neighboring lots are responsible for why she can't obtain insurance.

2. Jon Remalia spoke in favor of this item and said he thought consequences should be based on lot size.

3. Heidi Lange spoke in favor of this item and asked if the 30' barrier for larger lots was acceptable to insurance companies.

4. Jody Jones spoke in favor of this item.



5. Raymond Klien said the Town needed to condemn the overgrown properties for blight.
6. Kelly Konselmen spoke in favor of this item; said neighboring lots hinder development and that hazardous trees should be as much a concern as overgrown properties.
7. Aubry Pruis said that the rights of compliant property owners were in jeopardy by derelict owners.
8. Ron Jones spoke in favor of this item and shared that the Butte County Fire Safe Council has money to help remove hazardous trees.
9. Pat Zinn spoke in favor of this item.
10. Pamela Mosely said that there is a disconnect in allowing people to keep their properties at dangerous levels. She said she lost her house in the Camp Fire and that she has almost lost her business and her new home from fires started by people who were irresponsibly trimming weeds.
11. Dustin Carry said he used a skip-trace to fine property owners who have current violations on their properties. He said he started a text campaign to help, but was asked by the Town to stop.

Town Attorney Scott E. Huber clarified that he was never asked to stop messaging but to put “LLC” after his business name to clarify it was not affiliated with the Town.

12. Steven Murray spoke in favor of implementing a better program.

**MOTION by Culleton, seconded by Crowder** 1. Waived the first reading of Town Ordinance No. 637 and read by title only; and, 2. Introduced Town Ordinance No. 637 “An ordinance of the Town Council of the Town of Paradise modifying and amending chapter 8.04 of the Paradise Municipal Code related to nuisance abatement procedures” with a correction to remove the word “residential” in Section 2. Roll call vote was unanimous. (540-16-206)

- 6d. Public Works Director/Town Engineer Marc Mattox provided an overview of the options presented by PG&E relating to necessary utility work along Skyway and Pentz Road in 2025 for public impacts relating to traffic control and time of work.
  1. Aubry Pruis said he has seen roads which have been paved, trenched and repaved and stated that he thought it was a waste of resources.

**MOTION by Bolin, seconded by Tryon,** concurred with staff's recommendation to direct PG&E to pursue Option 2: concurrent nighttime work along Skyway with soft closures and daytime work along Pentz with soft closures, including securing a Noise Variance in compliance with Paradise Municipal Code. Roll call vote was unanimous. (950-90-004)

6e. Public Works Director/Town Engineer Marc Mattox provided an overview of proposed resolution to award Contract No. 9433.CON for the Animal Shelter Expansion Project to Modern Building, Inc.

1. Earl Adams wanted to know where he could make a donation to PASH to support the expansion project.

**MOTION by Bolin, seconded by Tryon** adopted Resolution No. 2024-54, "A Resolution of the Town Council of the Town of Paradise Awarding Contract No. 9433.CON for the Animal Shelter Expansion Project to the Lowest Responsible and Responsive Bidder in the Amount of their Base Bid and any Additive Bids Chosen by the Town." Roll call vote was unanimous. (410-50-002, 510-20-440)

6f. Recovery and Economic Development Director Colette Curtis presented a review of the current business license program.

1. Monica Nolan spoke in favor of this item.

2. Raymond Klien spoke in favor of this item.

All Council concurred and directed staff to implement and enforce the regulations, as written, in the Paradise Municipal Code. (395-40-010)

6g. Recovery and Economic Development Director Colette Curtis presented the request to issue an RFP to identify the healthcare gaps and needs in the community.

**MOTION by Crowder, seconded by Lassonde** authorized Town staff to issue a Request for Proposals (RFP) for qualified consultant firms to complete a Strategic Healthcare Recovery Plan for the Town of Paradise Service Area. Roll call vote was unanimous. (460-10-002)

6h. Dan Erkheart from Pioneer Community Energy presented an overview of the proposed Impact Assessment Study.

1. Raymond Kelin spoke in favor of this item.

2. Aubry Pruis spoke in favor of this item.

3. Ron Jones spoke in opposition of the Town having to pay for the study.

**MOTION by Bolin, seconded by Tryon,** authorized the Town Manager to jointly commission an Impact Assessment Study to determine the financial feasibility and timing of the Town joining Pioneer Community Energy's Joint

Exercise of Powers Agreement (JPA) in conjunction with Butte County with a not-to-exceed amount of \$3750. AYES: Bolin, Tryon and Lassonde (430-20-007)

**7. COUNCIL INITIATED ITEMS AND REPORTS**

7a. Council initiated agenda items – None

7b. Council reports on committee representation:

Council Member Culleton attended the monthly Solid Waste Committee meeting and attended several ribbon cuttings.

7c. Future Agenda Items - None

**8. STAFF COMMUNICATION**

8a. Town Manager Report – None

8b. Community Development Director Susan Hartman provided a report on the Community Development Department’s current projects.

**9. CLOSED SESSION - None**

**10. ADJOURNMENT**

Mayor Lassonde adjourned the meeting at 9:31 p.m.

Date approved:

By:

Attest:

\_\_\_\_\_  
Ronald Lassonde, Mayor

\_\_\_\_\_  
Melanie Elvis, Deputy Town Clerk



**MINUTES  
PARADISE TOWN COUNCIL  
SPECIAL MEETING – 10:30 PM – July 23, 2024**

**1. OPENING**

The Special meeting of the Paradise Town Council was called to order by Mayor Lassonde at 10:30 a.m. in the Council Chambers located at 5555 Skyway, Paradise, California who led the Pledge of Allegiance to the Flag of the United States of America.

**COUNCIL MEMBERS PRESENT:** Greg Bolin, Steve Crowder, Steve “Woody” Culleton, and Ronald Lassonde Mayor.

Council Member Rose Tryon arrived at 10:32 a.m.

**COUNCIL MEMBERS ABSENT:** None

**STAFF PRESENT:** Town Manager Jim Goodwin, Deputy Town Clerk Melanie Elvis, and Administrative Assistant Jacquelyn Blancett.

At 10:31 a.m. Mayor Lassonde announced that the Town Council would adjourn to Closed Session for the following item:

**2. CLOSED SESSION**

- 2a. Pursuant to Government Code Section 54957, the Town Council will hold a closed session discussion relating to a performance evaluation of the Town Manager.

After reconvening from Closed Session Mayor Lassonde announced no reportable action was taken.

**3. ADJOURNMENT**

Mayor Lassonde adjourned the Council meeting at 11:18 a.m.

Date approved:

By:

Attest:

\_\_\_\_\_  
Ronald Lassonde, Mayor

\_\_\_\_\_  
Melanie Elvis, Deputy Town Clerk

# TOWN OF PARADISE

## CASH DISBURSEMENTS REPORT

FOR THE PERIOD OF  
**July 1, 2024 - July 31, 2024**



**CASH DISBURSEMENTS REPORT**  
**July 1, 2024 - July 31, 2024**

Check Date	Pay Period End	Description	Amount	Total
7/5/2024	6/30/2024	Net Payroll - Direct Deposits and Checks	\$ 253,487.77	
7/19/2024	7/14/2024	Net Payroll - Direct Deposits and Checks	\$ 260,147.86	
				\$ 513,635.63
 Accounts Payable				
		Payroll Vendors: Taxes, PERS, Dues, Insurance, Etc.	2,883,252.14	
		Operations Vendors: Supplies, Contracts, Utilities, Etc.	<u>\$ 5,226,820.79</u>	
		TOTAL CASH DISBURSEMENTS ACCOUNTS PAYABLE		<u>8,110,072.93</u>
		GRAND TOTAL CASH DISBURSEMENTS		<u><u>\$ 8,623,708.56</u></u>

APPROVED BY: \_\_\_\_\_  
 Aimee Belev - Finance Director/Town Treasurer

APPROVED BY: \_\_\_\_\_  
 Jim Goodwin - Town Manager



# Payment Register

From Payment Date: 7/1/2024 - To Payment Date: 7/31/2024

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
AP TCB - General Checking									
Check									
86905	07/08/2024	Open			Accounts Payable	ICMA 457 - MissionSquare	\$2,060.28		
86906	07/08/2024	Open			Accounts Payable	STATE DISBURSEMENT UNIT	\$656.29		
86943	07/11/2024	Open			Accounts Payable	4LEAF, Inc	\$7,636.00		
86944	07/11/2024	Open			Accounts Payable	ABILITY USA	\$276.00		
86945	07/11/2024	Open			Accounts Payable	Adams Ashby Group, Inc.	\$36,736.40		
86946	07/11/2024	Open			Accounts Payable	Adobe, Inc.	\$45.58		
86947	07/11/2024	Open			Accounts Payable	ADVANCED DOCUMENT CONCEPTS	\$249.94		
86948	07/11/2024	Open			Accounts Payable	ALLIANT INSURANCE	\$36,029.00		
86949	07/11/2024	Open			Accounts Payable	Amazon Capital Services	\$4,225.44		
86950	07/11/2024	Open			Accounts Payable	Angelo, Kilday & Kilduff, LLP	\$150.00		
86951	07/11/2024	Open			Accounts Payable	ANIMAL HOSPITAL/VETMOBILE	\$718.00		
86952	07/11/2024	Open			Accounts Payable	AT&T & CALNET3 - CIRCUIT LINES	\$102.91		
86953	07/11/2024	Open			Accounts Payable	AT&T/CALNET3 - REPEATER LINES	\$197.05		
86954	07/11/2024	Open			Accounts Payable	AT&T/CALNET3 - COMMUNITY PARK	\$27.56		
86955	07/11/2024	Open			Accounts Payable	AT&T/CALNET3 - Summary	\$28.03		
86956	07/11/2024	Open			Accounts Payable	AT&T/CALNET3 - Summary	\$3,408.21		
86957	07/11/2024	Open			Accounts Payable	AT&T/CALNET3 - TH/FDPD FIBER LINES	\$1,057.74		
86958	07/11/2024	Open			Accounts Payable	Baker Tilly US, LLP	\$11,081.25		
86959	07/11/2024	Open			Accounts Payable	BATTERIES PLUS	\$15,336.23		
86960	07/11/2024	Open			Accounts Payable	Bear Electrical Systems, Inc	\$5,311.00		
86961	07/11/2024	Open			Accounts Payable	Big O Tires	\$512.13		
86962	07/11/2024	Open			Accounts Payable	Blue Flamingo Marketing Advocates	\$4,276.35		
86963	07/11/2024	Open			Accounts Payable	Brush Masters	\$3,900.00		
86964	07/11/2024	Open			Accounts Payable	Bug Smart	\$83.00		
86965	07/11/2024	Open			Accounts Payable	BUTTE REGIONAL TRANSIT	\$146.75		
86966	07/11/2024	Open			Accounts Payable	Calif Dept of Tax and Fee Administration	\$594.44		
86967	07/11/2024	Open			Accounts Payable	CALIFORNIA BUILDING STANDARDS COMMISSION	\$1,100.70		
86968	07/11/2024	Open			Accounts Payable	CALIFORNIA STATE DEPARTMENT OF CONSERVATION	\$3,895.27		
86969	07/11/2024	Open			Accounts Payable	CALIFORNIA STATE DEPARTMENT OF JUSTICE	\$772.00		
86970	07/11/2024	Open			Accounts Payable	Caltronics Business Systems/J.J. R Ent Inc	\$1,418.77		
86971	07/11/2024	Open			Accounts Payable	CivicPlus, LLC	\$4,523.60		
86978	07/11/2024	Open			Accounts Payable	COMCAST CABLE	\$166.63		
86979	07/11/2024	Open			Accounts Payable	CSG Consultants, Inc.	\$6,200.00		
86980	07/11/2024	Open			Accounts Payable	Cursor Control Inc.	\$1,500.00		
86981	07/11/2024	Open			Accounts Payable	Dokken Engineering, Inc.	\$124,081.46		
86982	07/11/2024	Open			Accounts Payable	Down Range Indoor Training Center	\$470.74		
86983	07/11/2024	Open			Accounts Payable	DURHAM PENTZ TRUCK CENTER	\$118.72		
86984	07/11/2024	Open			Accounts Payable	Eagle Security Systems	\$265.00		
86985	07/11/2024	Open			Accounts Payable	FOUR SEASONS ROOFING	\$35,233.60		
86986	07/11/2024	Open			Accounts Payable	FP/FRANCOTYP-POSTALIA MAILING SOLUTIONS	\$135.00		

# Payment Register

From Payment Date: 7/1/2024 - To Payment Date: 7/31/2024

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
86987	07/11/2024	Open			Accounts Payable	Golden State Emergency Vehicle Service, Inc.	\$299.22		
86988	07/11/2024	Open			Accounts Payable	GREAT AMERICA LEASING CORP.	\$145.47		
86989	07/11/2024	Open			Accounts Payable	GREEN RIDGE LANDSCAPING	\$5,296.00		
86990	07/11/2024	Open			Accounts Payable	Hawkins Delafield & Wood LLP	\$10,875.00		
86991	07/11/2024	Open			Accounts Payable	HINDERLITER, DE LLAMAS & ASSOCIATES INC.	\$600.00		
86992	07/11/2024	Open			Accounts Payable	Hope Crisis Response Network, Inc	\$19,176.00		
86994	07/11/2024	Open			Accounts Payable	I.M.P.A.C. PAYMENTS IMPAC GOV SVCS/US BANCORP	\$7,064.34		
86995	07/11/2024	Open			Accounts Payable	INTERSTATE OIL COMPANY	\$116.64		
86996	07/11/2024	Open			Accounts Payable	INTERSTATE SALES	\$1,884.01		
86997	07/11/2024	Open			Accounts Payable	Jacobs Engineering Group Inc.	\$12,682.39		
86998	07/11/2024	Open			Accounts Payable	Jennifer Arbuckle	\$2,812.50		
86999	07/11/2024	Open			Accounts Payable	L.N. CURTIS & SONS	\$4,143.42		
87000	07/11/2024	Open			Accounts Payable	LACO Associates	\$24,000.00		
87001	07/11/2024	Open			Accounts Payable	LOCATE PLUS CORPORATION	\$35.00		
87002	07/11/2024	Open			Accounts Payable	Matrix Consulting Group, LTD	\$5,100.00		
87003	07/11/2024	Open			Accounts Payable	Meyers Police K-9 Training, LLC	\$1,050.00		
87004	07/11/2024	Open			Accounts Payable	Mountain Cascade, Inc.	\$289,325.68		
87005	07/11/2024	Open			Accounts Payable	Mt Shasta Spring Water Co., Inc	\$502.68		
87006	07/11/2024	Open			Accounts Payable	MUNIMETRIX SYSTEMS CORP	\$39.99		
87007	07/11/2024	Open			Accounts Payable	NAPA Auto Parts	\$1,002.37		
87008	07/11/2024	Open			Accounts Payable	NCCSIF TREASURER	\$479,154.00		
87009	07/11/2024	Open			Accounts Payable	NCCSIF TREASURER	\$49,410.75		
87010	07/11/2024	Open			Accounts Payable	NCCSIF TREASURER	\$49,410.75		
87011	07/11/2024	Open			Accounts Payable	NCCSIF TREASURER	\$49,411.75		
87012	07/11/2024	Open			Accounts Payable	NCCSIF TREASURER	\$49,410.75		
87013	07/11/2024	Open			Accounts Payable	NetFile, Inc.	\$3,750.00		
87014	07/11/2024	Open			Accounts Payable	Nichols-Melburg + Rossetto, AIA + Associates Inc	\$7,066.30		
87015	07/11/2024	Open			Accounts Payable	North State Tire Co. Inc.	\$387.09		
87016	07/11/2024	Open			Accounts Payable	NORTHERN RECYCLING & WASTE SERVICES, INC.	\$4,013.13		
87017	07/11/2024	Open			Accounts Payable	NORTHGATE PETROLEUM CO	\$9,229.06		
87018	07/11/2024	Open			Accounts Payable	NV5, Inc.	\$2,854.15		
87019	07/11/2024	Open			Accounts Payable	NV5, Inc.	\$42,951.83		
87020	07/11/2024	Open			Accounts Payable	O'REILLY AUTO PARTS	\$1,567.17		
87021	07/11/2024	Open			Accounts Payable	Oakley, Matthew, Matthew, Oakley	\$75.00		
87022	07/11/2024	Open			Accounts Payable	OFFICE DEPOT ACCT#36233169	\$717.74		
87023	07/11/2024	Open			Accounts Payable	Oroville Tow & Salvage	\$200.00		
87024	07/11/2024	Open			Accounts Payable	Pace Analytical Services, LLC	\$4,804.30		
87025	07/11/2024	Open			Accounts Payable	PACIFIC GAS & ELECTRIC	\$1,101.07		
87026	07/11/2024	Open			Accounts Payable	Parks, Lorissa	\$300.00		
87027	07/11/2024	Open			Accounts Payable	Peters, Habib, McKenna, Juhl-Rhodes & Cardoza, LLP	\$118.00		
87028	07/11/2024	Open			Accounts Payable	Ridge Builders LLC	\$13,950.00		
87029	07/11/2024	Open			Accounts Payable	RRA Builders	\$2,476.98		
87030	07/11/2024	Open			Accounts Payable	Selectron Technologies, Inc.	\$38,900.00		
87031	07/11/2024	Open			Accounts Payable	Sigler Pest Control	\$350.00		

# Payment Register

From Payment Date: 7/1/2024 - To Payment Date: 7/31/2024

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
87032	07/11/2024	Open			Accounts Payable	SONSRAY MACHINERY LLC	\$104.19		
87033	07/11/2024	Open			Accounts Payable	Speedo Check	\$1,116.00		
87034	07/11/2024	Open			Accounts Payable	Spherion Staffing	\$17,827.35		
87035	07/11/2024	Open			Accounts Payable	Stratti	\$16,669.55		
87036	07/11/2024	Open			Accounts Payable	T MOBILE USA, INC.	\$1,734.25		
87037	07/11/2024	Open			Accounts Payable	Tahoe Pure Water Co.	\$165.23		
87038	07/11/2024	Open			Accounts Payable	The Ferguson Group	\$5,293.67		
87039	07/11/2024	Open			Accounts Payable	THOMAS ACE HARDWARE	\$143.58		
87040	07/11/2024	Open			Accounts Payable	THOMAS ACE HARDWARE - ENG. DEPT.	\$347.09		
87041	07/11/2024	Open			Accounts Payable	THOMAS ACE HARDWARE - MOTORPOOL	\$3.28		
87042	07/11/2024	Open			Accounts Payable	THOMAS HYDRAULIC & HARDWARE SUPPLY, INC.	\$423.17		
87043	07/11/2024	Open			Accounts Payable	Top Notch Commercial Cleaning Inc.	\$3,600.00		
87044	07/11/2024	Open			Accounts Payable	TYLER TECHNOLOGIES, INC.	\$1,365.00		
87045	07/11/2024	Open			Accounts Payable	Utility Associates, Inc.	\$99.00		
87046	07/11/2024	Open			Accounts Payable	VERIZON WIRELESS	\$249.46		
87047	07/11/2024	Open			Accounts Payable	VistaNet Inc.	\$2,600.00		
87048	07/11/2024	Open			Accounts Payable	Williams Scotsman, Inc. (Mobile Mini)	\$475.93		
87049	07/11/2024	Open			Accounts Payable	WITTMIEIER AUTO CENTER	\$53.84		
87050	07/11/2024	Open			Accounts Payable	Cole Huber LLP	\$74,809.68		
87051	07/18/2024	Open			Accounts Payable	ICMA 457 - MissionSquare	\$2,060.28		
87052	07/18/2024	Open			Accounts Payable	STATE DISBURSEMENT UNIT	\$656.29		
87053	07/24/2024	Open			Miscellaneous Billing Refund	Sengkhom Dokbouakham & Serrano Martin Villegas	\$100.00		
87054	07/24/2024	Open			Miscellaneous Billing Refund	Sengkhom Dokbouakham & Serrano Martin Villegas	\$100.00		
87055	07/25/2024	Open			Accounts Payable	4LEAF, Inc	\$4,980.00		
87056	07/25/2024	Open			Accounts Payable	ACCESS INFORMATION PROTECTED	\$280.28		
87057	07/25/2024	Open			Accounts Payable	ACI ENTERPRISES, INC.	\$2,631.72		
87058	07/25/2024	Open			Accounts Payable	Adobe, Inc.	\$6,837.00		
87059	07/25/2024	Open			Accounts Payable	Akin, David	\$420.00		
87060	07/25/2024	Open			Accounts Payable	Amazon Capital Services	\$428.85		
87061	07/25/2024	Open			Accounts Payable	AT&T & CALNET3 - CIRCUIT LINES	\$764.08		
87062	07/25/2024	Open			Accounts Payable	AT&T MOBILITY	\$123.05		
87063	07/25/2024	Open			Accounts Payable	Bidwell Truck & Auto	\$4,797.29		
87064	07/25/2024	Open			Accounts Payable	BINTF	\$12,500.00		
87065	07/25/2024	Open			Accounts Payable	Biometrics4ALL, Inc	\$14.25		
87066	07/25/2024	Open			Accounts Payable	Bug Smart	\$83.00		
87067	07/25/2024	Open			Accounts Payable	Bureau Veritas North America, Inc	\$11,880.00		
87068	07/25/2024	Open			Accounts Payable	BUTTE CO SHERIFF'S OFFICE	\$68,089.56		
87069	07/25/2024	Open			Accounts Payable	CALIFORNIA POLICE CHIEFS ASSOCIATION	\$617.00		
87070	07/25/2024	Open			Accounts Payable	CALIFORNIA STATE DEPARTMENT OF JUSTICE	\$499.00		
87071	07/25/2024	Open			Accounts Payable	Chico State Enterprises	\$9,505.80		
87072	07/25/2024	Open			Accounts Payable	Cole Huber LLP	\$4,434.00		
87073	07/25/2024	Open			Accounts Payable	COMCAST CABLE	\$424.63		
87074	07/25/2024	Open			Accounts Payable	COMCAST CABLE	\$399.63		

# Payment Register

From Payment Date: 7/1/2024 - To Payment Date: 7/31/2024

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
87075	07/25/2024	Open			Accounts Payable	Crossfire Tree & Vegetation Services	\$2,120.00		
87076	07/25/2024	Open			Accounts Payable	CSG Consultants, Inc.	\$1,040.00		
87077	07/25/2024	Open			Accounts Payable	DATCO SERVICES CORPORATION	\$328.50		
87078	07/25/2024	Open			Accounts Payable	DELL SMALL BUSINESS	\$13,372.31		
87079	07/25/2024	Open			Accounts Payable	DingXin Cheng	\$1,750.00		
87080	07/25/2024	Open			Accounts Payable	Down Range Indoor Training Center	\$145.54		
87081	07/25/2024	Open			Accounts Payable	ENLOE MEDICAL CENTER, INC.	\$720.00		
87082	07/25/2024	Open			Accounts Payable	Entersect	\$109.95		
87083	07/25/2024	Open			Accounts Payable	FOOTHILL MILL & LUMBER	\$214.50		
87084	07/25/2024	Open			Accounts Payable	FOUR SEASONS ROOFING	\$1,854.40		
87085	07/25/2024	Open			Accounts Payable	GOLD NUGGET MUSEUM	\$12,160.93		
87086	07/25/2024	Open			Accounts Payable	GOVERNOR'S OFFICE OF EMERGENCY SERVICES	\$238.75		
87087	07/25/2024	Open			Accounts Payable	GREAT AMERICA LEASING CORP.	\$156.25		
87088	07/25/2024	Open			Accounts Payable	GREEN RIDGE LANDSCAPING	\$7,711.14		
87089	07/25/2024	Open			Accounts Payable	Guardian Public Safety Background Investigations	\$1,650.00		
87090	07/25/2024	Open			Accounts Payable	HDR Engineering, Inc	\$164,084.83		
87091	07/25/2024	Open			Accounts Payable	Houdek, Michael	\$120.47		
87092	07/25/2024	Open			Accounts Payable	I.M.P.A.C. PAYMENTS IMPAC GOV SVCS/US BANCORP	\$11,023.11		
87093	07/25/2024	Open			Accounts Payable	Ilse Arellano	\$1,300.00		
87094	07/25/2024	Open			Accounts Payable	INTERSTATE OIL COMPANY	\$978.17		
87095	07/25/2024	Open			Accounts Payable	INTERSTATE SALES	\$184.39		
87096	07/25/2024	Open			Accounts Payable	JOHNNY ON THE SPOT PORTABLES	\$186.65		
87097	07/25/2024	Open			Accounts Payable	Kelly's Appraisal Service , Scott, Kelly	\$500.00		
87098	07/25/2024	Open			Accounts Payable	KOEFRAN INDUSTRIES	\$1,200.00		
87099	07/25/2024	Open			Accounts Payable	Law Office of Gregory P. Einhorn	\$880.00		
87100	07/25/2024	Open			Accounts Payable	LIEBERT CASSIDY WHITMORE	\$4,680.00		
87101	07/25/2024	Open			Accounts Payable	LIFE ASSIST INC	\$747.10		
87102	07/25/2024	Open			Accounts Payable	Look Ahead Veterinary Services	\$391.03		
87103	07/25/2024	Open			Accounts Payable	Mercy Housing California 113, L.P.	\$1,269,790.28		
87104	07/25/2024	Open			Accounts Payable	MID VALLEY TITLE & ESCROW	\$100,000.00		
87105	07/25/2024	Open			Accounts Payable	MID VALLEY TITLE & ESCROW	\$100,000.00		
87106	07/25/2024	Open			Accounts Payable	MID VALLEY TITLE & ESCROW	\$100,000.00		
87107	07/25/2024	Open			Accounts Payable	Morgan Ridge Construction, Inc.	\$27,596.00		
87108	07/25/2024	Open			Accounts Payable	Mountain Cascade, Inc.	\$586,753.87		
87109	07/25/2024	Open			Accounts Payable	NAPA Auto Parts	\$155.09		
87110	07/25/2024	Open			Accounts Payable	Nichols-Melburg + Rossetto, AIA + Associates Inc	\$6,811.44		
87111	07/25/2024	Open			Accounts Payable	North State Tire Co. Inc.	\$1,244.51		
87112	07/25/2024	Open			Accounts Payable	Northern California Glove & Safety	\$672.98		
87113	07/25/2024	Open			Accounts Payable	O'REILLY AUTO PARTS	\$817.43		
87114	07/25/2024	Open			Accounts Payable	OFFICE DEPOT ACCT#36233169	\$147.65		
87115	07/25/2024	Open			Accounts Payable	OROVILLE FORD	\$474.02		
87116	07/25/2024	Open			Accounts Payable	Oroville Tow & Salvage	\$100.00		
87117	07/25/2024	Open			Accounts Payable	Owen Equipment Sales	\$767.48		
87118	07/25/2024	Open			Accounts Payable	PACIFIC GAS & ELECTRIC	\$24,429.24		
87119	07/25/2024	Open			Accounts Payable	PageFreezer Software Inc	\$6,283.68		

# Payment Register

From Payment Date: 7/1/2024 - To Payment Date: 7/31/2024

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
87120	07/25/2024	Open			Accounts Payable	Pamela Elkhechen	\$225.00		
87121	07/25/2024	Open			Accounts Payable	PARADISE ART CENTER	\$9,769.51		
87122	07/25/2024	Open			Accounts Payable	PARADISE PERFORMING ARTS CENTER	\$10,867.76		
87123	07/25/2024	Open			Accounts Payable	PARADISE POST	\$101.24		
87124	07/25/2024	Open			Accounts Payable	PARADISE RIDGE CHAMBER OF COMMERCE	\$45,000.00		
87125	07/25/2024	Open			Accounts Payable	Paradise Senior Associates, Limited Partnership	\$311,580.42		
87126	07/25/2024	Open			Accounts Payable	Paradise Symphony Society, Inc.	\$6,916.89		
87127	07/25/2024	Open			Accounts Payable	PETERSON TRACTOR CO	\$6,059.95		
87128	07/25/2024	Open			Accounts Payable	PORAC LAW ENFORCEMENT	\$2,360.00		
87129	07/25/2024	Open			Accounts Payable	Ridge Builders LLC	\$36,094.00		
87130	07/25/2024	Open			Accounts Payable	Shelby's Pest Control, Inc.	\$110.00		
87131	07/25/2024	Open			Accounts Payable	T and S DVBE Inc.	\$6,552.28		
87132	07/25/2024	Open			Accounts Payable	THEATRE ON THE RIDGE	\$15,284.90		
87133	07/25/2024	Open			Accounts Payable	THOMAS ACE HARDWARE	\$37.70		
87134	07/25/2024	Open			Accounts Payable	THOMAS ACE HARDWARE - ENG. DEPT.	\$318.73		
87135	07/25/2024	Open			Accounts Payable	THOMAS ACE HARDWARE - FIRE DEPT.	\$43.78		
87136	07/25/2024	Open			Accounts Payable	THOMAS ACE HARDWARE - MOTORPOOL	\$9.69		
87137	07/25/2024	Open			Accounts Payable	THRIFTY ROOTER	\$334.71		
87138	07/25/2024	Open			Accounts Payable	Top Notch Commercial Cleaning Inc.	\$2,400.00		
87139	07/25/2024	Open			Accounts Payable	TRUEPOINT SOLUTIONS, LLC	\$1,155.00		
87140	07/25/2024	Open			Accounts Payable	TUCKER PEST CONTROL INC	\$95.00		
87141	07/25/2024	Open			Accounts Payable	ULINE	\$86.76		
87142	07/25/2024	Open			Accounts Payable	Urban Design Associates. LTD	\$6,094.00		
87143	07/25/2024	Open			Accounts Payable	Utility Associates, Inc.	\$33.00		
87144	07/25/2024	Open			Accounts Payable	VALLEY OAK VETERINARY CENTER	\$831.23		
87145	07/25/2024	Open			Accounts Payable	VERIZON WIRELESS	\$570.15		
87146	07/25/2024	Open			Accounts Payable	VERIZON WIRELESS	\$1,366.48		
87147	07/25/2024	Open			Accounts Payable	Voiance Language Services, LLC	\$11.04		
87148	07/25/2024	Open			Accounts Payable	WITTMIEIER AUTO CENTER	\$1,163.44		
87149	07/30/2024	Open			Accounts Payable	Aflac	\$57.98		
87150	07/30/2024	Open			Accounts Payable	Met Life	\$12,913.46		
87151	07/30/2024	Open			Accounts Payable	OPERATING ENGINEERS	\$1,088.00		
87152	07/30/2024	Open			Accounts Payable	PARADISE POLICE OFFICERS ASSOCIATION	\$2,302.46		
87153	07/30/2024	Open			Accounts Payable	SUN LIFE INSURANCE	\$9,675.16		
87154	07/30/2024	Open			Accounts Payable	SUPERIOR VISION SVC INC	\$928.00		
87155	07/30/2024	Open			Accounts Payable	TOP CONFIDENTIAL MID MGMT ASSOCIATION	\$50.00		
Type Check Totals:					208 Transactions		\$4,720,572.99		
<b>EFT</b>									
30	07/08/2024	Open			Accounts Payable	CALPERS - RETIREMENT	\$63,389.01		
31	07/08/2024	Open			Accounts Payable	EMPLOYMENT DEVELOPMENT DEPARTMENT	\$12,542.96		
32	07/08/2024	Open			Accounts Payable	ING LIFE INS & ANNUITY COMPANY	\$10,178.12		

# Payment Register

From Payment Date: 7/1/2024 - To Payment Date: 7/31/2024

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference	
33	07/08/2024	Open			Accounts Payable	INTERNAL REVENUE SERVICE	\$41,357.99			
34	07/18/2024	Open			Accounts Payable	CALPERS - RETIREMENT	\$65,778.91			
35	07/18/2024	Open			Accounts Payable	EMPLOYMENT DEVELOPMENT DEPARTMENT	\$13,133.57			
36	07/18/2024	Open			Accounts Payable	ING LIFE INS & ANNUITY COMPANY	\$10,190.76			
37	07/18/2024	Open			Accounts Payable	INTERNAL REVENUE SERVICE	\$42,752.16			
38	07/22/2024	Open			Accounts Payable	CALPERS - RETIREMENT	\$2,433,653.00			
39	07/23/2024	Open			Accounts Payable	CALPERS	\$157,827.46			
Type EFT Totals:										
AP TCB - General Checking Totals							10 Transactions	\$2,850,803.94		

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	208	\$4,720,572.99	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Stopped	0	\$0.00	\$0.00
	<b>Total</b>	<b>208</b>	<b>\$4,720,572.99</b>	<b>\$0.00</b>

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	10	\$2,850,803.94	\$0.00
	Reconciled	0	\$0.00	\$0.00
	<b>Total</b>	<b>10</b>	<b>\$2,850,803.94</b>	<b>\$0.00</b>

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	218	\$7,571,376.93	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Stopped	0	\$0.00	\$0.00
	<b>Total</b>	<b>218</b>	<b>\$7,571,376.93</b>	<b>\$0.00</b>

AP - US Bank TOP AP Checking

Check

85618      07/01/2024      Open

Accounts Payable      Town of Paradise      \$224,000.00



# Payment Register

From Payment Date: 7/1/2024 - To Payment Date: 7/31/2024

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
85619	07/25/2024	Open			Accounts Payable	Town of Paradise	\$314,696.00		
Type Check Totals:									
AP - US Bank TOP AP Checking Totals							\$538,696.00		

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	2	\$538,696.00	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Stopped	0	\$0.00	\$0.00
	<b>Total</b>	<b>2</b>	<b>\$538,696.00</b>	<b>\$0.00</b>

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	0	\$0.00	\$0.00
	Reconciled	0	\$0.00	\$0.00
	<b>Total</b>	<b>0</b>	<b>\$0.00</b>	<b>\$0.00</b>

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	2	\$538,696.00	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Stopped	0	\$0.00	\$0.00
	<b>Total</b>	<b>2</b>	<b>\$538,696.00</b>	<b>\$0.00</b>

Grand Totals:

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	210	\$5,259,268.99	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Stopped	0	\$0.00	\$0.00
	<b>Total</b>	<b>210</b>	<b>\$5,259,268.99</b>	<b>\$0.00</b>

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	10	\$2,850,803.94	\$0.00
	Reconciled	0	\$0.00	\$0.00
	<b>Total</b>	<b>10</b>	<b>\$2,850,803.94</b>	<b>\$0.00</b>

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	220	\$8,110,072.93	\$0.00
	Reconciled	0	\$0.00	\$0.00
	Stopped	0	\$0.00	\$0.00
	<b>Total</b>	<b>220</b>	<b>\$8,110,072.93</b>	<b>\$0.00</b>



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 2(c)**

**ORIGINATED BY:** Tony Lindsey, Community Development Director –  
Building & Code Enforcement

**REVIEWED BY:** Jim Goodwin, Town Manager  
Scott Huber, Town Attorney

**SUBJECT:** Adoption of Ordinance No. 637

**LONG-TERM RECOVERY PLAN:** No

**COUNCIL ACTION REQUESTED:**

1. Waive second reading of the entire Town Ordinance No. 637 and approve reading by title only (roll call vote); and,
2. Adopt Town Ordinance No. 637 "An ordinance of the Town Council of the Town of Paradise modifying and amending chapter 8.04 of the Paradise Municipal Code related to nuisance abatement procedures."

**Background:**

On July 9, 2024 the Town Council introduced the above-noted Town ordinance for purposes of eventual adoption. If adopted, the proposed ordinance intends to amend Chapter 8.04 of the Paradise Municipal Code related to nuisance abatement procedures.

**Analysis:**

The new provisions to the municipal code are designed to provide an additional process to achieve higher compliance rates. This method supplements the existing abatement approaches described in the chapter and introduces alternative nuisance abatement procedures specifically designed to address non-compliant parcels more effectively. These additions are crafted to enhance the efficiency of managing non-compliance, allowing the council the discretion to employ these measures as needed. This flexibility ensures that the Town can respond appropriately to maintain and improve the health and safety of the Town's "Post Camp Fire" community.

It is important to keep in mind that adoption of this ordinance does not mandate any level of enforcement activity. The Weed Abatement Implementation Plan requested by the Town Council will provide those details. A draft of that plan will be discussed at this meeting and then brought back to Council on September 10 for adoption.

Town staff recommends the Town Council waive the second reading of this ordinance, read it by title only, and formally adopt Town Ordinance No. 637 [copy attached]. Once adopted, the provisions of this ordinance will be effective 30 days later.

**Financial Impact:**

There will be a nominal cost for publishing the ordinance in the local newspaper.



**TOWN OF PARADISE  
ORDINANCE NO. 637**

**AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PARADISE MODIFYING  
AND AMENDING CHAPTER 8.04 OF THE PARADISE MUNICIPAL  
CODE RELATED TO NUISANCE ABATEMENT PROCEDURES**

The Town Council of the Town of Paradise, State of California does hereby **ORDAIN AS FOLLOWS:**

**SECTION 1.** Findings. The Town Council finds and declares as follows:

- a) Paradise Municipal Code Chapter 8.04 outlines procedures to abate public nuisances; and
- b) Those procedures, while successful, do not currently produce satisfactory compliance, in some circumstances, with fire safety regulations related to the elimination of significant weed and brush growth; and
- c) The Council would like to implement an additional method of nuisance abatement, which has the potential to increase compliance on those properties that have received little attention since the Camp Fire; and
- d) The administrative costs (staff time and expenses) related to nuisance abatement of fire hazards experienced by the town in the last year amount to \$2,487 per hazardous property. The administrative costs increase proportionally for hazardous properties with larger amounts of hazardous material, ensuring a balanced approach that ensures compliant property owners/taxpayers do not subsidize the cost of the program. The Town intends to recover the reasonable administrative costs to abate each hazardous property as a nuisance abatement lien.

**SECTION 2.** Section 8.04.020.5 is added to the Paradise Municipal Code as follows:

8.04.020.5 – Infraction and Misdemeanor Violations

In addition to any procedure for the abatement of a public nuisance as outline in Chapter 8.04, any person owning, leasing, occupying or having charge or possession of any property and maintaining such property in a manner that constitutes a public nuisance may be cited as an infraction or a misdemeanor, as outlined in Chapter 1.08 of the Paradise Municipal Code.

**SECTION 3.** Section 8.04.135 is added to the Paradise Municipal Code as follows:

8.04.135.01 – Alternative Nuisance Abatement Method

The method of nuisance abatement outlined in Section 8.04.135 shall be in addition to the other methods outlined in this Chapter. The method described in Section 8.04.135 may be initiated or waived at any time at the direction of the Town Council.

8.04.135.03 – Superseding of California Fire Code.

To the extent that this Chapter contradicts the California Fire Code, Chapter 49, this Chapter shall control.

8.04.135.05 – Declaration of Public Nuisance by Council Resolution

The Town Council may declare, by resolution in accordance with Sections 39561— 39700 of the Government Code, that a fire hazard exists, as described in Section 8.04.010 of this Chapter, which are, or may become, a hazard upon or in front of private property to the center line of adjoining roads in the Town, and that such hazard are public nuisances. Also, it is unlawful for any property owner in the Town to cause or permit any fire hazard, as described in Section 8.04.010 of this Chapter, to remain on any real property in the Town or on portions of roads adjoining such real property to the centerline of such roads. It shall be the duty of every such person to eliminate such fire hazards. The Town Council may also declare such property-specific fire hazards as seasonal and recurring nuisances.

8.04.135.07 – Notice to destroy or remove vegetative growth and/or refuse.

In the event the person or persons owning, occupying, renting, managing, or controlling any real property within the Town's jurisdiction shall fail to prevent an unlawful public nuisance from existing, as defined in Section 8.04.010, it shall be the duty of the Fire Chief or authorized representatives to prepare a list for the Town Council to approve by resolution of all such properties that are subject to abatement pursuant to Chapter 8.04.135. The Town Council may direct the Town Clerk, in accordance with Section 39567.1 of the Government Code, to mail written notice of the proposed abatement to all persons owning property described in the resolution. The Town Clerk shall cause such written notice to be mailed to each person to whom such described property is assessed in the last equalized assessment roll available on the date the resolution was adopted by the Town Council. The address of the owner(s) shown on the assessment roll shall be conclusively deemed to be the proper address for the purpose of mailing such notice. Such notice shall be mailed at least 14 days prior to the time fixed for hearing objections by the Town Council.

8.04.135.10 – Form of notice.

The notice shall be substantially in the following form:

NOTICE TO DESTROY  
VEGETATIVE GROWTH AND/OR REMOVE  
REFUSE

Notice is hereby given on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_, the Town Council passed a resolution declaring that (insert the appropriate hazard: dry or dead shrubs, trees or other vegetation; combustible waste; etc.) constitute a fire hazard which must be abated by the (insert the appropriate phrase: cutting of dry or dead shrubs, trees or other vegetation; combustible waste; etc.) If the owner does not abate the hazard, it will be abated by the Town and the cost of the removal will be assessed upon the County property tax bill, and will constitute a lien upon such land until paid. A copy of said resolution is on file in the office of the Town Clerk. All property owners having any objections to the proposed removal of the hazard are hereby notified to attend a meeting of the Town Council of the Town of Paradise to be held \_\_\_\_\_, when their objections will be heard and given due consideration.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

Fire Chief, or designee  
Town of Paradise

8.04.135.15 – Hearing of objections.

At the time stated in the notices, the Council shall hear and consider all objections to the proposed removal of vegetative growth and/or refuse. At the conclusion of the hearing, the Council shall allow or overrule any objections. At that time, the Town acquires jurisdiction to proceed and perform the work of abatement. The decision of the Council is final.

8.04.135.17 – Order to abate nuisance.

If objections have not been made or after the Council has disposed of those objections made, the Council shall order the Fire Chief or designee to abate the nuisance(s). If the Council agrees with any objection related to a specific property, the Council may remove that property from the list approved by Resolution in Section 8.04.135.05

8.04.135.20 – Destruction and removal of fire hazard by Town.

In the event the person or persons owning, occupying, renting, managing, or controlling real property in the Town shall fail to remove or eliminate the fire hazard in accordance with provisions of this Chapter 8.04 within 10 calendar days after the hearing of objections and order to abate nuisance, it shall be the duty of the Fire Chief and his or her deputies, assistants, employees, contracting agent, or other representatives to remove or eliminate such fire hazard, and they are expressly authorized to enter upon private property for such purpose. It is unlawful for any person to interfere, hinder, or refuse to allow them to enter upon private property for the purpose(s) to remove or eliminate fire hazards in accordance with the provisions of this part. Any person owning, occupying, renting, managing, leasing, or controlling real property in the Town shall have the right to remove or eliminate fire hazards, or have the same removed or eliminated at his or her own expense, at any time prior to the arrival of the Fire Chief or his or her authorized representatives for such purpose(s).

8.04.135.23 – Account and report of cost of abatement.

The Fire Chief or authorized representatives shall keep an account of the cost of abatement for each separate lot or parcel of land. He or she shall submit such itemized written report, showing such cost, to the Council for confirmation. Such report shall refer to each separate lot or parcel of land by description sufficiently reasonable to identify the same, together with the expense proposed to be assessed against it, which shall include charges sufficient to pay for the administrative costs of the program, including but not limited to attorneys' fees and costs. The Council finds and determines that the reasonable administrative expenses shall equal \$2,487 per property, or 67% of the total cost of abatement, whichever is greater.

8.04.135.25 – Notice of report and hearing.

The Town Clerk shall make available a copy of such report and assessment list at his or her office together with the notice of the filing thereof and of the time and place when and where it will be submitted to the Council for hearing and confirmation. The copy shall be available for at least five calendar days prior to the submission to the Council.

8.04.135.27 – Hearing of report: Modification: Confirmation of report.

At the time and place fixed for receiving and considering the report, the Council shall hear the same, together with any protests or objections of the property owners liable to be assessed for the abatement. Upon the conclusion of such hearing, the Council shall then confirm the report by motion and the amount thereof shall constitute a nuisance abatement lien on the property assessed until paid. The confirmation of the assessment by the Council shall be final and conclusive.

8.04.135.30 – Report to Assessor and Tax Collector: Filing copy of report with County Auditor.

A certified copy of the report shall be filed with the County Auditor for entry of such assessment on the County tax roll.

8.04.135.35 – Collection of assessment: Penalties and procedures for foreclosure. The amount of the assessment shall be collected at the time and in the manner of ordinary

municipal taxes. If delinquent, the amount is subject to the same penalties and procedure of foreclosure and sale provided for ordinary municipal taxes. In addition, the Town may elect to foreclose as outlined in Government Code section 38773.1.

**SECTION 4. Severability.** If any provision of this ordinance or the application thereof to any person or circumstances is for any reason held to be invalid by a court or competent jurisdiction, such provision shall be deemed severable, and the invalidity thereof shall not affect the remaining provisions or other applications of the ordinance, which can be given effect without the invalid provision or application thereof.

**SECTION 5. CEQA Exemption.** Adoption of this Ordinance is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to California Public Resources Code Section 21080(b)(3) regarding projects to maintain, repair, restore, or replace property or facilities damaged or destroyed as a result of a declared disaster and Section 21080(b)(4) regarding actions to mitigate or prevent an emergency, and CEQA Guidelines Section 15269(a) regarding maintaining, repairing, restoring, demolishing, or replacing property or facilities damaged or destroyed as a result of a disaster-stricken area in which a state of emergency has been proclaimed by the Governor pursuant to the California Emergency Services Act, commencing with Section 8550 of the California Government Code.

**SECTION 6. Publication.** This ordinance shall take effect thirty (30) days after the date of its passage. Before the expiration of fifteen (15) days after its passage, this ordinance or a summary thereof shall be published in a newspaper of general circulation published and circulated within the Town of Paradise along with the names of the members of the Town Council of Paradise voting for and against same.

**PASSED AND ADOPTED BY THE Town Council of the Town of Paradise, County of Butte, State of California, on this 13<sup>th</sup> day of August, 2024, by the following vote:**

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

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Ronald Lassonde, Mayor

ATTEST:

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Melanie Elvis, Deputy Town Clerk

APPROVED AS TO FORM:

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Scott E. Huber, Town Attorney



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 2(d)**

**ORIGINATED BY:** Kate Anderson, Housing Program Manager  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** Authorize the Mayor to Sign a Letters of Support for 2020 CDBG-DR MHP  
**LONG TERM RECOVERY PLAN:** Yes, RP06, Focus on Attainable Housing

**COUNCIL ACTION REQUESTED:**

1. Adopt a motion to authorize the Mayor to sign letters of support for HCD’s 2020 CDBG-DR MHP grants for affordable housing projects in Paradise; or
2. Adopt an alternative directive to town staff concerning this item.

**Background:**

On June 28, 2024, the State of California Department of Housing and Community Development (HCD) released a NOFA for its 2020 Community Development Block Grant – Disaster Recovery (CDBG-DR) funds allocated to Multifamily Housing Program (MHP). Unlike the 2018 CDBG-DR MHP funds which were allocated to local jurisdictions to administer, these 2020 funds are being administered directly by HCD. HCD is taking applications for proposed projects through September 6, 2024.

To be eligible for funding, proposed projects must tie back to the disaster by increasing the supply of affordable housing units in a most impacted and distressed area and therefore must be located in certain counties. These proposed projects must have a letter or resolution of support for the proposed project from the local legislative body where the proposed project is located.

**Analysis:**

With tax credit allocations extremely competitive, affordable housing projects are having to layer funds from multiple sources in order to increase their chances of receiving tax credit allocations in future rounds. For two of these projects, the Town has committed 2018 CDBG-DR MHP funds which constitutes 142 affordable units, and the third project would provide an additional 48 affordable units for families, senior and special needs.

**Financial Impact:**

Approval of this agenda item as recommended will not result in any financial impact upon the Town’s general fund.



**Town of Paradise**  
5555 Skyway  
Paradise, CA 95969  
(530) 872-6291

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July 30, 2024

Mr. Gustavo Velasquez, Director  
California Department of Housing & Community Development  
2020 West El Camino Avenue  
Sacramento, CA 95833

RE: TOWN OF PARADISE SUPPORT FOR CAPE COD, AFFORDABLE HOUSING PROJECT – PARADISE, CA

Dear Mr. Velasquez:

On behalf of the Town Council of Paradise, I am pleased to present this letter of support for an application to the State of California CDBG-DR, submitted by Zen Development LLC and Kingdom Development, Inc., to construct CAPE COD, a new affordable housing project proposed to replace the burned down Cape Cod Trailer Park at 6799 Skyway in the town of Paradise. We understand that Cape Cod will provide 48 newly constructed affordable units, with 12 units designated for Special Needs, paired with on-site services and case management.

The need for housing is a critical component to addressing housing stability in the Town of Paradise. This project brings together the complexity of rural development and the value of collaboration between development partners and public agencies in providing housing for a vulnerable population wracked by natural disasters. Funding from the CDBG-DR program is essential to the development of Cape Cod and can support rebuilding the affordable housing stock so tragically lost in the Camp Fire and subsequent fires.

I hope that this funding application receives your fullest consideration. If you have any questions or comments, please do not hesitate to contact me at 530-872-6291, or via e-mail at [rlassonde@towofparadise.com](mailto:rlassonde@towofparadise.com).

Sincerely,

Ronald Lassonde,  
Mayor



**Town of Paradise**  
5555 Skyway  
Paradise, CA 95969  
(530) 872-6291

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July 30, 2024

Mr. Gustavo Velasquez, Director  
California Department of Housing & Community Development  
2020 West El Camino Avenue  
Sacramento, CA 95833

RE: TOWN NOF PARADISE SUPPORT FOR CLARK ROAD APARTMENTS, AFFORDABLE HOUSING PROJECT – PARADISE, CA

Dear Mr. Velasquez:

On behalf of the Town of Paradise, I am pleased to write this strong letter of support for an application to the State of California CDBG-DR, submitted by Kingdom Development, Inc., to construct Clark Road Apartments, an affordable housing project. Located in Paradise, CA, Clark Road Apartments will provide 71 newly constructed affordable units, with 18 designated for Special Needs, paired with on-site services and case management. The local agencies are already committing their support to this worthy project in the form of a soft financing commitment from the Town of Paradise, and 25 Project Based Vouchers from the Housing Authority of the County of Butte.

The need for housing is a critical component to addressing homelessness in the Town of Paradise. This project brings together the complexity of rural development and the value of collaboration between development partners and public agencies in providing housing for a vulnerable population. We understand that funding from the CDBG-DR program is essential to the development of Clark Road Apartments and can support the partnerships that will bring this vital housing project to life. I hope that this funding application receives your fullest consideration. If you have any questions or comments, please do not hesitate to contact me at 530-872-6291, or via e-mail at [rlassonde@townofparadise.com](mailto:rlassonde@townofparadise.com).

Sincerely,

Ronald Lassonde,  
Mayor



**Town of Paradise**  
5555 Skyway  
Paradise, CA 95969  
(530) 872-6291

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August 5, 2024

California Department of Housing  
and Community Development  
651 Bannon Street  
Sacramento, CA 95811

**RE: Cypress Senior Apartments**

The Town of Paradise is pleased to demonstrate support on behalf of Mercy Housing California and Community Housing Improvement Program (CHIP) as they apply for 2020 CDBG-DR-MHP funding for Cypress Senior Apartments, the second phase of an affordable housing project serving families and seniors in Paradise.

As the Paradise community progresses toward economic recovery following the Camp Fire in 2018, it is essential to replace the naturally occurring affordable housing that was destroyed in the disaster. The Camp Fire destroyed an estimated 95 percent of the town's structures and between 2018 and 2020, the town's population dropped by approximately 21,600 residents, an 82 percent decline. Nearly all rental housing was destroyed in the fire. The destruction included some of the Town's only deed-restricted affordable housing projects.

The entire 2-phase development is a 140-unit multigenerational development situated on a 23.97-acre site and consists of Cypress Family Apartments, 70 units and a second Phase – Cypress Senior Apartments – 70 units. The housing is targeted to households earning between 30%-60% of the Area Median Income and each of the phases has a commitment of 25 project-based vouchers from the Housing Authority of the County of Butte.

Cypress Family Apartments is currently under construction with completion anticipated by December 2025. To begin construction of Cypress Senior Apartments, additional funding must be identified to address a \$23,143,474 funding gap. An additional award of CDBG-DR funding from the 2020 allocation that is intended to support recovery in Butte County will help address the funding gap and further increase the project's competitiveness to secure low-income housing tax credits needed to develop the Cypress Senior Apartments.

If you have any questions or comments, please do not hesitate to contact me at 530-872-6291, or via e-mail at [rlassonde@towofparadise.com](mailto:rlassonde@towofparadise.com).

Sincerely,

Ronald Lassonde,  
Mayor





**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 2(e)**

**ORIGINATED BY:** Scott E. Huber, Town Attorney  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** Agreements for Purchase of Tax Defaulted Properties from Butte County  
**LONG TERM RECOVERY PLAN:** N/A

**COUNCIL ACTION REQUESTED:**

1. Adopt Resolution No. 2024- \_\_\_\_, “A Resolution of the Town Council of the Town of Paradise Approving Agreements for the Purchase of Tax Defaulted Properties from Butte County. (ROLL CALL VOTE)

**Background:**

The Council will consider the purchase of Assessor’s Parcel Numbers 052-202-003-000 and 052-202-004-000, which are located on the corner of Fir Street and Black Olive Drive in the Town of Paradise (“Subject Properties”), from Butte County, through the Board of Supervisors and Tax Collector, as a result of the non-payment of property taxes by the property owners pursuant to the provisions of Division 1, Part 6, Chapter 8, of the Revenue and Taxation Code.

**Analysis:**

Pursuant to the provisions of Division 1, Part 6, Chapter 8, of the California Revenue and Taxation Code, a public agency may object to the tax lien sale of property within its jurisdictional boundaries and apply to purchase the property from the Tax Collector, through the County Board of Supervisors. In this instance, the Butte County Tax Collector has listed the Subject Properties for sale resulting from the nonpayment of property taxes by the property owners for numerous years. As such, the Subject properties are scheduled to be sold by the Butte County Tax Collector as part of a tax lien sale. The current minimum bid, as established by the Butte County Board of Supervisors is \$16,562 for APN 052-202-003-000 and \$16,903 for APN 052-202-004-000.

On April 11, 2024, the Town filed an objection to the tax sale, which allows the Town to purchase the properties for the minimum bid price as established by the Board of Supervisors pursuant to Chapter 8 of the Revenue and Tax Code. The Town contracted for an environmental analysis to be conducted, and no concerns were raised related to the Subject Properties. If the Town would like to purchase the Subject Properties, the Town must now approve the agreements for the purchase of the Subject Properties. These agreements will ultimately need to be approved by the Butte County Board of Supervisors and the Office of the State Controller. Once that occurs, the Tax Collector will sell the property and transfer title to the Town. All other liens against the Subject Properties will be extinguished.

**Financial Impact:**

A one-time General Fund expenditure of \$33,465.

**Attachment:**

Resolution No. 2024- \_\_\_\_, "A Resolution of the Town Council of the Town of Paradise Approving Agreements for the Purchase of Tax Defaulted Properties from Butte County."

**TOWN OF PARADISE  
RESOLUTION NO. 2024- \_\_\_\_\_**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PARADISE  
APPROVING AN AGREEMENT FOR THE PURCHASE OF  
TAX DEFAULTED PROPERTY FROM BUTTE COUNTY**

**WHEREAS**, Pursuant to the provisions of Division 1, Part 6, Chapter 8, of the California Revenue and Taxation Code, a public agency may object to the tax lien sale of property within its jurisdictional boundaries and apply to purchase the property from the Tax Collector; and,

**WHEREAS**, Assessor's Parcel Numbers 052-202-003-000 and 052-202-004-000, which are located on the corner of Fir Street and Black Olive Drive in the Town of Paradise ("Subject Properties") have been listed for sale resulting from the nonpayment of property taxes by the property owners for numerous years; and,

**WHEREAS**, The Town of Paradise would like to purchase the Subject Properties pursuant to Division 1, Part 6, Chapter 8, of the California Revenue and Taxation Code for a public purpose.

**NOW, THEREFORE, BE IT RESOLVED** by the Town Council of the Town of Paradise as follows:

**Section 1.** The above recitals are true and correct and are incorporated as if fully set forth herein.

**Section 2.** The Town Manager is authorized to execute the purchase agreements and all other necessary documents for the acquisition of the Subject Properties in the amounts of \$16,562 for APN 052-202-003-000 and \$16,903 for APN 052-202-004-000.

**PASSED AND ADOPTED** by the Town Council of the Town of Paradise on this 13th day of August 2024, by the following vote:

**AYES:  
NOES:  
ABSENT:  
ABSTAIN:**

By: \_\_\_\_\_  
Ronald Lassonde, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Melanie Elvis, Deputy Town Clerk

\_\_\_\_\_  
Scott E. Huber, Town Attorney

## **AGREEMENT TO PURCHASE TAX-DEFAULTED PROPERTY**

This agreement is made this 30th day of July, 2024, by and between the Board of Supervisors of Butte County, State of California ("COUNTY"), and Town of Paradise, an Incorporated Town ("PURCHASER"), pursuant to the provisions of Division 1, Part 6, Chapter 8, of the Revenue and Taxation Code.

The real property identified as Assessor's Parcel Number 052-202-003-000, situated within said county, hereinafter set forth and described in this agreement, is tax-defaulted and is subject to the power of sale by the tax collector of said county for the nonpayment of taxes, pursuant to provisions of law.

It is mutually agreed as follows:

1. That, as provided by Revenue and Taxation Code section 3800, the cost of giving notice of this agreement shall be paid by the PURCHASER.
2. That the PURCHASER agrees to pay the sum of \$16,562.00 plus penalties accruing to the effective date of this agreement for the real property described in Exhibit "A" within 30 days after the date this agreement becomes effective. Upon payment of said sum to the tax collector, the tax collector shall execute and deliver a deed conveying title to said property to PURCHASER.
3. That the PURCHASER agrees to use the parcel for the following public purpose and specified intent: Preservation of downtown Paradise and future building site
4. That if said PURCHASER is a taxing agency as defined in Revenue and Taxation Code section 121, or any other agency that receives its revenue share under the provisions of Division 1, Part 8, Chapter 3 of the Revenue and Taxation Code, it will not share in any distribution of the payment required by section 3791 and section 3720 of the Revenue and Taxation Code.
5. If all or any portion of any individual parcel described in this agreement is redeemed prior to the effective date of this agreement, this agreement shall be null and void as to that individual parcel.
6. COUNTY makes no representation or warranty concerning the condition of title to the subject property. Additionally, COUNTY makes no representation or warranty concerning the physical condition of the subject property, and PURCHASER acknowledges that it is not relying upon any statements or representations of the COUNTY concerning the subject property and is purchasing the subject property in its "AS IS" condition.
7. PURCHASER shall pay all other expenses in addition to the purchase price of \$16,562.00 for the property, including, but not limited to, the cost of proceeding to obtain

a clear title to the property and the expenses incurred in the payment, compromise, or other method of removal of any liens or adverse claims against the property.

8. COUNTY shall sell the parcel listed in Exhibit "A" as a single transaction to the PURCHASER in consideration of the receipt of the payment per the payment conditions.
9. Notwithstanding this provision, PURCHASER shall defend, indemnify, and hold harmless COUNTY, its Board of Supervisors, officers, directors, agents, employees and volunteers from and against any and all demands, claims, actions, liabilities, losses, damages, and costs, including reasonable attorneys' fees, arising out of, or resulting from, the performance of this Agreement and the validity of the tax-default sale of the property described in Exhibit "A." Pursuant to Revenue and Taxation Code section 3809, a proceeding based on alleged invalidity or irregularity of any proceeding instituted under the code can only be commenced within one year after the date of execution of the Tax Collector's deed.
10. The parcel acquired pursuant to this Agreement may contain hazardous wastes, toxic substances, or other substances regulated by federal, state, and local agencies. COUNTY in no way whatsoever assumes any responsibility, implied or otherwise, and makes no representations or warranties that the parcel is in compliance with federal, state, or local laws governing such substances. COUNTY in no way assumes any responsibility, implied or otherwise, for any costs or liability of any kind imposed upon, or voluntarily assumed by, PURCHASER or any other owner to remediate, clean up, or otherwise bring the property into compliance with federal, state, or local laws regarding any parcel purchased.
11. COUNTY and PURCHASER agree that, under 42 U.S.C. § 9601(20)(D), the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA") expressly excludes local and state governments from clean up liability for properties they acquire as a result of tax delinquencies. Notwithstanding this provision, PURCHASER shall defend, indemnify, and hold harmless COUNTY, its Board of Supervisors, officers, directors, agents, employees and volunteers from and against any and all demands, claims, actions, liabilities, losses, damages, and costs, including reasonable attorneys' fees, arising out of or resulting from the performance of this agreement, regardless of whether caused in part by a party indemnified hereunder, including, but not limited to, allegations that COUNTY and/or COUNTY's officers, directors, agents, employees, or volunteers are liable for costs or other charges related to the remediation, clean up, or other work necessary to bring any parcel purchased under this agreement into compliance with federal, state, or local laws.

The undersigned hereby agree to the terms and conditions of this agreement and is duly authorized to sign for said municipality.

This document is being executed in counterpart, each of which constitutes an original.

ATTEST:

Town of Paradise, an Incorporated Town

By: \_\_\_\_\_  
Town Manager

ATTEST:

BOARD OF SUPERVISORS

\_\_\_\_\_  
Clerk of the Board of Supervisors

By: \_\_\_\_\_  
Board Chair

Pursuant to the provisions of Revenue and Taxation Code sections 3772, 3773, 3775, 3793.1 and 3841, the Town Council of the Town of Paradise hereby agrees to the selling price as provided in this agreement.

ATTEST:

Town of Paradise, an Incorporated Town

\_\_\_\_\_  
Mayor

Pursuant to the provisions of Revenue and Taxation Code section 3795, the Controller approves the foregoing agreement this \_\_\_\_\_ day of \_\_\_\_\_.

Malia Cohen, CALIFORNIA STATE CONTROLLER

By: \_\_\_\_\_

**EXHIBIT "A"**

AP NUMBER	FIRST YEAR DEFAULTED	DEFAULT NUMBER	PURCHASE PRICE
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052-202-003-000

052-202-004-000

Legal Description 052-202-003-000

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE TOWN OF PARADISE,  
COUNTY OF BUTTE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

Legal Description 052-202-004-000

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE TOWN OF PARADISE,  
COUNTY OF BUTTE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

## **AGREEMENT TO PURCHASE TAX-DEFAULTED PROPERTY**

This agreement is made this 30th day of July, 2024, by and between the Board of Supervisors of Butte County, State of California ("COUNTY"), and Town of Paradise, an Incorporated Town ("PURCHASER"), pursuant to the provisions of Division 1, Part 6, Chapter 8, of the Revenue and Taxation Code.

The real property identified as Assessor's Parcel Number 052-202-004-000, situated within said county, hereinafter set forth and described in this agreement, is tax-defaulted and is subject to the power of sale by the tax collector of said county for the nonpayment of taxes, pursuant to provisions of law.

It is mutually agreed as follows:

1. That, as provided by Revenue and Taxation Code section 3800, the cost of giving notice of this agreement shall be paid by the PURCHASER.
2. That the PURCHASER agrees to pay the sum of \$16,903.00 plus penalties accruing to the effective date of this agreement for the real property described in Exhibit "A" within 30 days after the date this agreement becomes effective. Upon payment of said sum to the tax collector, the tax collector shall execute and deliver a deed conveying title to said property to PURCHASER.
3. That the PURCHASER agrees to use the parcel for the following public purpose and specified intent: Preservation of downtown Paradise and future building site
4. That if said PURCHASER is a taxing agency as defined in Revenue and Taxation Code section 121, or any other agency that receives its revenue share under the provisions of Division 1, Part 8, Chapter 3 of the Revenue and Taxation Code, it will not share in any distribution of the payment required by section 3791 and section 3720 of the Revenue and Taxation Code.
5. If all or any portion of any individual parcel described in this agreement is redeemed prior to the effective date of this agreement, this agreement shall be null and void as to that individual parcel.
6. COUNTY makes no representation or warranty concerning the condition of title to the subject property. Additionally, COUNTY makes no representation or warranty concerning the physical condition of the subject property, and PURCHASER acknowledges that it is not relying upon any statements or representations of the COUNTY concerning the subject property and is purchasing the subject property in its "AS IS" condition.
7. PURCHASER shall pay all other expenses in addition to the purchase price of \$16,903.00 for the property, including, but not limited to, the cost of proceeding to obtain



a clear title to the property and the expenses incurred in the payment, compromise, or other method of removal of any liens or adverse claims against the property.

8. COUNTY shall sell the parcel listed in Exhibit "A" as a single transaction to the PURCHASER in consideration of the receipt of the payment per the payment conditions.
9. Notwithstanding this provision, PURCHASER shall defend, indemnify, and hold harmless COUNTY, its Board of Supervisors, officers, directors, agents, employees and volunteers from and against any and all demands, claims, actions, liabilities, losses, damages, and costs, including reasonable attorneys' fees, arising out of, or resulting from, the performance of this Agreement and the validity of the tax-default sale of the property described in Exhibit "A." Pursuant to Revenue and Taxation Code section 3809, a proceeding based on alleged invalidity or irregularity of any proceeding instituted under the code can only be commenced within one year after the date of execution of the Tax Collector's deed.
10. The parcel acquired pursuant to this Agreement may contain hazardous wastes, toxic substances, or other substances regulated by federal, state, and local agencies. COUNTY in no way whatsoever assumes any responsibility, implied or otherwise, and makes no representations or warranties that the parcel is in compliance with federal, state, or local laws governing such substances. COUNTY in no way assumes any responsibility, implied or otherwise, for any costs or liability of any kind imposed upon, or voluntarily assumed by, PURCHASER or any other owner to remediate, clean up, or otherwise bring the property into compliance with federal, state, or local laws regarding any parcel purchased.
11. COUNTY and PURCHASER agree that, under 42 U.S.C. § 9601(20)(D), the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA") expressly excludes local and state governments from clean up liability for properties they acquire as a result of tax delinquencies. Notwithstanding this provision, PURCHASER shall defend, indemnify, and hold harmless COUNTY, its Board of Supervisors, officers, directors, agents, employees and volunteers from and against any and all demands, claims, actions, liabilities, losses, damages, and costs, including reasonable attorneys' fees, arising out of or resulting from the performance of this agreement, regardless of whether caused in part by a party indemnified hereunder, including, but not limited to, allegations that COUNTY and/or COUNTY's officers, directors, agents, employees, or volunteers are liable for costs or other charges related to the remediation, clean up, or other work necessary to bring any parcel purchased under this agreement into compliance with federal, state, or local laws.

The undersigned hereby agree to the terms and conditions of this agreement and is duly authorized to sign for said municipality.

This document is being executed in counterpart, each of which constitutes an original.

ATTEST:

Town of Paradise, an Incorporated Town

By: \_\_\_\_\_  
Town Manager

ATTEST:

BOARD OF SUPERVISORS

\_\_\_\_\_  
Clerk of the Board of Supervisors

By: \_\_\_\_\_  
Board Chair

Pursuant to the provisions of Revenue and Taxation Code sections 3772, 3773, 3775, 3793.1 and 3841, the Town Council of the Town of Paradise hereby agrees to the selling price as provided in this agreement.

ATTEST:

Town of Paradise, an Incorporated Town

\_\_\_\_\_  
Mayor

Pursuant to the provisions of Revenue and Taxation Code section 3795, the Controller approves the foregoing agreement this \_\_\_\_\_ day of \_\_\_\_\_.

Malia Cohen, CALIFORNIA STATE CONTROLLER

By: \_\_\_\_\_

**EXHIBIT "A"**

AP NUMBER	FIRST YEAR DEFAULTED	DEFAULT NUMBER	PURCHASE PRICE
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052-202-004-000

052-202-003-000

Legal Description 052-202-004-000

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE TOWN OF PARADISE,  
COUNTY OF BUTTE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

Legal Description 052-202-003-000

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE TOWN OF PARADISE,  
COUNTY OF BUTTE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 2(f)**

**ORIGINATED BY:** Louis Johnson, Supervising Project Manager  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** Program Supplemental Agreement -  
Roe Road Extension Project Phase 1  
**LONG TERM RECOVERY PLAN:** Yes, Tier 1, Evacuation Route

**COUNCIL ACTION REQUESTED:**

1. Approve Program Supplement Agreement No. F030 to the Master Agreement Administering Agency-State Agreement for Federal-Aid Projects, Agreement No. 03-5425F15 for Roe Road Extension Project phase 1.
2. Adopt Resolution 2024-\_\_ “A resolution of the Town Council of the Town of Paradise authorizing the Town Manager of the Town of Paradise or their designee to sign Program Supplement Agreement No F030 to the Administering Agency-State Agreement for Federal-Aid projects corresponding to Project No. CPFL 5425 (049).”

**Background:**

On June 3, 2024 the Town of Paradise received Preliminary Engineering Authorization to proceed on a Community Project Funding/Congressionally Directed Spending grant under the Highway Infrastructure Programs (HIP) in the amount of \$1,800,000 for the Roe Rd Phase 1 project. This grant will provide for the Preliminary Engineering design phase of the project. The additional \$64,200,000 funding required to complete environmental, design, right-of-way and construction have been secured through a CDBG-DR Grant.

Roe Road Phase 1 Project will construct a new three lane 1.25-mile roadway with wide shoulders. The project will include a Class I multi-use pathway, ADA curb ramps, storm drain infrastructure, and intersections with Pentz Road, Edgewood Lane, and South Libby Road.

Roe Road Extension - Phase 1 Project is part of a five-phase project to construct a new east-west roadway connection between Skyway and Pentz Road. The proposed project will construct 1.25-miles of roadway between South Libby Road and Pentz Road to improve circulation and connectivity throughout the Town and provide alternative ingress/egress routes for residential neighborhoods. The project will also construct a parallel Class I bikeway for travel by people walking and bicycling and provides first responders a dedicated bi-directional travel lane during emergency events. The project improves access to evacuation routes, completes missing road segments, reduces dead-end streets, reduces fire fuel proximity to the roadway, and is consistent with the Town Long-Term Recovery Plan.

**Analysis:**

To remain eligible for the allocated grant funding, the Town of Paradise is required to execute Program Supplement Agreements to the Administering Agency-State Agreement for Federal-Aid Projects (Agreement No. 03-5425F15). The supplement agreement serves as a contract between the Town of Paradise and California Department of Transportation, binding each to certain responsibilities to process Federally funded projects. The attached agreements must be approved by the Town to continue receipt of Federal funds. In addition, the Town is required to adopt resolutions identifying the newly awarded projects and designate an official authorized to execute Program Supplement Agreements.

**Financial Impact:**

Total estimated cost for Preliminary Engineering phase of the project is \$6,632,000. Federal funds will cover \$1,800,000. The remaining \$4,832,000 will be covered by CDBG-DR funding.

**Attachments:**

1. Resolution Program Supplement Agreement for Roe Road Extension Project Phase 1
2. Program Supplement Agreement No. F030 for Roe Road Extension Project Phase 1

**TOWN OF PARADISE  
RESOLUTION NO. 2024-\_\_\_\_\_**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PARADISE  
AUTHORIZING THE TOWN MANAGER OF THE TOWN OF PARADISE OR  
THEIR DESIGNEE TO SIGN PROGRAM SUPPLEMENT AGREEMENT NO  
F030 TO THE ADMINISTERING AGENCY-STATE AGREEMENT FOR  
FEDERAL-AID PROJECTS CORRESPONDING TO PROJECT NO. CPFL 5425  
(049).**

**WHEREAS,** the Town of Paradise has received and will continue to receive federal funds for various transportation projects and has entered into an Agency-State Agreement for Federal-Aid Projects with the California Department of Transportation; and,

**WHEREAS,** the State of California through its Department of Transportation (Caltrans) administers the Congressionally Directed Funds and selects projects for funding; and,

**WHEREAS,** the Roe Road Extension Project Phase 1 Project has \$1,800,000 of Congressionally Directed Federal funds allocated to the Project; and,

**WHEREAS,** Caltrans provides Program Supplement Agreements in accordance with Administering Agency-State Agreement for Federal-Aid Projects, Agreement No. 03-5425F15 (Master Agreement), which upon full execution enables the Town of Paradise to request and receive Federal funds for certain street projects; and,

**WHEREAS,** Caltrans requires the Town of Paradise to execute the Program Supplement Agreement No. F030 for the Roe Road Extension Project Phase 1 Project, in order to be eligible to receive Federal-Aid for eligible project costs; and,

**WHEREAS,** these funds will require that they are managed in accordance with the Caltrans Local Assistance Procedures Manual; and,

**WHEREAS,** the Town Council of the Town of Paradise has approved and agreed to this Program Supplement Agreement.

**NOW, THEREFORE, BE IT RESOLVED** by the Town Council of the Town of Paradise as follows:

**Section 1.** The above recitals are true and correct and are incorporated by reference as if fully set forth herein

**Section 2.** That the Town Manager of the Town of Paradise, or his designee, is hereby authorized to sign said Agreement on behalf of the Town.

**Section 3.** The Town Clerk shall certify to the passage and adoption of this resolution.

**PASSED AND ADOPTED** by the Town Council of the Town of Paradise on this 13<sup>th</sup> day of August 2024, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

\_\_\_\_\_  
Ronald Lasonde, Mayor

ATTEST:

\_\_\_\_\_  
Melanie Elvis, Deputy Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Scott E. Huber, Town Attorney

**PROGRAM SUPPLEMENT NO.** F030  
**to**  
**ADMINISTERING AGENCY-STATE AGREEMENT**  
**FOR FEDERAL-AID PROJECTS NO** 03-5425F15

Adv. Project ID  
0324000266

**Date:** June 11, 2024  
**Location:** 03-BUT-0-PRDS  
**Project Number:** CPFL-5425(049)  
**E.A. Number:**  
**Locode:** 5425

This Program Supplement hereby adopts and incorporates the Administering Agency-State Agreement for Federal Aid which was entered into between the Administering Agency and the State on 04/25/2016 and is subject to all the terms and conditions thereof. This Program Supplement is executed in accordance with Article I of the aforementioned Master Agreement under authority of Resolution No. \_\_\_\_\_ approved by the Administering Agency on \_\_\_\_\_ (See copy attached).

The Administering Agency further stipulates that as a condition to the payment by the State of any funds derived from sources noted below obligated to this PROJECT, the Administering Agency accepts and will comply with the special covenants or remarks set forth on the following pages.

**PROJECT LOCATION:** Roe Road Extension Project

**TYPE OF WORK:** Roe Road Extension Project phase 1

**LENGTH:** 0.0(MILES)

Estimated Cost	Federal Funds		Matching Funds		
			LOCAL		OTHER
\$1,800,000.00	Y926	\$1,800,000.00	\$0.00		\$0.00

**TOWN OF PARADISE**

By \_\_\_\_\_  
Title \_\_\_\_\_  
Date \_\_\_\_\_  
Attest \_\_\_\_\_

**STATE OF CALIFORNIA**  
**Department of Transportation**

By \_\_\_\_\_  
**Chief, Office of Project Implementation**  
**Division of Local Assistance**  
Date \_\_\_\_\_

I hereby certify upon my personal knowledge that budgeted funds are available for this encumbrance:

**Accounting Officer**  **Date** 06/11/2024 \$1,800,000.00



## SPECIAL COVENANTS OR REMARKS

1.
  - A. The ADMINISTERING AGENCY will advertise, award and administer this project in accordance with the current published Local Assistance Procedures Manual.
  - B. ADMINISTERING AGENCY agrees that it will only proceed with work authorized for specific phase(s) with an "Authorization to Proceed" and will not proceed with future phase(s) of this project prior to receiving an "Authorization to Proceed" from the STATE for that phase(s) unless no further State or Federal funds are needed for those future phase(s).
  - C. STATE and ADMINISTERING AGENCY agree that any additional funds which might be made available by future Federal obligations will be encumbered on this PROJECT by use of a STATE-approved "Authorization to Proceed" and Finance Letter. ADMINISTERING AGENCY agrees that Federal funds available for reimbursement will be limited to the amounts obligated by the Federal Highway Administration.
  - D. Award information shall be submitted by the ADMINISTERING AGENCY to the District Local Assistance Engineer within 60 days of project contract award and prior to the submittal of the ADMINISTERING AGENCY'S first invoice for the construction contract.

Failure to do so will cause a delay in the State processing invoices for the construction phase. Attention is directed to Section 15.6 "Award Package" of the Local Assistance Procedures Manual.

E. ADMINISTERING AGENCY agrees, as a minimum, to submit invoices at least once every six months commencing after the funds are encumbered for each phase by the execution of this Project Program Supplement Agreement, or by STATE's approval of an applicable Finance Letter. STATE reserves the right to suspend future authorizations/obligations for Federal aid projects, or encumbrances for State funded projects, as well as to suspend invoice payments for any on-going or future project by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six-month period.

If no costs have been invoiced for a six-month period, ADMINISTERING AGENCY agrees to submit for each phase a written explanation of the absence of PROJECT activity along with target billing date and target billing amount.

ADMINISTERING AGENCY agrees to submit the final report documents that collectively constitute a "Report of Expenditures" within one hundred eighty (180) days of PROJECT completion. Failure of ADMINISTERING AGENCY to submit a "Final Report of Expenditures" within 180 days of PROJECT completion will result in STATE imposing sanctions upon ADMINISTERING AGENCY in accordance with the current Local Assistance Procedures Manual.

## SPECIAL COVENANTS OR REMARKS

F. Administering Agency shall not discriminate on the basis of race, religion, age, disability, color, national origin, or sex in the award and performance of any Federal-assisted contract or in the administration of its DBE Program Implementation Agreement. The Administering Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of Federal-assisted contracts. The Administering Agency's DBE Implementation Agreement is incorporated by reference in this Agreement. Implementation of the DBE Implementation Agreement, including but not limited to timely reporting of DBE commitments and utilization, is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the Administering Agency of its failure to carry out its DBE Implementation Agreement, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

G. Any State and Federal funds that may have been encumbered for this project are available for disbursement for limited periods of time. For each fund encumbrance the limited period is from the start of the fiscal year that the specific fund was appropriated within the State Budget Act to the applicable fund Reversion Date shown on the State approved project finance letter. Per Government Code Section 16304, all project funds not liquidated within these periods will revert unless an executed Cooperative Work Agreement extending these dates is requested by the ADMINISTERING AGENCY and approved by the California Department of Finance.

ADMINISTERING AGENCY should ensure that invoices are submitted to the District Local Assistance Engineer at least 75 days prior to the applicable fund Reversion Date to avoid the lapse of applicable funds. Pursuant to a directive from the State Controller's Office and the Department of Finance; in order for payment to be made, the last date the District Local Assistance Engineer can forward an invoice for payment to the Department's Local Programs Accounting Office for reimbursable work for funds that are going to revert at the end of a particular fiscal year is May 15th of the particular fiscal year. Notwithstanding the unliquidated sums of project specific State and Federal funding remaining and available to fund project work, any invoice for reimbursement involving applicable funds that is not received by the Department's Local Programs Accounting Office at least 45 days prior to the applicable fixed fund Reversion Date will not be paid. These unexpended funds will be irrevocably reverted by the Department's Division of Accounting on the applicable fund Reversion Date.

H. As a condition for receiving federal-aid highway funds for the PROJECT, the Administering Agency certifies that NO members of the elected board, council, or other key decision makers are on the Federal Government Exclusion List. Exclusions can be found at [www.sam.gov](http://www.sam.gov).

## SPECIAL COVENANTS OR REMARKS

2.
  - A. ADMINISTERING AGENCY shall conform to all State statutes, regulations and procedures (including those set forth in the Local Assistance Procedures Manual and the Local Assistance Program Guidelines, hereafter collectively referred to as "LOCAL ASSISTANCE PROCEDURES") relating to the federal-aid program, all Title 23 Code of Federal Regulation (CFR) and 2 CFR Part 200 federal requirements, and all applicable federal laws, regulations, and policy and procedural or instructional memoranda, unless otherwise specifically waived as designated in the executed project-specific PROGRAM SUPPLEMENT.
  - B. Invoices shall be formatted in accordance with LOCAL ASSISTANCE PROCEDURES.
  - C. ADMINISTERING AGENCY must have at least one copy of supporting backup documentation for costs incurred and claimed for reimbursement by ADMINISTERING AGENCY. ADMINISTERING AGENCY agrees to submit supporting backup documentation with invoices if requested by State. Acceptable backup documentation includes, but is not limited to, agency's progress payment to the contractors, copies of cancelled checks showing amounts made payable to vendors and contractors, and/or a computerized summary of PROJECT costs.
  - D. Indirect Cost Allocation Plan/Indirect Cost Rate Proposals (ICAP/ICRP), Central Service Cost Allocation Plans and related documentation are to be prepared and provided to STATE (Caltrans Audits & Investigations) for review and approval prior to ADMINISTERING AGENCY seeking reimbursement of indirect costs incurred within each fiscal year being claimed for State and federal reimbursement. ICAPs/ICRPs must be prepared in accordance with the requirements set forth in 2 CFR, Part 200, Chapter 5 of the Local Assistance Procedural Manual, and the ICAP/ICRP approval procedures established by STATE.
  - E. STATE will withhold the greater of either two (2) percent of the total of all federal funds encumbered for each PROGRAM SUPPLEMENT or \$40,000 until ADMINISTERING AGENCY submits the Final Report of Expenditures for each completed PROGRAM SUPPLEMENT PROJECT.
  - F. Payments to ADMINISTERING AGENCY for PROJECT-related travel and subsistence (per diem) expenses of ADMINISTERING AGENCY forces and its contractors and subcontractors claimed for reimbursement or as local match credit shall not exceed rates authorized to be paid rank and file STATE employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced by ADMINISTERING AGENCY are in excess of DPA rates, ADMINISTERING AGENCY is responsible for the cost difference, and any overpayments inadvertently paid by STATE shall be reimbursed to STATE by ADMINISTERING AGENCY on demand within thirty (30) days of such invoice.

## SPECIAL COVENANTS OR REMARKS

G. ADMINISTERING AGENCY agrees to comply with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards.

H. ADMINISTERING AGENCY agrees, and will assure that its contractors and subcontractors will be obligated to agree, that Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual PROJECT cost items.

I. Every sub-recipient receiving PROJECT funds under this AGREEMENT shall comply with 2 CFR, Part 200, 23 CFR, 48 CFR Chapter 1, Part 31, Local Assistance Procedures, Public Contract Code (PCC) 10300-10334 (procurement of goods), PCC 10335-10381 (non-A&E services), and other applicable STATE and FEDERAL regulations.

J. Any PROJECT costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, 23 CFR, 48 CFR, Chapter 1, Part 31, and other applicable STATE and FEDERAL regulations, are subject to repayment by ADMINISTERING AGENCY to STATE.

K. STATE reserves the right to conduct technical and financial audits of PROJECT WORK and records and ADMINISTERING AGENCY agrees, and shall require its contractors and subcontractors to agree, to cooperate with STATE by making all appropriate and relevant PROJECT records available for audit and copying as required by the following paragraph:

ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractors, and STATE shall each maintain and make available for inspection and audit by STATE, the California State Auditor, or any duly authorized representative of STATE or the United States all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts and ADMINISTERING AGENCY shall furnish copies thereof if requested. All of the above referenced parties shall make such AGREEMENT, PROGRAM SUPPLEMENT, and contract materials available at their respective offices at all reasonable times during the entire PROJECT period and for three (3) years from the date of submission of the final expenditure report by the STATE to the FHWA.

L. ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain a financial management system and records that properly accumulate and segregate reasonable, allowable, and allocable incurred PROJECT costs and matching funds by line item for the PROJECT. The financial management system

### SPECIAL COVENANTS OR REMARKS

of ADMINISTERING AGENCY, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles, enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices set to or paid by STATE.

M. ADMINISTERING AGENCY is required to have an audit in accordance with the Single Audit Act of 2 CFR 200 if it expends \$750,000 or more in Federal Funds in a single fiscal year of the Catalogue of Federal Domestic Assistance.

N. ADMINISTERING AGENCY agrees to include all PROGRAM SUPPLEMENTS adopting the terms of this AGREEMENT in the schedule of projects to be examined in ADMINISTERING AGENCY's annual audit and in the schedule of projects to be examined under its single audit prepared in accordance with 2 CFR, Part 200.

O. ADMINISTERING AGENCY shall not award a non-A&E contract over \$5,000, construction contracts over \$10,000, or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of STATE. Contracts awarded by ADMINISTERING AGENCY, if intended as local match credit, must meet the requirements set forth in this AGREEMENT regarding local match funds.

P. Any subcontract entered into by ADMINISTERING AGENCY as a result of this AGREEMENT shall contain provisions B, C, F, H, I, K, and L under Section 2 of this agreement.

3. Appendix E of the Title VI Assurances (US DOT Order 1050.2A)

During the performance of this agreement, the ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractor, (hereinafter referred to as the "contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.

B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

C. Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), (prohibits discrimination on the basis of sex);

D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as

### SPECIAL COVENANTS OR REMARKS

amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;

E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);

F. Airport and Airway Improvement Act of 1982, (49 U.S.C. 4 71, Section 4 7123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);

G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, subrecipients and contractors, whether such programs or activities are Federally funded or not);

H. Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;

I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

L. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 2(g)**

**ORIGINATED BY:** Aimee Belev, Finance Director / Town Treasurer  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** CalOES Authorized Agent Resolution Update

**COUNCIL ACTION REQUESTED:**

1. Adopt Resolution No. 2024\_\_ , “A Resolution of the Town Council of the Town of Paradise authorizing agents to execute an application with the California Governor’s Office of Emergency Services for obtaining certain federal financial assistance.”

**Background:**

Adoption of the FY 2024-25 Operating and Capital Budget requires the creation of a resolution to update the Town’s authorized agents with the California Governor’s Office of Emergency Services (Cal OES). The Town of Paradise, a public entity established under the laws of the State of California, may authorize its agent(s) to provide Cal OES for all matters pertaining to such state disaster assistance the assurances and agreements required.

An application updating the Town’s authorized agents must then be filed with Cal OES for the purpose of obtaining certain federal financial assistance under Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act.

**Analysis:**

Authorized Agents include:

- Town Manager
- Recovery and Economic Development Director
- Finance Director

The resolution is universal and is effective for all open and future disasters up to three (3) years following the date of approval.

**Financial Impact:**

Adoption of the attached resolution does not result in a cost to the Town of Paradise.

TOWN OF PARADISE  
RESOLUTION NO. 2024-\_\_\_

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PARADISE  
AUTHORIZING AGENTS TO EXECUTE AN APPLICATION WITH THE  
CALIFORNIA GOVERNOR’S OFFICE OF EMERGENCY SERVICES  
FOR OBTAINING CERTAIN FEDERAL FINANCIAL ASSISTANT

BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PARADISE AS  
FOLLOWS:

**Section 1:** That the Town Manager, the Finance Director, and the Recovery and Economic Development Director are hereby authorized to execute for and on behalf of the Town of Paradise, a public entity established under the laws of the State of California, this application and to file it with the California Governor's Office of Emergency Services for the purpose of obtaining certain federal financial assistance under Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act.

**Section 2:** That the Town of Paradise, a public entity established under the laws of the State of California, hereby authorizes its agent(s) to provide to the governor's Office of Emergency Services for all matters pertaining to such state disaster assistance the assurances and agreements required.

**Section 3:** This is a universal resolution and is effective for all open and future disasters up to three (3) years following the date of approval below.

UPON MOTION OF COUNCIL MEMBER \_\_\_\_\_, SECONDED  
BY COUNCIL MEMBER \_\_\_\_\_, THE FOLLOWING WAS  
PASSED AND ADOPTED BY THE TOWN COUNCIL OF THE TOWN OF PARADISE  
THIS 9TH DAY OF JULY, 2024 BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSENT:

NOT VOTING:

\_\_\_\_\_  
Ronald Lassonde, Mayor

ATTEST:



BY: \_\_\_\_\_  
Melanie Elvis, Deputy Town Clerk

APPROVED AS TO LEGAL FORM:

BY: \_\_\_\_\_  
Scott E. Huber, Town Attorney



**DESIGNATION OF APPLICANT'S AGENT RESOLUTION FOR NON-STATE AGENCIES**

BE IT RESOLVED BY THE Town Council  OF THE Town of Paradise  
 (Governing Body) (Name of Applicant)

THAT Town Manager, OR  
 (Title of Authorized Agent)  
Recovery and Economic Development Director, OR  
 (Title of Authorized Agent)  
Finance Director  
 (Title of Authorized Agent)

is hereby authorized to execute for and on behalf of the Town of Paradise  
 (Name of Applicant)

a public entity established under the laws of the State of California, this application and to file it with the California Governor's Office of Emergency Services for the purpose of obtaining federal financial assistance for any existing or future grant program, including, but not limited to any of the following:

- **Federally declared Disaster (DR), Fire Mitigation Assistance Grant (FMAG), California State Only Disaster (CDAA), Immediate Services Program (ISP), Hazard Mitigation Grant Program (HMGP), Building Resilient Infrastructure and Communities (BRIC), Legislative Pre-Disaster Mitigation Program (LPDM)**, under
- Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act.
- **Flood Mitigation Assistance Program (FMA)**, under Section 1366 of the National Flood Insurance Act of 1968.
- **National Earthquake Hazards Reduction Program (NEHRP)** 42 U.S. Code 7704 (b) ((2) (A) (ix) and 42 U.S. Code 7704 (b) (2) (B) National Earthquake Hazards Reduction Program, and also The Consolidated Appropriations Act, 2018, Div. F, Department of Homeland Security Appropriations Act, 2018, Pub. L. No. 115-141
- **California Early Earthquake Warning (CEEW)** under CA Gov Code – Gov, Title 2, Div. 1, Chapter 7, Article 5, Sections 8587.8, 8587.11, 8587.12

That the Town of Paradise, a public entity established under the  
 (Name of Applicant)

laws of the State of California, hereby authorizes its agent(s) to provide to the Governor's Office of Emergency Services for all matters pertaining to such state disaster assistance the assurances and agreements required.



**Please check the appropriate box below**

- This is a universal resolution and is effective for all open and future disasters/grants declared up to three (3) years following the date of approval.
- This is a disaster/grant specific resolution and is effective for only disaster/grant number(s): \_\_\_\_\_

Passed and approved this 13 day of August, 2024

**Ronald Lassonde, Mayor**

\_\_\_\_\_  
 (Name and Title of Governing Body Representative)

**Greg Bolin, Town Council**

\_\_\_\_\_  
 (Name and Title of Governing Body Representative)

**Steve Crowder, Town Council**

\_\_\_\_\_  
 (Name and Title of Governing Body Representative)

**CERTIFICATION**

I, Melanie Elvis, duly appointed and Deputy Town Clerk of  
 \_\_\_\_\_  
 (Name) (Title)

Town of Paradise, do hereby certify that the above is a true and  
 \_\_\_\_\_  
 (Name of Applicant)

correct copy of a resolution passed and approved by the Town Council  
 \_\_\_\_\_  
 (Governing Body)

of the Town of Paradise on the 13 day of August, 2024.  
 \_\_\_\_\_  
 (Name of Applicant)

Deputy Town Clerk

\_\_\_\_\_  
 (Signature)

\_\_\_\_\_  
 (Title)



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 2(h)**

**ORIGINATED BY:** Aimee Belev, Finance Director / Town Treasurer  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** Financial Audit Services RFP

**COUNCIL ACTION REQUESTED:**

1. Authorize the Finance Director to advertise Request for Proposal (RFP) for a three-year Financial Audit Servicing contract.

**Background:**

Richardson CPA is the current contractor for the Town's Financial Statements. As the current contract with Richardson CPAs is effective only through the end of FY 2023-24, the Town is required to seek proposals for professional financial auditing services for the next three years. As such, the Town intends to post a Request for Proposal (RFP) for professional auditing services in August 2024. The RFP will be advertised through Public Purchase on the Town's website.

**Analysis:**

The Town is seeking a three-year contract for Financial Audit Services.

**Financial Impact:**

Financial services are budgeted in the General Fund.

**TOWN OF PARADISE  
NOTICE OF PROPOSAL REQUEST  
Financial Services**

The Town Council of the Town of Paradise invites separate, sealed proposals for the purchase of the following service. All proposals must be in sealed envelopes and delivered to the Town of Paradise Clerk's Department at 5555 Skyway, Paradise, CA, no later than September 20, 2024, at 4:00 P.M., at which time they will be opened publicly. A recommended award of contract will be presented to the Town Council of the Town of Paradise. The Town of Paradise reserves the right to reject any or all bids and waive any non-material informality in any bid.

**FINANCIAL SERVICES:** Contact Aimee Beale Finance Director-Town Treasurer, 5555 Skyway, Paradise, CA; [abeleu@townofparadise.com](mailto:abeleu@townofparadise.com) for form of proposal or see the complete request for proposal posted on the Town's website under the finance department.

- Professional Auditing Services for the three (3) fiscal years ending June 30, 2025, 2026 and 2027. Please label the proposal as **Auditing Services Proposal**.

**August 14, 2024**

**By: Melanie Elvis, Deputy Town Clerk**

TOWN OF PARADISE  
REQUEST FOR PROPOSALS  
For  
PROFESSIONAL AUDITING SERVICES



Aimee Beleu  
Administrative Services Director/Town Treasurer  
Town of Paradise  
5555 Skyway  
Paradise, CA 95969

**TOWN OF PARADISE  
REQUEST FOR PROPOSALS  
PROFESSIONAL AUDITING SERVICES**

## **I. INTRODUCTION**

The Town of Paradise (Town) is requesting proposals from qualified certified public accountant firms to audit its financial statements for the three (3) fiscal years ending June 30, 2025, 2026, and 2027 in addition to performing other reviews as specified below. At the option of the Town, the auditing engagement may be extended for two (2) subsequent fiscal years by written amendment. These audits are to be performed in accordance with auditing standards generally accepted in the United States of America, the standards set forth for financial audits contained in Generally Accepted Government Auditing Standards issued by the Comptroller General of the United States, the U.S. Office of Management and Budget Uniform Grant Guidance/Super Circular Audits of State and Local Governments and Non-Profit Organizations, and other applicable laws regulations and rules.

There is no expressed or implied obligation for the Town of Paradise to reimburse responding firms for any expenses incurred in preparing proposals in response to this request. Materials submitted by respondents are subject to public inspection under the California Public Records Act (Government Code Sec. 6250 et seq.), unless exempt.

To be considered, three (3) copies of the proposal must be received by the Town Clerk at 5555 Skyway, Paradise, CA 95969 by **4:00 P.M. on September 20, 2024**. The outside of the envelope should be marked: "AUDITING SERVICES PROPOSAL", please include a thumb drive with a PDF document of the proposal. The Town reserves the right to reject any or all proposals submitted.

During the evaluation process, the Town of Paradise reserves the right, where it may serve the Town's best interest, to request additional information or clarification from proposers, or to allow corrections of errors or omissions. At the discretion of the Town of Paradise, firms submitting proposals may be requested to make oral presentations as part of the evaluation process.

The Town reserves the right to retain all proposals submitted and to use any idea(s) in a proposal regardless of whether that proposal is selected. Submission of a proposal indicates acceptance by the firm of the conditions contained in the request for proposals, unless clearly and specifically noted in the proposal submitted and confirmed in the contract between the Town of Paradise and the firm selected.

It is anticipated the selection of a firm will be completed by September 27, 2024. Following the notification of the selected firm, a recommendation and proposed contract will be prepared for review and approval by the Town Council at its **October 8, 2024** meeting. The Town reserves the right to reject any or all proposals, to waive any non-material irregularities or information in any proposal, and to accept or reject any items or combination of items.

## **II. NATURE OF SERVICES REQUIRED**

### **A. Scope of the Work to be Performed**

The Town of Paradise desires annual financial statements to be prepared and audited by the independent auditor for the fiscal year ending June 30, 2025, and each of the subsequent years included in the audit firm's contract with the Town. The selected independent auditor will be required to perform the following tasks. Any exceptions to these requirements should be clearly indicated in the proposal.

1. The audit firm will perform an audit of all funds of the Town of Paradise. The audit will be conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, issued by the Comptroller of the United States. The Town's Financial Reports will be prepared and word processed by the audit firm. The audit firm will render their audit report on the basic financial statements, which will include both Government-Wide Financial Statements, and Fund Financial Statements. The audit firm will also apply limited audit procedures to Management's Discussion and Analysis (MD&A) and required supplementary information pertaining to the General Fund and each major fund of the Town.

Management's discussion and analysis, and certain note schedules will be prepared by the Town and submitted electronically to the auditors for inclusion in the Town's financial statements.

2. The audit firm will perform a single audit on the expenditures of federal grants in accordance with U.S. Office of Management and Budget Grant Guidance/Super Circular. It will render the appropriate audit reports on the Internal Control over Financial Reporting based upon the audit of the Town's financial statements in accordance with Government Auditing Standards, and the appropriate reports on compliance with Requirements Applicable to each Major Program, Internal Control over Compliance and on the Schedule of Expenditures of Federal Awards.

The single audit report will include appropriate schedule of expenditures of federal awards, footnotes, findings, and questioned costs, including reportable conditions and materials and weaknesses, and follow upon prior audit finding where required.

3. The audit firm shall perform agreed-upon auditing procedures pertaining to the Town's GANN Limit (Appropriations Limit) and render a letter annually to the Town regarding compliance.
4. The audit firm shall issue a separate "management letter" that includes recommendations for improvements in internal control, accounting procedures and other significant observations that are considered to be non-reportable conditions. Management letters shall be addressed to the Town Council and the Town Manager.
5. The audit firm shall prepare annual State Controller's Reports for the Town of Paradise except for the Annual Street Report. The Annual Street Report will be prepared by the Town of Paradise.
6. The audit firm may be consulted throughout the year as an information resource and may be asked to provide guidance on implementing Federal and State regulations



or GASB pronouncements as they may affect local government accounting. This would not include any task that entails significant research or a formal report.

**B. Auditing Standards to be Followed**

To meet the requirements of this Request for Proposals, the audit shall be performed in accordance with:

1. Generally accepted auditing standards as set forth by the American Institute of Certified Public Accounts;
2. The standards applicable to financial audits contained in the most recent version of *Government Auditing Standards*, issued by the Comptroller General of the United States;
3. The provisions of the Single Audit Act as amended; and
4. The provisions of U. S. Office of Management and Budget (OMB), Audits of State and Local Governments and Non-Profit Organizations.
5. Guidance for federal awards and agreements as provided in the Code of Federal Regulation (CFR) 2 Part 200, Uniform Administrative Requirement, Cost Principles and Audit Requirements for Federal Awards.
6. Any other applicable standards for conducting examination of those items outlined in the Scope of Services and/or reports to be issued.

**C. Working Paper Retention**

All working papers and reports must be retained at the auditor's expense for a minimum of seven (7) years, unless the firm is notified in writing by the Town of Paradise of the need to extend the retention period. The auditor will be required to make working papers available to the Town of Paradise or any government agencies included in the audit of federal grants. In addition, the firm shall respond to the reasonable inquiries of successor auditors and allow successor auditors to review working papers relating to matters of continuing accounting significance.

**D. Coordination Requirements**

1. All audit work will be coordinated with the Finance Director, who will facilitate staff scheduling and year-end closing.
2. The auditor shall provide periodic progress reports while performing the audit fieldwork. These reports shall identify problems encountered or foreseen, deficiencies in work performed by Town staff, disagreements over the application of accounting principles, and other items that could result in delay of the audits or other reviews.

3. The Town expects that the professional staff provided by the independent audit firm will be fully qualified with the appropriate experience, and that answers and guidance will be provided by audit executives to senior and junior staff.

**E. Irregularities and Illegal Acts**

Auditors shall be required to make an immediate, written report of all irregularities and illegal acts or indications of illegal acts of which they become aware to the following parties: Town Manager and Town Attorney.

**III. General Information**

**A. Background Information**

The Town of Paradise is located in beautiful northern California, in Butte County, approximately 90 miles north of Sacramento. The Town of Paradise is a full service Town with over 10,000 residents. Incorporated in 1979, the Town provides a wide range of municipal services, including police and fire protection, community planning, building and safety, street maintenance, and onsite wastewater monitoring services. The Town is managed under the Council/Town Manager form of government. The annual operating and capital budgets total approximately \$122 million, including \$22 million in the General Fund. It has a work force of 100 full-time and 4 part-time employees. The Town's fiscal year begins on July 1 and ends on June 30.

**B. Fund Structure**

The Town of Paradise uses the following fund types and account groups in its financial reporting:

<b>Fund Type/Account Group</b>	<b>Town</b>
General Fund	4
Special Revenue Fund	51
Capital Project/Grant Fund	16
Fiduciary Fund	5
Successor Agency	2
General Fixed Assets Account Group	1
General Long-Term Debt Account Group	1

**C. Computer Systems**

The Town's computerized systems are run on a Network. The accounting functions are computerized using New World Systems accounting software. The applications operating on this system are general ledger, accounts payable, accounts receivable, payroll and budget.

**D. Work Area, Telephone, and Office Equipment**

The Town will provide the auditor with reasonable workspace, desks and chairs. The auditor will also be provided with access to a telephone, a computer with access to the general ledger system, and photocopying and FAX machines.

**E. Availability of Prior Reports and Work Papers**

Mann, Urrutia, Nelson, CPAs and Associates of Sacramento, CA conducted the Town's most recent audit. The work papers of the previous audits are the property of the previous auditor and can be reviewed by the successful Proposer. The Town's annual financial statements with independent auditor's report and budgets are available on the Town's website at [www.townofparadise.com](http://www.townofparadise.com).

**F. Manner of Payment**

Progress payment will be made on the basis of hours of work completed during the course of the engagement and out-of-pocket expenses incurred in accordance with the firm's proposal. Interim billings shall cover a period of not less than a calendar month.

**IV. TIME REQUIREMENTS**

**A. Proposal Calendar**

The following is a list of key dates up to, and including, the date proposals are to be submitted:

<u>Date</u>	<u>Activity</u>
August 14, 2024	Request for Proposal issued
September 20, 2024	Due date for proposals (due by 4:00 p.m.)
September 25-27, 2024	Oral Interviews (conducted at Town's discretion)
October 8, 2024	Contract awarded by Town Council

**B. Audit Schedule**

The planning phase of the audit engagement may commence upon award by Town Council and execution of the contract. The auditor will provide the Town with an audit plan and list of required documents at least two weeks prior to the beginning of fieldwork. The Town plans to have the books closed and all agreed upon schedules available for the auditors by November 1<sup>st</sup> each year.

**C. Date Reports Are Due**

The auditor shall provide all drafts and recommendations for improvements to the Town Manager and the Finance Director within a reasonable time period after the last day of fieldwork. The auditor should be available for any meetings that may be necessary to discuss the draft audit reports. Once all issues of discussion are resolved, the completed financial statements, Single Audit report and other reports shall be delivered to the Finance Director. It is anticipated that this process will be completed and the final products to be delivered by December 31<sup>st</sup> each year.

**V. PROPOSAL REQUIREMENTS**

**A. General Requirements**

1. Inquiries concerning the Request for Proposals and the subject of the Request for Proposals must be made to:

Aimee Beleu  
Finance Director/Town Treasurer  
5555 Skyway  
Paradise, CA 95969  
(530) 872-6291 x 119  
rgilb@townofparadise.com

**CONTACT WITH PERSONNEL OF THE TOWN OTHER THAN THE ABOVE REGARDING THIS REQUEST FOR PROPOSALS MAY BE GROUNDS FOR ELIMINATION FROM THE SELECTION PROCESS.**

2. Three (3) copies of the Proposal shall be received by the office of the Town Clerk of the Town of Paradise by 4:00 p.m. on September 20, 2024 for a proposal to be considered. The Proposal should address the items listed in sections B below.

The Proposal should be addressed as follows:

**“Auditing Services Proposal”  
Town of Paradise  
Attn: Town Clerk  
5555 Skyway  
Paradise, CA 95969**

**B. Proposal Content**

1. Title Page

Show the request for proposal subject; the firm’s name; the name, address, telephone number, and email address of the contact person; and the date of the proposal.

2. Table of Contents

Identify the materials submitted by section and page number.

3. Signed Transmittal Letter

Briefly state the Proposer’s understanding of the work to be done; the commitment to perform the work within the time period; a statement why the firm believes itself to be best qualified to perform the engagement; and signed by the person authorized to represent the audit firm.

#### 4. Contents of Proposal

The purpose of the proposal is to demonstrate the qualifications, competence and capacity of the firm seeking to undertake an independent audit of the Town in conformity with the requirements of this request for proposals. As such, the substance of proposals will carry more weight than the form or manner of presentation. The proposal should demonstrate the qualifications of the firm and of the particular staff to be assigned to this engagement. It should also specify an audit approach that will meet the request for proposals requirements.

The proposal should address all points outlined in the request for proposals. The proposal should be prepared simply and economically, providing a straightforward, concise description of the proposer's capabilities to satisfy the requirements of this request for proposals. While additional data may be presented, the following subjects must be included. They represent the criteria against which the proposal will be evaluated.

a) License to Practice in California

An affirmative statement should be included verifying the firm and all assigned key professional staff are properly licensed to practice in California.

b) Independence

The firm should provide an affirmative statement that it is independent of the Town of Paradise as defined by auditing standards generally accepted in the United States of America and the General Accounting Office's *Government Auditing Standards*.

c) Firm Qualifications and Experience

To qualify the firm must have experience in governmental audits of cities in the State of California, as well as experience with preparation of annual financial statements.

- (1) State whether your audit organization is national, regional, or local and indicate the location of the office that has responsibility for the audit.
- (2) Indicate the number and nature of the professional staff to be employed in this engagement on a full-time basis and the number and nature of the staff to be so employed on a part-time basis. Staff consistency is an important consideration.
- (3) Describe specialized services that the firm has provided for municipalities, such as transient occupancy tax audits, franchise fee audits, and/or management consulting services.
- (4) Provide a list of all current municipal clients.
- (5) Submit a copy of the report on its most recent external quality control review (peer review). Include a statement whether that quality control

review included a review of specific government engagements (required by Government Auditing Standards).

- (6) Provide information on the results of any Federal or State desk reviews or field reviews of its audits during the past three (3) years. In addition, provide information on the circumstances and status of any disciplinary action taken or pending against the firm during the past three (3) years with State regulatory bodies or professional organizations.
- (7) Partner, Supervisory and Staff Qualifications and Experience

Identify the principal supervisory and management staff, including engagement partners, managers, other supervisors and specialists who would be assigned to this engagement. Include resumes, indicating whether each such person is registered or licensed to practice as a certified public accountant in California. Provide information on the government auditing experience of each person, including information on relevant continuing professional education for the past (3) three years and membership in professional organizations relevant to the performance of this audit.

Provide as much information as possible regarding the number, qualifications, experience and training, including relevant continuing professional education, of the specific staff to be assigned to this engagement. Indicate how the quality of staff over the term of the agreement will be assured.

Engagement partners, managers, other supervisory staff and specialists may be changed if those personnel leave the firm, are promoted, or are assigned to another office. These personnel may also be changed for other reasons with the express prior written permission of the Town. However, in either case, the Town retains the right to approve or reject replacements.

Other audit personnel may be changed at the discretion of the Proposer provided that replacements have substantially the same or better qualifications or experience.

- (8) Similar Engagements with Other Government Entities

For the firm's office that will be assigned responsibility for the audit, list the most significant engagements (maximum - 5) performed in the last five (5) years that are similar to the engagement described in this request for proposals. These engagements should be ranked on the basis of total staff hours. Indicate the scope of work, date, engagement partners, total hours, and the name and telephone number of the principal client contact. Information should be provided regarding clients that the firm serves that have received the CSMFO and GFOA awards.

The Town reserves the right to contact any or all of the listed references regarding the audit services performed by the proposer. In addition, the Town reserves the right to contact clients who are not listed as references.

(9) Specific Audit Approach

The proposal should set forth a work plan, including an explanation of the audit methodology to be followed, to perform the required services as stated within this request for proposals. In developing the work plan, reference should be made to such sources of information as Town of Paradise's budget and related materials, organizational charts, manuals, programs, and financial and other management information systems. Proposers will be required to provide the following information on their audit approach:

- (a) Proposed segmentation for the engagement;
- (b) Level of staff and number of hours to be assigned to each proposed segment of the engagement;
- (c) Sample size and the extent to which statistical sampling is to be used in this engagement;
- (d) Extent of use of electronic data processing software in this engagement;
- (e) Type and extent of analytical procedures to be used in this engagement;
- (f) Approach to be taken to gain and document an understanding of the Town's internal control structure;
- (g) Approach to be taken in determining laws and regulations that will be subject to audit test work; and
- (h) Approach to be taken in drawing audit samples for purposes of tests of compliance.

(10) Fees for Service

The proposal should contain all pricing information relative to performing the audit engagement as described in this request for proposals. The total all-inclusive maximum price to contain all direct and indirect costs including all out-of-pocket expenses.

The Town will not be responsible for expenses incurred in preparing and submitting the proposal. Such costs should not be included in the proposal.

The cost portion of the proposal should be submitted in the format provided in Attachment A, "AUDIT WORK COST PROPOSAL FORM" and Attachment B, "ESTIMATE OF COST."

## **VI. EVALUATION PROCEDURES**

Proposals will be evaluated in two phases. Firms meeting the mandatory criteria will have their proposals evaluated and scored for both technical qualifications and price. The following represent the principal selection criteria, which will be considered during the evaluation process.

### **A. Mandatory Criteria**

1. The audit firm is independent and licensed to practice in California. The firm has no conflict of interest with regard to any of the work performed by the firm for the Town.
2. The firm adheres to the instructions in this request for proposals on preparing and submitting the proposal.
3. The firm submits a copy of its last external quality control review report and the firm has a record of quality audit work.

### **B. Selection Criteria**

1. The firm's past experience and performance on comparable government engagements.
2. The quality of the firm's professional personnel to be assigned to the engagement and the quality of the firm's management support personnel to be available for technical consultation.
3. Adequacy of proposed staffing plan for various segments of the engagement.
4. Thoroughness of approach to conducting the audit of the Town and demonstration of the understanding of the objectives and scope of the audit.
5. Commitment to timeliness in the conduct of the audit.
6. Maximum fees to conduct the audit.



**Attachment A**

**AUDIT WORK COST PROPOSAL FORM**

<b>Service</b>	<b>2024/2025</b>	<b>2025/2026</b>	<b>2026/2027</b>
Town Audit and Related Reports	\$	\$	\$
GANN Limit Review Report	\$	\$	\$
Single Audit and Related Reports	\$	\$	\$
Annual State Controller Reports (not including Annual Street Report)	\$	\$	\$
Total for Fiscal Year (not-to exceed)	\$	\$	\$

**Attachment B**

**ESTIMATE OF COST**

Name of Firm:

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Address:

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Contact Name:

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Contact Phone #: \_\_\_\_\_ Fax \_\_\_\_\_

Contact Email:

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**Auditor's Standard Billing Rates**

<b>Auditors Standard Hourly Billing Rates</b>			
<b>POSITION</b>	<b>2024/2025</b>	<b>2025/2026</b>	<b>2026/2027</b>
<b>Partner</b>	\$	\$	\$
<b>Manager</b>	\$	\$	\$
<b>Senior Accountant</b>	\$	\$	\$
<b>Staff Accountant</b>	\$	\$	\$
<b>Clerical</b>	\$	\$	\$



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 6(a)**

**ORIGINATED BY:** Susan Hartman, Community Development Director –  
Planning & Wastewater  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** Electronic Changeable Message Sign Discussion  
**LONG TERM RECOVERY PLAN:** No

**COUNCIL ACTION REQUESTED:**

1. Provide staff with consensus on the proposed draft Ordinance relating to electronic changeable message signs to present for adoption at a future council meeting; or,
2. Provide alternative direction to town staff.

**Background:**

At the July 9, 2024 Town Council meeting, staff and council members had a discussion as to the possibility of amending the existing sign ordinance to allow for expanded use of electronic changeable message signs in non-residential zones around town. Currently, electronic message signs are only permitted for community service land uses in the Community Facilities (C-F) and Community Services (C-S) zoning districts. Different standards, from jurisdictions already regulating electronic message signs, were reviewed and discussed. At the end of the conversation, staff was directed to prepare a draft Ordinance for Council consideration before formally agendizing the Ordinance for Planning Commission review.

**Analysis:**

Based on feedback from the Council on the potential regulatory statutes discussed at the July council meeting, the draft ordinance addresses the following items:

- For zones outside of the C-S & C-F, a use permit (public hearing) will be required when the parcel is abutting a residentially zoned property or when an existing sign structure is being retrofitted that exceeds the size/height limits for electronic signs (40 sq ft and 6' tall).
- Electronic message signs will only be potentially expanded into the C-C (Community Commercial) and I-S (Industrial Service) zones. No message signs will be permitted in the downtown C-B (Central Business) zone.
- To be consistent with the town's current lighting standards which require that lighted fixtures minimize glare and illumination onto neighboring parcels, new electronic sign faces will require an automatic dimmer during nighttime hours.
- Only one electronic message sign will be allowed per site.
- Electronic message signs will not be permitted as roof signs or billboard signs.
- Message shall stay static for a minimum of 8 seconds with a transition during messages of 2 seconds or less with no flashing.

Attached to this council agenda summary for your consideration and consensus is an ordinance prepared by town staff that reflects the recommended PMC text amendments. The proposed new text within the ordinance is shown as shaded and text proposed to be deleted is shown in strikethrough text. If agreed to by a majority of the Council, the draft ordinance will be agendized for Planning Commission review and recommendation and brought back to the Council for introduction at a later date.

**Financial Impact:**

Discussion of municipal code ordinances will have no financial impact upon the Town of Paradise.

**Attachment:**

Draft Ordinance

**TOWN OF PARADISE  
ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING TEXT REGULATIONS WITHIN  
PARADISE MUNICIPAL CODE TITLE 17 [ZONING] RELATIVE TO ELECTRONIC CHANGEABLE  
MESSAGE SIGN REGULATIONS**

**SECTION 1.** The definition of the term “Sign, Electronic Changeable Message” in Paradise Municipal Code Chapter 17.04 shall be added to read as follows:

Sign, electronic changeable message. “Electronic changeable message sign” means a SIGN with a fixed or changing display composed of a series of lights, including LEDs and LCDs, that may be changed through electronic means, but not including time and temperature displays.

**SECTION 2.** Amend the excepted sign listings in Section 17.37.300.A [Prohibited Signs] to read:

The following signs are prohibited in all zones, except as specifically allowed or limited herein:

- A. Animated signs, excepting the following specifically permitted types of animation:
1. Barber poles not exceeding three (3) feet in height nor projecting more than one foot from a building;
  2. ~~Situated on "CC" (community commercial) zoned properties any time and temperature indicators included as part of a business sign and maintained in working order;~~
  3. ~~Electronic changeable message signs for public, quasi-public and community service land uses located upon property situated within the C-S or C-F zones as permitted in Section 17.37.670.~~

**SECTION 3.** A new Section 17.37.670 shall be added to Paradise Municipal Code Chapter 17.37 [Sign Regulations] to read as follows:

Section 17.37.670 – Electronic changeable message signs.

- A) Only permitted for public, quasi-public and community service land uses located upon property situated within the C-S or C-F zones and for non-residential land uses within the C-C and I-S zones.
- B) A maximum of one electronic changeable message sign is permitted per site with a maximum electronic area of 40 square feet. New freestanding electronic changeable message signs shall have a maximum height of 6 feet.
- C) Messages shall be static and unanimated for a minimum of 8 seconds.

- D) Transition during messages shall be 2 seconds or less and shall either be instantaneous or fade in/out. Flashing is prohibited.
- E) For signs adjacent to a residential zoning district or where an existing sign cabinet is proposed to be retrofitted and the existing sign exceeds the size and/or height limits for an electronic changeable message sign, a CONDITIONAL USE PERMIT will be required.
- F) Electronic changeable message sign faces permitted after the effective date of the ordinance codified in this chapter shall be equipped with a photocell, timer, or other similar device which automatically dims the display during nighttime hours to prevent glare impacts.
- G) Electronic changeable message signs shall not be brighter than the illumination limit recommended by the International Sign Association (ISA) for Electronic Message Center signs, or 0.3 footcandles above ambient light when measured at the recommended distance as set forth by the ISA.
- H) Electronic changeable message signs are not permitted to be installed as ROOF SIGNS or operate as BILLBOARDS.

**SECTION 4.** Amend the text in Section 17.37.600.A [Permitted signs (billboards)] to read:

17.37.600 Permitted signs (billboards).

- A. Billboards may be permitted in the C-C, C-F, C-S and I-S zoning districts subject to town approval and issuance of an administrative permit in addition to the following limitations:
  - 1. The sign face (poster panel) shall be limited to a display surface not to exceed one hundred (100) square feet.
  - 2. Not more than one single-sided or double-sided billboard panel shall be located at any site.
  - 3. Billboards shall not exceed sixteen (16) feet in height.
  - 4. Billboards shall not be closer than fifty (50) feet from the centerline of a street unless the administrative permit provides for installation closer than fifty (50) feet.
  - 5. Billboard sites shall be located at least five hundred (500) radial feet distance from any existing billboard of a size greater than one hundred (100) square feet; three hundred (300) radial feet from any other billboard. Separation distance requirements for benches displaying advertising other than those benches determined to be exempt from the provisions of this chapter shall be determined as a condition of an administrative permit approval, if required.

6. Billboards shall not be permitted to be established upon properties located within the town adopted "Downtown Revitalization Master Plan Area.
7. Billboards shall not be electronic changeable message signs.

**SECTION 5.** Amend the table in Section 17.37.700 [Business signs – Regulations in all zoning districts] to read:

Table 17.37.700

Regulations for Business Signs in All Districts  
(The maximum allowable sizes and numbers are shown)

Type of Sign	Zones	Regulations
Roof signs	R-C, AG-10, AG-20, AR-1, AR-3, AR-5, RR-1, RR-2/3, RR-1/2, TR-1, TR-1/2, TR-1/3, M-F, N-C, C-S, C-F	Not permitted
	C-B, C-C	1.0 square foot of sign area per linear foot of roof length; not above highest point of roof or parapet; electronic changeable message signs not permitted
	I-S	1.0 square foot of sign area per linear foot of roof length; not above highest point of roof or parapet; electronic changeable message signs not permitted
Projecting signs	R-C, AG-10, AG-20, AR-1, AR-3, AR-5, RR-1, RR-2/3, RR-1/2, TR-1, TR-1/2, TR-1/3, M-F	Not permitted
	C-S, C-F	16 square feet maximum; 5 feet from wall
	N-C, C-B	16 square feet maximum; 5 feet from wall
	C-C, I-S	32 square feet maximum; 5 feet from wall
Flush (wall-mounted) signs	R-C, AG-10, AG-20, AR-1, AR-3, AR-5, RR-1, RR-2/3, RR-1/2, TR-1, TR-1/2, TR-1/3	10% of the area of the building wall on which the sign is established; 25 percent of wall length
	C-S, N-C, C-B, C-F	1.0 square foot of sign area per linear foot of wall length; 50 percent of wall length
	C-C, I-S	1.5 square feet of sign area per linear foot of wall length; 50 percent of wall length
Freestanding signs	R-C, AG-10, AG-20, AR-1, AR-3, AR-5, RR-1, RR-2/3, RR-1/2, TR-1, TR-1/2, TR-1/3	Refer to identification signs section 17.37.400.G.
	N-C, C-B, C-S, C-F, M-F	40 square feet; maximum 6 feet height; 1 per site
	C-C, I-S (excepting scenic highway corridors)	Monument, post or pole, 100 square feet, maximum height 10 feet (monument), and 16 feet (post, pole or pylon); 2 per site
	Scenic highway corridors	Monument or post, 100 square feet, maximum height 8 feet; 1 per site

**SECTION 6. CEQA COMPLIANCE.** The Town Council finds and determines that the enactment of this Ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines section 15061(b)(3) (General Rule Exemption).

**SECTION 7.** This ordinance shall take effect thirty (30) days after the date of its passage. Before the expiration of fifteen (15) days after its passage, this ordinance or a summary thereof shall be published in a newspaper of general circulation published and circulated within the Town of Paradise along with the names of the members of the Town Council of Paradise voting for and against same.

**PASSED AND ADOPTED** by the Town Council of the Town of Paradise, County of Butte, State of California, on this \_\_\_\_\_ day of \_\_\_\_\_, 2024 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

\_\_\_\_\_  
Ronald Lassonde, Mayor

**ATTEST:**

\_\_\_\_\_  
Melanie Elvis, Deputy Town Clerk

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Scott E. Huber, Town Attorney





**Town of Paradise**  
**Council Agenda Summary**

**Agenda Item: 6(b)**

**Date: August 13, 2024**

**ORIGINATED BY:** Tony Lindsey, Community Development Director –  
Building & Code Enforcement

**REVIEWED BY:** Jim Goodwin, Town Manager  
Scott Huber, Town Attorney

**SUBJECT:** Implementation plan related to the Introduction of Ordinance 637 modifying and amending chapter 8.04 of the Paradise Municipal Code related to nuisance abatement procedures discussion.

**LONG TERM RECOVERY PLAN:** No

**COUNCIL ACTION REQUESTED:**

1. Provide staff with consensus on proposed standards for an Implementation plan related to Ordinance 637 regarding nuisance abatement procedures to present at future council meeting; or,
2. Provide alternative direction to town staff.

**Background:**

Ordinance 637, modifying and amending chapter 8.04 of the Paradise Municipal Code related to nuisance abatement procedures, was introduced at the July 9, 2024, Town Council meeting. The Town Council directed staff to bring back an implementation plan for discussion.

**Analysis:**

The Public Nuisance Abatement Implementation Plan offers a structured approach with several key components: budgeting, inspection, communication, public education, enforcement, abatement procedures, legal framework, and cost recovery. This comprehensive plan ensures an organized and effective strategy for mitigating vegetation-related nuisances.

***Establish Abatement Budget***

The proposed enhancements to the public nuisance abatement procedures introduce a compliance tool that enables the Town to address vegetation overgrowth across various parcels more efficiently. While this tool grants legal remedies, it does not provide financial resources. The Council will determine the right balance between fiscal sustainability and community safety improvements. Prevention staff will continue enforcing the Defensible Space and Hazardous Fuel Management regulations year-round and utilize new resources to target the most problematic properties. Properties will be categorized based on the Fire Chief's recommendations to enhance community safety. These egregious parcels are prioritized based on a community safety approach, focusing on evacuation routes, critical fire pathways, the perimeter of the Town, and

locations adjacent to standing homes. Currently, there are 1,091 properties categorized under these criteria:

Current Data as of 8/1	Non-compliant parcels	Estimated Costs to abate	Compliance rate increase
Evacuation Routes	323	\$516,800	3%
Fire Pathways and Perimeter of Town	81	\$129,600	1%
Parcels adjacent to standing structures	835	\$1,336,000	7%
Parcels meeting all three categories	1	\$1,600	0%
Parcels meeting two categories	147	\$235,200	<2%
Parcels not meeting the priority criteria.	772	\$1,235,200	7%
Total of all non-compliant Parcels	1,863	\$2,987,200	17%

Due to years of noncompliance, many properties require extensive work to meet the Town's Defensible Space and Hazardous Fuel Management requirements. Staff estimates that the average contractor cost of \$1,600 per parcel is based on the average costs of abatements previously performed by the Town. A comprehensive approach with the Town performing abatement on all priority options would entail an estimated cost of \$1,745,600 to abate 1,091 non-compliant parcels, raising the overall compliance rate from 83% to 93%.

Staff can scale abatement operations to the funds allocated by the Council. However, the Council must weigh fiscal sustainability versus the benefit of additional percentage compliance gains.

### ***Inspections***

Maintaining defensible space is a regulation that requires attention throughout the entire year. Two additional limited-term grant-funded Prevention field staff members have notably improved the town-wide compliance rate. This field staff augments our team and boosts community support by swiftly and consistently inspecting all 11,183 parcels for overgrown vegetation, enforcing defensible space regulations, and following up on notices of violations and citations. The additional staff has allowed the Town to reach an **83%** compliance rate by July 31, as compared to a 62% compliance rate this same time in 2023.

Field staff are assigned specific areas according to the Town's evacuation maps, which define their work zones. Compliance is assessed based on the codified requirements outlined in the Paradise Municipal Code (PMC) 8.58.060. This section details defensible space and hazardous fuel management in alignment with the State's Public Resources and Government Codes for defensible space. The team regularly updates an interactive Weed Abatement map using a color-coded system: green indicates compliance, red signifies noncompliance, and blue denotes ongoing code enforcement.

### ***Communications***

The role of the limited-term grant-funded Office Assistant has dramatically improved our communication strategies. We've observed that not all property owners comply with the legal

requirement to update their mailing addresses with the county, and over a hundred are tax delinquent, making it challenging to ensure that our notices reach the responsible parties. The division has updated its mailing system, now using gold envelopes marked with a red "URGENT" stamp. Additionally, by leveraging technologies such as Locate Plus software to gather consumer data, our staff addresses issues with returned mail, searches for updated addresses, and attempts to make contact through texting and email. This multi-channel approach enhances the delivery of essential communications about defensible space and hazardous fuel management compliance, although it does not guarantee 100% effectiveness.

### ***Public Education***

Education about defensible space is crucial for wildfire prevention and improving community safety. With the enhancement of the prevention team, these educational initiatives can reach deeper, creating a cultural change within the community. The team plays a crucial role in expanding outreach through various methods, such as workshops like the monthly building stakeholders meetings, enhanced website content, native and fire-smart demonstration gardens at the Building Resiliency Center, and informative handouts emphasizing the importance of creating a buffer zone around homes and how to operate equipment safely. The team provides tailored consultations and distributes detailed online resources that guide property owners in managing surrounding vegetation. The team also visits vegetation-cutting operations to ensure operators are equipped with the most current information and guidelines. Additionally, the Town is collaborating with the Butte Fire Safe Council, broadening our vegetation management strategies to provide the most information to the public. Through consistent and thorough outreach, the prevention team ensures that more residents are well-informed and prepared to implement measures that bolster fire safety and increase the community's resilience against wildfires.

### ***Year-round Code Enforcement***

Defensible space and hazardous fuel management are year-round responsibilities outlined in PMC 8.58.060. According to this regulation, any person who owns, leases, controls, operates or maintains real property within the town must ensure that it continuously complies with Town regulations. Prevention staff strives to achieve voluntary compliance using the lowest level of enforcement.

Notices of Violations are issued for properties that do not comply with regulations, and if compliance is not achieved within a typical timeframe of 30 days, citations are issued. If a property owner responds, staff collaborates with them to facilitate compliance. Additional time may be granted if the owner demonstrates progress, presents a contract, or provides notification from a contractor that abatement will occur. If no response is received from the owner, the citation process proceeds.

Citations will be issued every 30 days, or potentially daily, as outlined in PMC 1.09.040 – Use of administrative citations. According to subsection (b), each day that a violation continues is considered a separate offense, and an administrative citation can be issued each day until compliance is achieved. Persistent noncompliance that results in unanswered notices and citations will lead to scheduling a public nuisance abatement hearing. Typically, a hearing will be scheduled after issuing the third (3<sup>rd</sup>) citation for property owners unwilling to comply with the Town's regulations.

## **Abatement**

Under current ordinances, parcel owners must maintain their properties year-round to manage vegetation and prevent weed-related nuisances, which are essential for public safety. When communication efforts fail to produce compliance, the introduction of an additional abatement tool becomes necessary as the final step in the compliance chain to remove the hazard.

At the June 11th Council meeting, the Council tasked staff with researching a new process for public nuisance abatement, citing the length, complexity, and costs associated with the current method. After conducting thorough research, staff developed a more streamlined process, which they plan to present to the Council for potential future adoption.

The ordinance providing the new process was introduced at the July 9th council meeting, with a second reading scheduled for the August 13th Council meeting. This ordinance will provide additional methods for the Town to effectively abate the public nuisance posed by overgrown vegetation by following the steps outlined in the proposed implementation plan below.

### **Implementation Plan**

1. Council Meeting #1
  - a. Staff—The Fire Chief or an authorized representative is responsible for compiling a list of properties that violate the town's standards and are proposed for designation as a nuisance. This list, identifying the properties subject to public nuisance abatement and estimating the cost of abatement will then be presented to the Town Council for approval through a resolution.
  - b. Council – Council votes to approve by resolution that all such properties are public nuisances and are subject to abatement. The Council also directs the Town Clerk to mail written notice of the proposed abatement to all persons owning property described in the resolution. The notice describes the public nuisance and provides a minimum of 14 days before the time fixed for hearing objections by the Town Council.
2. Council Meeting #2
  - a. Council—At the time stated in the notices, the Council hears and considers all objections to the proposed nuisance designation and removal of vegetative growth. After the hearing, the Council will allow or overrule any objections. At that time, the Town acquires jurisdiction to proceed and perform the abatement work. The decision of the Council is final.
  - b. Staff—Properties will be posted for abatement. If the Fire Chief or authorized representative finds unresolved fire hazards 10 days after the hearing, they are authorized to clear the hazards. Staff will coordinate with qualified contractors to ensure they have the necessary equipment to conduct vegetation abatement operations safely.
  - c. Staff—Each property owner will be sent an invoice for all costs, including administrative and abatement fees, for the abatement work performed on their parcel. They must remit payment within 30 days to avoid being placed on the assessment list.
3. Council Meeting #3
  - a. Staff—The Fire Chief or authorized representative keeps an accounting of the abatement cost for each separate lot or parcel of land. He or she shall submit an itemized written report showing such cost. The costs, including administrative fees

and abatement costs, are documented and submitted to the Council for confirmation. A report and assessment list will be available at the Town Clerk's office before the council hearing.

- b. Council—Council confirms the report. Once approved, as codified in the PMC 8.04.120, if the property owner does not pay the expense of abating the nuisance within five (5) days after the Town Council confirms the costs of abatement, the cost shall become a lien and a special assessment against the real property upon which the nuisance was abated.

### **Legal Framework/Cost Recovery**

A public nuisance is “[a]nything that is injurious to health, including, but not limited to, the illegal sale of controlled substances, or is indecent or offensive to the senses, or an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property...” and is “one which affects at the same time an entire community or neighborhood, or any considerable number of persons”. (Civil Code section 3479-3480.) A public nuisance may be abated by any public body or authorized officer. (Civil Code section 3494.) Further, the Courts have long held that the general police powers of a public agency “include everything essential to public safety or health and justifies the ... abatement by summary proceedings of whatever may be regarded as a public nuisance.” (*Aguiar & Bello v. Brock* [1938] 24 F.Supp. 692.)

Further, the Town of Paradise has defined what constitutes a public nuisance in Section 8.04.010 of the Paradise Municipal Code, which reads in pertinent part:

“the following conditions or acts is declared by the town council to be an unlawful public nuisance, and the violation of which shall be an infraction:

“(A) Fire hazards: Dry or dead shrub, dead tree, combustible refuse and waste, or any material growing on a street, sidewalk or upon private property within the town, which by reason of its size, manner of growth and location is determined by the town fire chief or fire marshal to constitute a fire hazard to a building, improvement, crop or other property, or when dry, will reasonably constitute a fire hazard. ...

(H) Maintenance of residential property: any person owning, leasing, occupying or having charge or possession of any residential property and maintaining such property in a manner such that any of the following conditions exist thereon:

(6) Maintenance of premises in such a condition as to be detrimental to the public health, safety or general welfare, including large and precarious diseased, uprooted, dead or dying trees; open containers of oil, gasoline, or other petroleum products, antifreeze, or other hazardous or flammable chemicals, or in such a manner as to constitute a public nuisance as defined in California Civil Code Section 3480.”

In addition to the California Civil Code, the Paradise Municipal Code authorizes the Town to abate public nuisances. Specifically, Paradise Municipal Code section 8.04.020.1(B) provides that, “any condition caused or permitted to exist in violation of any provision of any ordinance of the town or provision of this code shall be deemed a public nuisance and may be abated as provided herein or in any other chapter of this code.” Accordingly, the Town of Paradise may abate any condition that constitutes a public nuisance in any legal method provided for in the Civil Code or in the Paradise Municipal Code.

While the Town may abate any public nuisance in an appropriate method provided for by law, the Town does have flexibility to be selective in the public nuisances it chooses to abate. Specifically, the town is not liable for a refusal, failure or affirmative decision to not enforce any provision of law or municipal code related to public nuisances. (Government Code section 818.2; *Fox v. County of Fresno* (1985) 170 Cal. App. 3d 1238.) In addition, a public agency is not liable for any injury caused by a failure to inspect a property. (Government Code section 818.6.)

Once the nuisance abatement process has been completed for a particular parcel, a public agency may prepare and record a lien against that parcel. (Government Code section 38773.5; *Thain v. City of Palo Alto* (1962) 207 Cal. App. 2d 173.). The direct abatement costs (i.e. inspection costs, enforcement activities, fines, late fees and interest) will appear on the property tax bill. The other abatement costs, such as administrative expenses, would not be on the tax rolls but would remain a lien and a cloud on title to the property. If the property tax, including the portion that makes up the abatement lien on the tax rolls, is not paid for at least five years for residential property, or three years for non-residential property, the County Tax Collector may auction the property pursuant to a tax default sale.

Further, the Town may bring an action to foreclose on that lien through a judicial foreclosure action. (Government Code section 38773.1.). While there are very few instances of judicial foreclosure actions in California, it is estimated that uncontested foreclosure actions may take up to 12 months for completion, and contested judicial foreclosure actions may take several years. The legal fees for a judicial foreclosure action would depend on whether the matter was uncontested or contested, and could range between \$10,000 (uncontested) to \$75,000 (contested). The Town would be entitled to recover any attorneys' fees and costs expended in a successful nuisance abatement and judicial foreclosure action, however, all attorneys' fees are subject to approval or disallowance by the Court.

***Additional discussion item: Using abatement contractors versus hiring a dedicated abatement staff for this effort.***

Depending on the scale of the abatements the Town Council may direct, that Town could consider using it's own force and equipment to complete abatements. The decision between using abatement contractors and hiring a dedicated staff often hinges on several factors, including the frequency and scale of abatement needs, budget constraints, and the town's strategic priorities. A dedicated team might be a better long-term investment if abatement demands are frequent and widespread due to increased efficiency and value.

Both approaches come with distinct advantages and challenges. Hiring a dedicated abatement staff allows for more control over scheduling and operations, leading to quicker response times and consistent quality of work. However, this approach requires significant initial investments in equipment and ongoing costs for salaries, benefits, and training. Conversely, contracting out abatement work can be more cost-effective, as contractors bring their specialized tools and machinery, eliminating the need for upfront equipment purchases and ongoing maintenance. Contractors also provide scalability, adjusting easily to fluctuating demand throughout the year and thus helping to manage fixed labor costs.

Another consideration is that relying solely on abatement contractors may place the Town in competition with property owners who need the same services. If the Town continues to carry out property abatements on an ongoing or annual basis, it could strain local resources. This competition might not only lead to potential shortages of available contractors but could also drive up the costs of services as demand increases. Such a scenario could impact the efficiency and

cost-effectiveness of abatement efforts, presenting a challenge in managing town-wide vegetation control.

If directed by the Council, staff can investigate all the costs of hiring a dedicated abatement team. This analysis would cover expenses related to salaries, equipment purchases, ongoing maintenance, training, and any other financial commitments required to establish and sustain an in-house abatement operation.

**Financial Impact:**

This discussion item has no financial impact. Staff will provide the Council with a Resolution for the final implementation plan at the next council meeting.

DRAFT



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 6(c)**

**ORIGINATED BY:** Jessica Erdahl, Supervising Project Manager  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** Intersection Control Evaluation and Recommendation – Skyway and Pentz Road Intersection  
**LONG TERM RECOVERY PLAN:** Yes, Tier 1, Evacuation

**COUNCIL ACTION REQUESTED:**

1. Consider adopting Resolution No. 2024- \_\_\_\_, “ A Resolution of the Town Council of the Town of Paradise approving the recommended signal control intersection alternative identified in the Intersection Control Evaluation Report for the Skyway and Pentz Road intersection”. (ROLL CALL VOTE)

**Background:**

The Town of Paradise Long-Term Community Recovery Plan as well as the 2022 Transportation Management Plan identified the Skyway and Pentz Intersection as a Tier 1 safety project for improving evacuation routes. The existing intersection is currently minor-street stop-controlled with no marked crosswalks, curb ramps, or sidewalks.

The Town has secured \$199M in Community Development Block Grant Disaster Recovery (CDBG-DR) funding to assist with delivering infrastructure projects that address identified unmet 2018 disaster recovery needs and increase the resilience of cities and counties. The Skyway and Pentz Road Intersection Improvement Project has been awarded \$4.5M in CDBG-DR funds. This proposed project will increase capacity of the Skyway-Pentz intersection, providing for large vehicle turning radius and improving daily operations safety. The Yellowstone Kelly Heritage Trailway is a paved Class I multi-use path that generally runs parallel to Skyway, and terminates within the southwest corner of the intersection.

The Town of Paradise contracted with Dokken Engineering to perform civil engineering design services on the Skyway and Pentz Road Intersection Improvement Project. Wood Rodgers, a subconsultant to Dokken Engineering, performed a Traffic Operations Analysis and Intersection Control Evaluation to evaluate the operations of the proposed intersection control alternatives and address the Project’s impacts, if any, under the California Environmental Quality Act (CEQA). The project proposes the following two improvement alternative:

Signal Alternative: this alternative includes installation of a traffic signal with northbound (Pentz) and southbound (Old Skyway) right-turn pockets and eastbound and westbound (Skyway) left-turn pockets. The northbound and southbound approaches would have split signal phasing and the eastbound and westbound left-turns would have protected phasing. Crosswalks would be present on the north and west legs.



Roundabout Alternative: this alternative would construct a four legged, single-lane roundabout with splitter islands on all four approaches and two-stage crosswalks on the north, south, and west legs.

A No Build Alternative was also analyzed, assuming the intersection remains as it currently is today with minor-street stop-control.

### **Analysis:**

Using a performance-based approach, Intersection Control Evaluation (ICE) is used to screen alternatives and identify optimal geometric and control solutions for an intersection. The goal of the attached ICE is to help the Town make a data-driven decision in selecting the preferred intersection control alternative at the Skyway and Pentz Road intersection.

This evaluation of intersection control alternatives resulted in the following key conclusions:

- Both the signal and the roundabout alternatives would provide adequate capacity and operational performance (LOS B) through the 2040 design year.
- In the cumulative condition this intersection does meet the Peak Hour Signal Warrant #3 (70% Factor) of the California Manual on Uniform Traffic Control Devices.
- Both the signal and roundabout alternatives can be designed to accommodate a 40-foot firetruck design vehicle. The roundabout can also accommodate a WB-50 and WB-67 tractor trailer assuming the splitter island curbs and center island curbs are fully mountable. The signal design requires the WB-50 and WB-67 tractor-trailer to encroach on other lanes to complete most right-turns.
- Overall upfront costs for both alternatives are similar, with the roundabout having a slightly higher estimated construction costs at \$2,284,993 and the signal at \$2,147,942.
- The roundabout is expected to provide a greater safety benefit and lower overall annual delay and operating cost. Therefore, the roundabout alternative is projected to provide the most benefit overall. This analysis, however, does not include evacuation conditions benefits.
- Right-of-way costs for both alternatives are similar. Both alternatives will need Temporary Construction Easements (TCE) to allow widening and grading or Permit to Enter and Construct (PTEC) to allow sufficient space to conform driveways.
- Currently, there are no roundabouts in the Town of Paradise or the neighboring community of Magalia. Several intersections along Skyway are currently signal-controlled and by installing a signal at the Skyway intersection with Pentz Road it will maintain a traffic control consistency throughout the Skyway corridor. This familiarity of intersection control type will provide a user-friendly solution to the higher demand forecasted for future condition.
- Under contraflow conditions during an evacuation scenario, the signal alternative would provide 3 to 4+ total travel lanes through the intersection in the southbound/westbound directions while the roundabout alternative would only allow 1 to 2 lanes of traffic to travel through the intersection in the southbound/westbound directions.

After thorough consideration of the three intersection alternatives (signalized, roundabout, and no-build), the recommended intersection control alternative is the signal-control. Several factors, including emergency evacuation, daily operations, and driver expectations were considered in the evaluation of the alternatives and the overall benefits of the signal control outweigh the roundabout or keeping the existing minor-street stop-control.

Following consideration and approval of the recommendation for the ICE, staff will continue to advance the project design to a construction-ready state, anticipated in 2026/2027.

**Financial Impact:**

The total estimated cost for the Skyway and Pentz Intersection Improvement Projects is \$4,500,000 and is covered by CDBG-DR funding.

**Attachments:**

- A. Resolution
- B. Intersection Control Evaluation Report

**TOWN OF PARADISE  
RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF  
PARADISE APPROVING THE RECOMMENDED SIGNAL CONTROL  
INTERSECTION ALTERNATIVE IDENTIFIED IN THE INTERSECTION  
CONTROL EVALUATION REPORT FOR THE SKYWAY AND PENTZ  
ROAD INTERSECTION.**

**WHEREAS,** the Town of Paradise has secured grant funds through the Community Development Block Grant Disaster Recovery Infrastructure Program for the purposes of improving community resiliency through critical projects,

**WHEREAS,** the Skyway-Pentz Road intersection has been identified as a critical project which has potential to increase safety and evacuation effectiveness; and,

**WHEREAS,** the Skyway-Pentz Intersection has been reviewed through a formal Intersection Control Evaluation Report, comparing alternatives to best achieve the Town's goals and objectives of the project.

**WHEREAS,** the Intersection Control Evaluation Report has concluded a traffic signal as the preferred alternative of the Skyway-Pentz Road intersection.

**NOW, THEREFORE, BE IT RESOLVED** by the Town Council of the Town of Paradise the following:

**Section 1.** The Public Works Department is authorized to continue project development activities using the traffic signal alternative for the Skyway-Pentz Intersection Improvements Project

**PASSED AND ADOPTED** by the Town Council of the Town of Paradise on this 13th day of August 2024, by the following vote:

**AYES:  
NOES:  
ABSENT:  
ABSTAIN:**

By: \_\_\_\_\_  
Ronald Lassonde, Mayor

ATTEST:

\_\_\_\_\_  
Melanie Elvis, Deputy Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Scott E. Huber, Town Attorney



July 22, 2024

Town of Paradise - Public Works Department  
ATTN: Jessica Erdahl  
5555 Skyway Road  
Paradise, CA 95969

Dear Ms. Erdahl,

Dokken Engineering was retained by the Town to complete an evaluation of alternative control measures for the Pentz Road and Skyway intersection. After thorough consideration of the three intersection alternatives (signalized, roundabout, and no-build), Dokken Engineering recommends implementing the signal-control. Several factors were considered in the evaluation of the alternatives and the overall benefits of the signal control outweigh the roundabout or keeping the existing minor-street stop-control. Those were; evacuation, operations, and driver expectations.

Per the *Evacuation Technical Memorandum* (April 5, 2022) Pentz Road and Skyway are considered primary evacuation routes and optimizing the capacity of the intersection is critical in the case of an emergency. Limiting the intersection lane capacity with the features of the roundabout alternative would introduce traffic delays undesired in the case of evacuation. The addition of a signal does not necessarily create a disadvantage when comparing to the existing minor-street stop-control because the signal can be managed to function in the desired setting in case of evacuation.

Per the attached *Skyway & Pentz Road Traffic Operations Analysis (Prepared by Wood Rogers, July 22, 2024)* the no-build cumulative condition in 2040 will result in the intersection operating at Level of Service (LOS) F, which is below the Town standard of LOS D. In the cumulative condition this intersection does meet the Peak Hour Signal Warrant #3 (70% Factor) of the California Manual on Uniform Traffic Control Devices. Both the signal and roundabout options in the cumulative condition will operate at a LOS B.

Another advantage of the signal-control over the roundabout alternative is maintaining the driver's expectations. There are currently no roundabouts throughout the Town or in the neighboring community of Magalia. Several intersections along Skyway are currently signal-controlled and by installing a signal at the Skyway intersection with Pentz Road it will maintain a traffic control consistency throughout the Skyway corridor. This familiarity of intersection control type will provide a user-friendly solution to the higher demand forecasted for future condition.

Lastly, there are no significant advantages with either the signal-control or roundabout alternatives regarding right of way needs. Both alternatives will need Temporary Construction Easement (TCE) to allow widening and grading or Permit to Enter and Construct (PTEC) to allow sufficient space to conform driveways. The areas of need are comparably the same.

Please find attached the Intersection Control Evaluation for the Pentz Road/Skyway intersection. Feel free to reach out with questions or comments.

Sincerely,

Brian Stephenson, P.E.  
Project Manager  
Dokken Engineering



Attachment: *Skyway & Pentz Road Traffic Operations Analysis (Prepared by Wood Rogers, July 22, 2024)*



# Memorandum

WOOD RODGERS  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

**To:** Town of Paradise – Public Works & Engineering Department

**From:** Mario Tambellini, PE, TE  
Nicole Scappaticci, PE

**Date:** July 22, 2024

**Subject:** Skyway & Pentz Road Traffic Operations Analysis

## I. INTRODUCTION

This memorandum has been prepared to present the results of a Traffic Operations Analysis (TOA) for the proposed Skyway & Pentz Road Intersection Improvement Project (Project) located in the Town of Paradise (Town). The Project proposes two improvement alternatives for the intersection.

The purpose of this TOA is to evaluate the operations of the proposed intersection control alternatives and address the Project's impacts, if any, under the California Environmental Quality Act (CEQA). This memorandum includes the following sections:

- Project Description
- CEQA Transportation Analysis
- Intersection Control Evaluation
- Benefit/Cost Evaluation
- Conclusion

## 2. PROJECT DESCRIPTION

The Project intersection is located near the northern Town limits. The intersection is currently minor street stop-controlled with no marked crosswalks, curb ramps, or sidewalks. The Yellowstone Kelly Heritage Trail terminates on the southwest corner of the intersection. *The Town of Paradise 1994 General Plan Policy Document* and *Appendix B Circulation/Roadway Improvements Technical Memorandum of the Paradise Transportation Master Plan* (dated 2022) classify Skyway as an Arterial roadway and Pentz Road as a Collector roadway. However, *Appendix B of the Paradise Transportation Master Plan* recommends that Skyway be reclassified as a Principal Arterial and Pentz Road be reclassified as a Minor Arterial. The Project location is included in **Figure 1**.

The Project proposes the following two improvement alternatives:

- **Signal Alternative:** this alternative includes installation of a traffic signal with northbound and southbound right-turn pockets and eastbound and westbound left-turn pockets. The northbound and southbound approaches would have split signal phasing and the eastbound and westbound left-turns would have protected phasing. Crosswalks would be present on the north and west legs.
- **Roundabout Alternative:** this alternative would construct a four legged, single-lane roundabout with two-stage crosswalks on the north, south, and west legs.

A No Build alternative was also analyzed:

- **No Build:** this alternative assumes the intersection remains as it currently is today with minor-street stop-control.

Project alternative exhibits are contained in **Attachment A**.



Project Location  
 Skyway / Pentz Road TOA  
 Paradise, CA  
 July 2024





### 3. CEQA TRANSPORTATION ANALYSIS

#### PROJECT IMPACTS ON MULTIMODAL FACILITIES

The Skyway & Pentz Road intersection currently has no marked crosswalks, curb ramps, or sidewalks. The Yellowstone Kelly Heritage Trail is a paved Class I multi-use path that generally runs parallel to Skyway, and terminates within the southwest corner of the intersection.

Both Project alternatives would provide connectivity to the trail with a proposed crosswalk on the west leg of the intersection. Both alternatives would also provide a crosswalk on the north leg of the intersection, and the Roundabout Alternative would provide a crosswalk on the east leg of the intersection.

The Project would not adversely affect existing or proposed pedestrian, bicycle, or transit facilities in a way that would discourage their use. The Project would generally improve safety for bicyclists and pedestrians crossing the intersection and is not projected to result in any new unsafe bicycle/pedestrian/motor vehicle conflicts.

#### SAFETY EVALUATION

Five years of crash data (April 2019 – April 2024) was obtained from the Statewide Integrated Traffic Records System (SWITRS) to identify high collision locations and common collision characteristics. SWITRS collision data is included in **Attachment B**.

**Table 1** summarizes the collisions in the study area and describes the collision severity (fatal, serious injury, other visible injury, complaint of pain, and property damage (PDO)) and the collision type. The SWITRS data indicated that a total of 9 collisions occurred at or near the Skyway & Pentz Road intersection over the last five years. The severity of most collisions involved Other Visible Injury, followed by PDO and Injury With Complaint of Pain. The most common collision types were Rear-End, followed by Sideswipe and Hit Object collisions.

**Table 1. Summary of Collision Severity and Type**

Intersection	Total Collisions	Severity					Type				
		Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	PDO	Sideswipe	Rear-End	Broadside	Hit Object	Other
Skyway & Pentz Road	9	0	0	4	2	3	2	3	1	2	1

**Table 2** shows the primary collision factors (PCFs) at each study intersection. The most common PCF was unsafe speed, followed by driving or bicycling under the influence.

**Table 2. Summary of Primary Collision Factors**

Intersection	Total Collisions	PCF					
		Driving or Bicycling Under the Influence	Unsafe Speed	Wrong Side of Road	Unsafe Lane Change	Automobile Right of Way	Traffic Signals and Signs
Skyway & Pentz Road	9	2	3	1	1	1	1

**VEHICLE MILES TRAVELED (VMT) ANALYSIS**

Senate Bill 743 (SB 743), signed in 2013, required changes to CEQA guidelines on the measurement and identification of transportation impacts due to new projects in California. Revised CEQA Guidelines were adopted in 2018 which identified VMT as the most appropriate metric to evaluate transportation impacts. Statewide implementation of assessment of VMT as a metric of transportation impact occurred for all jurisdictions on July 1, 2020. The Governor’s Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory) (December 2018), contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The Town has not currently adopted official VMT guidelines or thresholds. Therefore, this memorandum utilizes recommended thresholds outlined in the OPR Technical Advisory for transportation projects.

The OPR Technical Advisory states that transportation projects that would not likely lead to a substantial or measurable increase in vehicle travel include installation, removal, or reconfiguration of traffic control devices, and installation of roundabouts or traffic signals. The OPR Technical Advisory also states that these types of transportation projects generally should not require an induced travel analysis.

Since the Project consists of installation of a traffic signal or roundabout, it can be assumed the proposed Project would not add capacity to the overall roadways and would not lead to a measurable and substantial increase in vehicle travel. Therefore, Project VMT impacts may be considered less than significant.

**4. INTERSECTION CONTROL EVALUATION**

**INTERSECTION OPERATIONS**

**Analysis Scenarios**

Traffic operations analyses at the Skyway & Pentz Road intersection were performed for No Build, Signal Alternative, and Roundabout Alternative scenarios under the following study conditions:

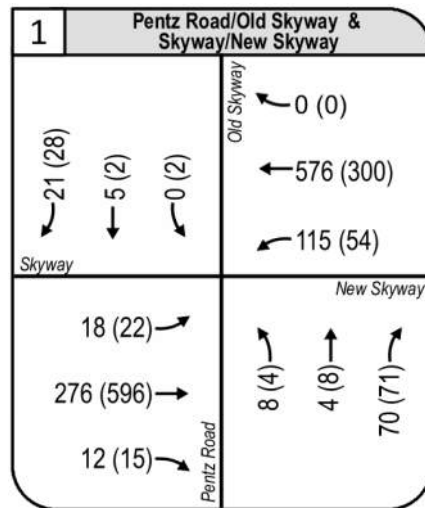
- Existing Conditions
- Cumulative Conditions

Existing conditions weekday turning movement counts, as well as bicycle and pedestrian counts, were collected on Tuesday, March 23, 2024, during peak AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) periods. 24-hour Average Daily Traffic (ADT) counts with vehicle classifications were also collected on each leg of the intersection on the same day. Traffic data count sheets are included in **Attachment C**.

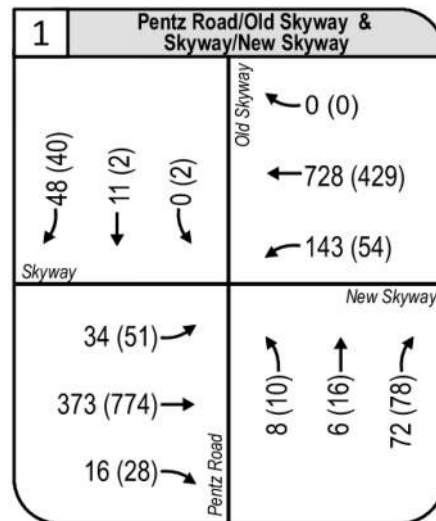
Cumulative conditions represent future year 2040 conditions and are based on forecasts contained in the latest version of the Butte County Association of Governments Travel Demand Model (BCAG TDM). The Furness Method was applied to BCAG TDM Base Year 2020 and Future Year 2040 link volumes to develop Cumulative conditions intersection volumes.



**Figure 2** shows Existing conditions peak hour intersection volumes and **Figure 3** shows Cumulative conditions peak hour intersection volumes.



**Figure 2. Existing Traffic Volumes - AM(PM)**



**Figure 3. Cumulative Traffic Volumes - AM(PM)**

**Analysis Methodology**

**Level of Service Methodology**

*Synchro 11* and *Sidra 9* software and Highway Capacity Manual, 6th Edition (HCM 6th Edition) methodology were used to determine intersection delay and level of service (LOS) operations under AM and PM peak hour conditions.

For the Signal and Roundabout Alternatives, the intersection delays and LOS reported are the average values for the whole intersection. For the No Build (two-way stop-controlled (TWSC)) Alternative, the worst approach/movement delay and LOS is reported. The delay-based HCM 6th Edition LOS criteria for different types of intersection controls are outlined in **Table 3**.

**Table 3. HCM 6th Edition Intersection LOS Thresholds**

Level of Service	Description	Intersection Control Delay (seconds/vehicle)	
		Unsignalized and Roundabout	Signalized
A	Free-flow conditions with negligible to minimal delays.	delay ≤ 10.0	delay ≤ 10.0
B	Good progression with slight delays.	10.0 < delay ≤ 15.0	10.0 < delay ≤ 20.0
C	Relatively higher delays.	15.0 < delay ≤ 25.0	20.0 < delay ≤ 35.0
D	Somewhat congested conditions with longer but tolerable delays.	25.0 < delay ≤ 35.0	35.0 < delay ≤ 55.0
E	Congested conditions with significant delays.	35.0 < delay ≤ 50.0	55.0 < delay ≤ 80.0
F	Jammed or grid-lock type operating conditions.	delay > 50.0	delay > 80.0

*Source: HCM 6th Edition Exhibit 19-8 and 20-2.*

HCM 6th Edition reports were generated to determine the delay, LOS, and queueing at the study intersections in *Synchro 11* software for the No Build and Signal Alternatives and in *Sidra 9* software for the Roundabout Alternative. Existing conditions peak hour factors (PHF) were based on traffic count data and Cumulative condition PHF was assumed to be 0.92, consistent with HCM guidelines. Heavy vehicle percentages were applied for each movement based on traffic count data.

**Signal Warrants**

California Manual on Uniform Traffic Control Devices (CA MUTCD) Peak Hour Signal Warrant #3 (70% Factor) was used to determine if a traffic signal is warranted under No Build conditions. The 70% Factor thresholds were used as the Town has a population of less than 10,000.

**Level of Service Criteria**

Based on *The Town of Paradise 1994 General Plan Policy Document*, minimum acceptable LOS for Town facilities is LOS D.

**Intersection Operations**

**Table 4** presents a summary of the intersection LOS operations under all study alternatives.

**Table 4. Intersection Operations**

Scenario	Peak Hour	Alternative <sup>1</sup>								
		No Build			Signal			Roundabout		
		Delay (s/veh)	LOS	Warrant Met?	Delay (s/veh)	LOS	Warrant Met?	Delay (s/veh)	LOS	Warrant Met?
Existing	AM	<b>41.4</b>	E	No	17.2	B	No	9.3	A	No
	PM	27.4	D	No	15.7	B	No	7.1	A	No
Cumulative	AM	<b>76.6</b>	F	Yes	19.9	B	Yes	12.6	B	Yes
	PM	<b>64.2</b>	F	Yes	18.9	B	Yes	11.3	B	Yes

*Notes: Bold values indicate unacceptable LOS.*

<sup>1</sup> For No Build, the worst approach/movement delay and LOS is reported. For Signal and Roundabout Alternatives, average delay and LOS is reported.

As shown in **Table 4**, the intersection is currently operating at unacceptable LOS E during the AM peak hour. The intersection is projected to worsen to LOS F under Cumulative AM and PM peak hour conditions under the No Build Alternative. The intersection is projected to operate at acceptable LOS B or better under the Signal and Roundabout Alternatives for all study scenarios.

Synchro and Sidra HCM 6th Edition intersection LOS output reports are included in **Attachment D**.

CA MUTCD Peak Hour Signal Warrant #3 is projected to be unmet under Existing conditions but would be met under Cumulative conditions for all three alternatives. Based on the current rate of growth forecasted by the BCAG TDM, the CA MUTCD Peak Hour Signal Warrant #3 is projected to be met by approximately year 2026. Signal warrant worksheets are provided in **Attachment E**.

### Intersection Queueing

**Table 5** shows 95<sup>th</sup> percentile queues under Signal and Roundabout Alternative scenarios. 95<sup>th</sup> percentile queueing results are included in the Synchro and Sidra reports contained in **Attachment D**.

**Table 5. Intersection Queueing Analysis**

Alternative	Movement	95 <sup>th</sup> Percentile Queue (ft)			
		Existing		Cumulative	
		AM	PM	AM	PM
Signal	NBL/T	23	22	35	51
	NBR	23	20	42	49
	SBL/T	14	120	29	15
	SBR	0	0	14	5
	EBL	30	33	62	82
	EBT/R	191	375	284	685
	WBL	108	62	179	86
	WBT/R	387	148	584	268
Roundabout	NB	12	13	12	21
	SB	6	4	15	7
	EB	45	100	66	232
	WB	163	40	253	72

*Notes: One queued vehicle length is considered to be 20 feet long.*

### EVACUATION DISCUSSION

The *Evacuation Technical Memorandum* (April 5, 2022) is included as Appendix D of the *Paradise Transportation Master Plan* and outlines current and future initiatives for proposed evacuation related improvement projects in the Town. Evacuation within the Town and surrounding communities generally occurs north to south, and Skyway and Pentz Road are considered primary evacuation routes. As the Project is located near the northern Town limits, it would experience evacuation traffic primarily from the community of Magalia and other homes to the north.

The *Evacuation Technical Memorandum* indicates that Skyway & Pentz Road Intersection Improvements is considered a Priority Category 1 project. Recommended roadway improvements include widening Skyway between Pentz Road and Bille Road and Pentz Road between Skyway and Malibu Drive to 3 lanes with a center turn lane that would be used as a through lane during an evacuation.

Traffic signal interconnect/Intelligent Transportation System (ITS) is considered a long-term improvement for the Town. The *Evacuation Technical Memorandum* recommends signalized intersections should operate with evacuation/emergency operations signal timing plans to prioritize critical movements.

If emergency operations signal timings are not in place for the Signal Alternative, under evacuation conditions, the Signal Alternative would likely operate with flashing red or similar signals, and traffic would ideally be directed by law enforcement, flaggers, and/or temporary emergency signage. Under evacuation

conditions, both directions of Skyway/New Skyway would likely be used for westbound evacuation traffic, with up to three (3) total westbound lanes with the future widening improvements recommended by the *Evacuation Technical Memorandum* in place. Under evacuation conditions, both directions of Pentz Road/Old Skway would likely be used for southbound evacuation traffic, with up to three (3) total southbound lanes with the future widening improvements recommended by the *Evacuation Technical Memorandum* in place. The Signal Alternative would allow 3 to 4+ lanes of traffic to travel through the intersection with proper traffic control.

Under evacuation conditions, the Roundabout Alternative traffic would ideally be directed by law enforcement, flaggers, and/or temporary emergency signage. Under evacuation conditions, both directions of Skyway/New Skyway would likely be used for westbound evacuation traffic, and both directions of Pentz Road/Old Skway would likely be used for southbound evacuation traffic. The Roundabout Alternative would only allow 1 to 2 lanes of traffic to travel through the intersection due to the raised medians, potentially causing a bottleneck. This bottleneck could potentially be addressed by including wider shoulders at the corners of the roundabout or lowered areas of the center island which could be converted to additional travel lanes during evacuation conditions. However, reduced splitter island heights and wider shoulders would allow for higher speeds through the roundabout during non-evacuation conditions, thereby reducing the roundabout’s effectiveness as a traffic control measure at the intersection.

In summary, under contraflow conditions during an evacuation scenario, the Signal Alternative would provide 3 to 4+ total travel lanes through the intersection in the southbound/westbound directions while the Roundabout Alternative would only allow 1 to 2 lanes of traffic to travel through the intersection in the southbound/westbound directions. The reduced lanes at the roundabout could be addressed through the addition of design measures such as reduced splitter island height and wider shoulders, but those measures would come at the expense of higher typical operating speeds at the roundabout.

## 5. BENEFIT/COST EVALUATION

### PROJECT LIFECYCLE TIMEFRAME AND DATA SOURCES

The Project alternatives were evaluated under 20-Year lifecycle conditions using an inflation rate of 4% as contained in the *Caltrans California Life-Cycle Benefit Cost Analysis Model (Cal-B/C Sketch)* version 8.1 (Office of Transportation Economics Division of Transportation Planning, March 2022).

**Table 6** provides a list of sources used in this B/C analysis.

**Table 6. Data Sources**

Data	Source
Cost per vehicle hour of delay	Auto and Truck composite cost, Caltrans Cal-B/C Sketch version 8.1
Project area collision data	SWITRS
Costs per collision type	Caltrans Cal-B/C Sketch version 8.1, USDOT VSL, NHTSA 2010, Crash Data on California State Highways 2018
Crash Modification Factors	Crash Modification Factors Clearinghouse

### PROJECT LIFECYCLE COSTS

#### Mobility Costs

Mobility costs consist of vehicle operating costs, including delay per vehicle. Mobility costs for the Project alternatives were quantified based on projected peak period delays at the study intersection documented in the previous chapter of this memorandum. Peak period delays were converted to annual delay-hours experienced by all travelers using the intersection throughout the year using time-of-day and time-of-year factors derived from traffic data collected in the study area, consistent with methodologies outlined in Cal-

B/C Sketch version 8.1. The average cost per vehicle-hour of delay was obtained from the Cal-B/C Sketch version 8.1.

**Safety/Collisions Costs**

Safety costs for the Project alternatives were quantified based on expected annual collisions at the study intersection over the course of the Project lifecycle. Expected annual collisions for the No Build scenario were determined to be 1.8 crashes per year, based on the average of a total of 9 reported crashes over a 5-year period (2019-2024). Expected annual number of collisions for the Signal and Roundabout Alternatives were determined by applying Crash Modification Factors (CMFs) from the CMF Clearinghouse (maintained by the Federal Highway Administration) that best represent the proposed alternative improvements to the No Build expected annual collisions. A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given improvement. CMFs of 0.56 and 0.52 were applied to the total expected annual crashes under No Build conditions to determine the total expected crashes under the Signal and Roundabout Alternatives, respectively. The cost of collisions by severity were obtained from Cal-B/C Sketch version 8.1.

**Initial Construction Costs**

Initial construction costs were based on preliminary construction cost estimates prepared for each alternative by Dokken Engineering.

All mobility and safety unit costs used in this analysis, as well as the Project alternatives cost estimates, are shown in **Attachment F**.

**LIFECYCLE COST AND BENEFIT/COST ANALYSIS**

**Table 7** summarizes the Project alternatives’ life cycle costs over a 20-year Project lifecycle. **Table 8** summarizes the results of the Project alternative benefit-cost analysis for a 20-year lifecycle.

**Table 7. 20-Year Lifecycle Costs for Project Alternatives**

Lifecycle Cost Summary	Alternative		
	No Build	Signal	Roundabout
Delay	\$ 51,016,816	\$ 13,253,716	\$ 8,391,800
Safety	\$ 2,906,155	\$ 1,627,447	\$ 1,511,201
Initial Construction	\$ -	\$ 2,147,942	\$ 2,284,993
<b>Total Cost</b>	<b>\$ 53,922,972</b>	<b>\$ 17,029,105</b>	<b>\$ 12,187,994</b>

**Table 8. Alternative Benefit-Cost Analysis – 20-Year Lifecycle**

B/C	Alternative		
	No Build	Signal	Roundabout
<b>Total Benefits Summary</b>			
Delay	\$ -	\$ 37,763,100	\$ 42,625,016
Safety	\$ -	\$ 1,278,708	\$ 1,394,955
<b>Total Benefit</b>	<b>\$ -</b>	<b>\$ 39,041,809</b>	<b>\$ 44,019,971</b>
<b>Total Costs Summary</b>			
Initial Construction	\$ -	\$ 2,147,942	\$ 2,284,993
<b>Total Cost</b>	<b>\$ -</b>	<b>\$ 2,147,942</b>	<b>\$ 2,284,993</b>
<b>Benefit/Cost</b>	<b>-</b>	<b>18.18</b>	<b>19.26</b>

---

As shown in **Table 8**, over a 20-year lifecycle, the Signal Alternative is projected to have a B/C ratio of 18.18 and the Roundabout Alternative is projected to have a B/C ratio of 19.26 compared to No Build conditions. Therefore, the Roundabout Alternative is projected to provide the most benefit overall. Note that the B/C ratios do not include evacuation conditions benefits.

Detailed calculations for the B/C analysis are shown in **Attachment G**.

## 6. CONCLUSION

### Project Impacts on Multimodal Facilities

The Project would not adversely affect existing or proposed pedestrian, bicycle, or transit facilities in a way that would discourage their use. The Project would generally improve safety for bicyclists and pedestrians crossing the intersection and is not projected to result in any new unsafe bicycle/pedestrian/motor vehicle conflicts.

### Safety Evaluation

SWITRS data indicated that a total of 9 collisions occurred at or near the Skyway & Pentz Road intersection over the last five years. The severity of most collisions involved Other Visible Injury, followed by PDO and Injury With Complaint of Pain. The most common collision types were Rear-End, followed by Sideswipe and Hit Object collisions. The most common Primary Collision Factor was unsafe speed, followed by driving or bicycling under the influence.

### VMT Analysis

As the proposed Project would not add capacity to the overall roadways and would not lead to a measurable and substantial increase in vehicle travel, Project VMT impacts may be considered less than significant.

### Intersection Operations

Skyway & Pentz Road is currently operating at unacceptable LOS E during the AM peak hour. The intersection is projected to worsen to LOS F under Cumulative AM and PM peak hour conditions under the No Build alternative. The intersection is projected to operate at acceptable LOS B or better under the Signal and Roundabout Alternatives for all study scenarios.

MUTCD Peak Hour Signal Warrant #3 is projected to be unmet under Existing conditions but would be met under Cumulative conditions for all three alternatives. Based on the current rate of growth forecasted by the BCAG TDM, the CA MUTCD Peak Hour Signal Warrant #3 is projected to be met by approximately year 2026.

### Evacuation Discussion

The *Evacuation Technical Memorandum* indicates that Skyway & Pentz Road Intersection Improvements is considered a Priority Category 1 project. Recommended roadway improvements include widening Skyway between Pentz Road and Bille Road and Pentz Road between Skyway and Malibu Drive to 3 lanes with a center turn lane that would be used as a through lane during an evacuation. Under evacuation conditions, both directions of Skyway/New Skyway would likely be used for westbound evacuation traffic and both directions of Pentz Road/Old Skway would likely be used for southbound evacuation traffic.

Traffic signal interconnect/Intelligent Transportation System (ITS) is considered a long-term improvement for the Town. The *Evacuation Technical Memorandum* recommends signalized intersections should operate with evacuation/emergency operations signal timing plans to prioritize critical movements.

In summary, under contraflow conditions during an evacuation scenario, the Signal Alternative would provide 3 to 4+ total travel lanes through the intersection in the southbound/westbound directions while the Roundabout Alternative would only allow 1 to 2 lanes of traffic to travel through the intersection in the southbound/westbound directions. The reduced lanes at the roundabout could be addressed through the addition of design measures such as reduced splitter island height and wider shoulders, but those measures would come at the expense of higher typical operating speeds at the roundabout.

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**Benefit/Cost Evaluation**

Over a 20-year lifecycle, the Signal Alternative is projected to have a B/C ratio of 18.18 and the Roundabout Alternative is projected to have a B/C ratio of 19.26 compared to No Build conditions. Therefore, the Roundabout Alternative is projected to provide the most benefit overall. Note that the B/C ratios do not include evacuation conditions benefits.

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**ATTACHMENT A**  
**PROJECT ALTERNATIVE EXHIBITS**





DESIGNED BY: DANIEL YUN  
 DRAWN BY: DANIEL YUN  
 CHECKED BY: ERIC ESPINOZA  
 SCALE: Horz: 20 Vert: N/A  
 DATE: XX/XX/21  
 JOB NO.: 2843

NO.	REVISIONS	BY	DATE



**DE DOKKEN**  
 ENGINEERING  
 110 Blue Ravine Road, Suite 200  
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**TOWN OF PARADISE**  
 PUBLIC WORKS DEPARTMENT  
 SIGNATURE BLOCK  
 MARC MATTOX DATE  
 PUBLIC WORKS DIRECTOR/TOWN ENGINEER



**TOWN OF PARADISE**  
**PENTZ ROAD**  
**T.O. 4 PENTZ RD & SKYWAY**  
**PROJECT OVERVIEW**

Sheet \_\_\_  
 of \_\_\_  
 Sheets





PENTZ PATHWAY PROJECT  
TO BE COMPLETED BY  
SEPARATE CONTRACT

DESIGNED BY: DANIEL YUN  
 DRAWN BY: DANIEL YUN  
 CHECKED BY: ERIC ESPINOZA  
 SCALE: Horz: 20 Vert: N/A  
 DATE: XX/XX/21  
 JOB NO.: 2843

NO.	REVISIONS	BY	DATE



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**TOWN OF PARADISE**  
**PENTZ ROAD**  
**T.O. 4 PENTZ RD & SKYWAY**  
**PROJECT OVERVIEW**

Sheet \_\_\_  
 of \_\_\_  
 Sheets



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**ATTACHMENT B**  
**SWITRS COLLISION DATA**

case_id	accident_year	proc_date	juris	collision_date	collision_time	officer_id	reporting_district	day_of_week
8951113	2019	20191008	405	20190915	743	STR01	3N	7
9076179	2019	20200325	405	20191227	2235	WIL02	4N	5
91028902	2019	20190711	9241	20190707	1605	18796		7
9194627	2020	20210201	405	20200910	843	STR01	3N	4
9287976	2021	20210809	405	20210607	1037	45413	3N	1
9295044	2021	20210810	405	20210616	1214	GAT01	3N	3
9298812	2021	20210812	405	20210611	828	WOO01	3N	5
9526941	2023	20230301	405	20230114	1251	TUC01		6
9563982	2023	20230427	405	20230313	52	COO01	3N	1

case_id	chp_shift	population	cnty_city_loc	special_cond	beat_type	chp_beat_type	city_division_lapd	chp_beat_class
8951113	5	4	405	0	0	0		0
9076179	5	4	405	0	0	0		0
91028902	2	4	405	0	2	S		2
9194627	5	4	405	0	0	0		0
9287976	5	4	405	0	0	0		0
9295044	5	4	405	0	0	0		0
9298812	5	4	405	0	0	0		0
9526941	5	4	405	0	0	0		0
9563982	5	4	405	0	0	0		0

case_id	beat_number	primary_rd	secondary_rd	distance	direction	intersection	weather_1	weather_2
8951113	00N	SKYWAY	PENTZ RD	328	S	N	A	-
9076179	00N	PENTZ RD	SKYWAY	51	S	N	A	-
91028902	901	OLD SKYWAY	SKYWAY	10	N	N	A	-
9194627	00N	SKYWAY	PENTZ RD	13	S	N	A	F
9287976	00N	SKYWAY	PENTZ RD	0		Y	A	-
9295044	00N	SKYWAY	PENTZ RD	0		Y	A	-
9298812	00N	SKYWAY	PENTZ RD	0		Y	A	-
9526941	00N	SKYWAY	PENTZ RD	75	E	N	A	-
9563982	00N	SKYWAY	PENTZ RD	325	S	N	E	-

case_id	state_hwy_ind	caltrans_county	caltrans_district	state_route	route_suffix	postmile_prefix	postmile
8951113	N						
9076179	N						
91028902	N						
9194627	N						
9287976	N						
9295044	N						
9298812	N						
9526941	N						
9563982	N						

case_id	location_type	ramp_intersection	side_of_hwy	tow_away	collision_severity	number_killed	number_injured
8951113				Y	3	0	1
9076179				Y	4	0	1
91028902				N	0	0	0
9194627				N	3	0	2
9287976				N	4	0	2
9295044				N	0	0	0
9298812				Y	3	0	2
9526941				N	0	0	0
9563982				N	3	0	1

case_id	party_count	primary_coll_factor	pcf_code_of_viol	pcf_viol_category	pcf_violation	pcf_viol_subsection
8951113	1	A	-	5	21650	A
9076179	1	A	-	1	23152	
91028902	2	A	-	3	22350	
9194627	2	A	-	12	22450	A
9287976	2	A	-	9	21802	A
9295044	2	A	-	3	22350	
9298812	2	A	-	7	21658	A
9526941	2	A	-	3	22350	
9563982	1	A	-	1	23152	A

case_id	hit_and_run	type_of_collision	mviw	ped_action	road_surface	road_cond_1	road_cond_2	lighting
8951113	N	E	I	A	A	H	-	A
9076179	N	H	A	A	A	H	-	D
91028902	N	C	C	A	A	H	-	A
9194627	N	D	D	A	A	H	-	A
9287976	N	B	C	A	A	H	-	A
9295044	N	C	C	A	A	H	-	A
9298812	N	B	C	A	A	H	-	A
9526941	N	C	C	A	B	H	-	A
9563982	M	E	I	A	B	H	-	D

case_id	control_device	chp_road_type	pedestrian_accident	bicycle_accident	motorcycle_accident
8951113	D	0			
9076179	D	0			Y
91028902	A	0			
9194627	A	0			
9287976	D	0			
9295044	D	0			
9298812	D	0			
9526941	D	0			
9563982	D	0			

case_id	truck_accident	not_private_property	alcohol_involved	stwd_vehtype_at_fault	chp_vehtype_at_fault
8951113		Y		A	1
9076179		Y	Y	C	3
91028902		Y		A	7
9194627	Y	Y		A	7
9287976		Y		A	1
9295044		Y		A	1
9298812		Y		-	
9526941		Y		D	22
9563982		Y	Y	A	1

case_id	count_severe_inj	count_visible_inj	count_complaint_pain	count_ped_killed	count_ped_injured
8951113	0	1	0	0	0
9076179	0	0	1	0	0
91028902	0	0	0	0	0
9194627	0	2	0	0	0
9287976	0	0	2	0	0
9295044	0	0	0	0	0
9298812	0	2	0	0	0
9526941	0	0	0	0	0
9563982	0	1	0	0	0

case_id	count_bicyclist_killed	count_bicyclist_injured	count_mc_killed	count_mc_injured	primary_ramp
8951113	0	0	0	0	-
9076179	0	0	0	1	-
91028902	0	0	0	0	-
9194627	0	0	0	0	-
9287976	0	0	0	0	-
9295044	0	0	0	0	-
9298812	0	0	0	0	-
9526941	0	0	0	0	-
9563982	0	0	0	0	-

case_id	secondary_ramp	latitude	longitude	local_report_number
8951113	-	39.80053	121.58213	19-0868
9076179	-	39.80045	121.58088	19-1140
91028902	-	39.80068	121.58094	9241-2019-00367
9194627	-	39.80045	121.58088	20-0770
9287976	-	39.80045	121.58088	21-0593
9295044	-	39.80045	121.58088	21-0638
9298812	-	39.80045	121.58088	21-0609
9526941	-			23-0031
9563982	-	39.80045	121.58088	23-0175

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**ATTACHMENT C**  
**TRAFFIC COUNTS**

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Pentz Rd/Skyway & Skyway/New Skyway  
 City: Paradise  
 Control: 2-Way Stop(NB/SB)

Project ID: 24-100009-001  
 Date: 3/26/2024

### Data - Totals

NS/EW Streets:	Pentz Rd/Skyway				Pentz Rd/Skyway				Skyway/New Skyway				Skyway/New Skyway				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0.5 NL	0.5 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	6	0	0	0	4	0	3	32	2	0	16	108	0	0	171
7:15 AM	1	0	10	0	0	1	7	0	2	50	0	0	14	144	0	0	229
7:30 AM	2	0	11	0	0	0	5	0	1	45	3	0	15	145	0	0	227
7:45 AM	1	0	8	0	0	1	6	0	2	53	4	0	28	153	0	0	256
8:00 AM	3	2	26	0	0	1	5	0	6	65	4	0	42	171	0	0	325
8:15 AM	3	2	25	0	0	2	4	0	5	65	1	0	30	139	0	0	276
8:30 AM	1	0	11	0	0	1	6	0	5	93	3	0	15	113	0	0	248
8:45 AM	2	0	11	0	0	0	7	0	3	54	1	0	9	104	0	0	191
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	10.40%	3.20%	86.40%	0.00%	0.00%	12.00%	88.00%	0.00%	5.38%	91.04%	3.59%	0.00%	13.56%	86.44%	0.00%	0.00%	1923
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL :</b>	8	4	70	0	0	5	21	0	18	276	12	0	115	576	0	0	1105
<b>PEAK HR FACTOR :</b>	0.667	0.500	0.673	0.000	0.000	0.625	0.875	0.000	0.750	0.742	0.750	0.000	0.685	0.842	0.000	0.000	0.850
	0.661				0.929				0.757				0.811				
PM	0.5 NL	0.5 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
4:00 PM	2	0	24	0	0	3	6	0	4	137	2	0	7	71	0	0	256
4:15 PM	1	3	19	0	0	0	7	0	7	155	5	0	9	76	0	0	282
4:30 PM	2	2	9	0	0	0	8	0	10	136	5	0	15	79	0	0	266
4:45 PM	0	1	21	0	1	1	9	0	1	138	4	0	18	78	0	0	272
5:00 PM	1	2	22	0	1	1	4	0	4	167	1	0	12	67	0	0	282
5:15 PM	1	1	23	0	0	1	5	0	7	134	4	0	7	59	0	0	242
5:30 PM	1	2	16	0	0	0	2	0	3	158	3	0	12	67	0	0	264
5:45 PM	1	0	8	0	0	0	5	0	13	110	4	0	12	58	0	0	211
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	5.56%	6.79%	87.65%	0.00%	3.70%	11.11%	85.19%	0.00%	4.04%	93.65%	2.31%	0.00%	14.22%	85.78%	0.00%	0.00%	2075
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL :</b>	4	8	71	0	2	2	28	0	22	596	15	0	54	300	0	0	1102
<b>PEAK HR FACTOR :</b>	0.500	0.667	0.807	0.000	0.500	0.500	0.778	0.000	0.550	0.892	0.750	0.000	0.750	0.949	0.000	0.000	0.977
	0.830				0.727				0.920				0.922				



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Pentz Rd/Skyway & Skyway/New Skyway  
 City: Paradise  
 Control: 2-Way Stop(NB/SB)

Project ID: 24-10009-001  
 Date: 3/26/2024

### Data - Bikes

NS/EW Streets:	Pentz Rd/Skyway				Pentz Rd/Skyway				Skyway/New Skyway				Skyway/New Skyway					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0.5	0.5	1	0	0	1	0	0	1	1	0	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																TOTAL	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0.5	0.5	1	0	0	1	0	0	1	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0.00%	50.00%	0.00%	50.00%	0	0	0	0	2	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																TOTAL	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Pentz Rd/Skyway & Skyway/New Skyway  
**City:** Paradise

**Project ID:** 24-100009-001  
**Date:** 3/26/2024

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Pentz Rd/Skyway		Pentz Rd/Skyway		Skyway/New Skyway		Skyway/New Skyway		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0
<b>PEAK HR :</b>	07:45 AM - 08:45 AM								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>									

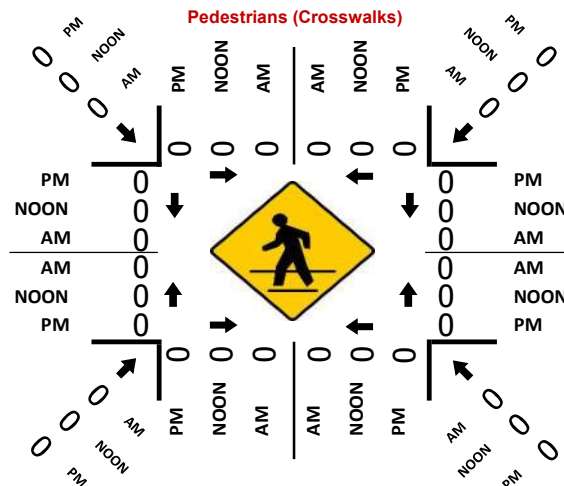
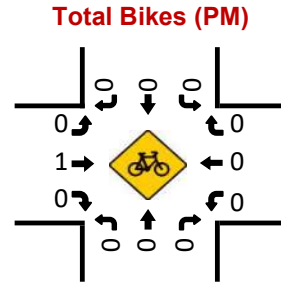
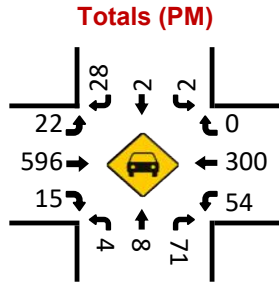
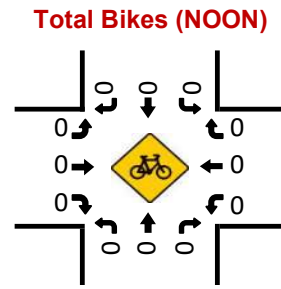
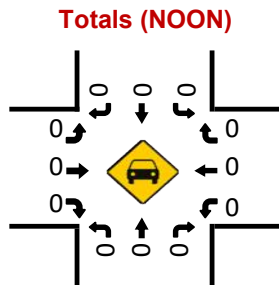
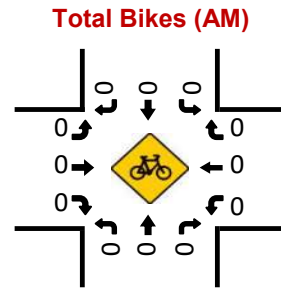
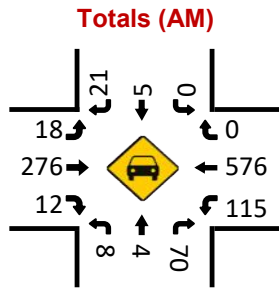
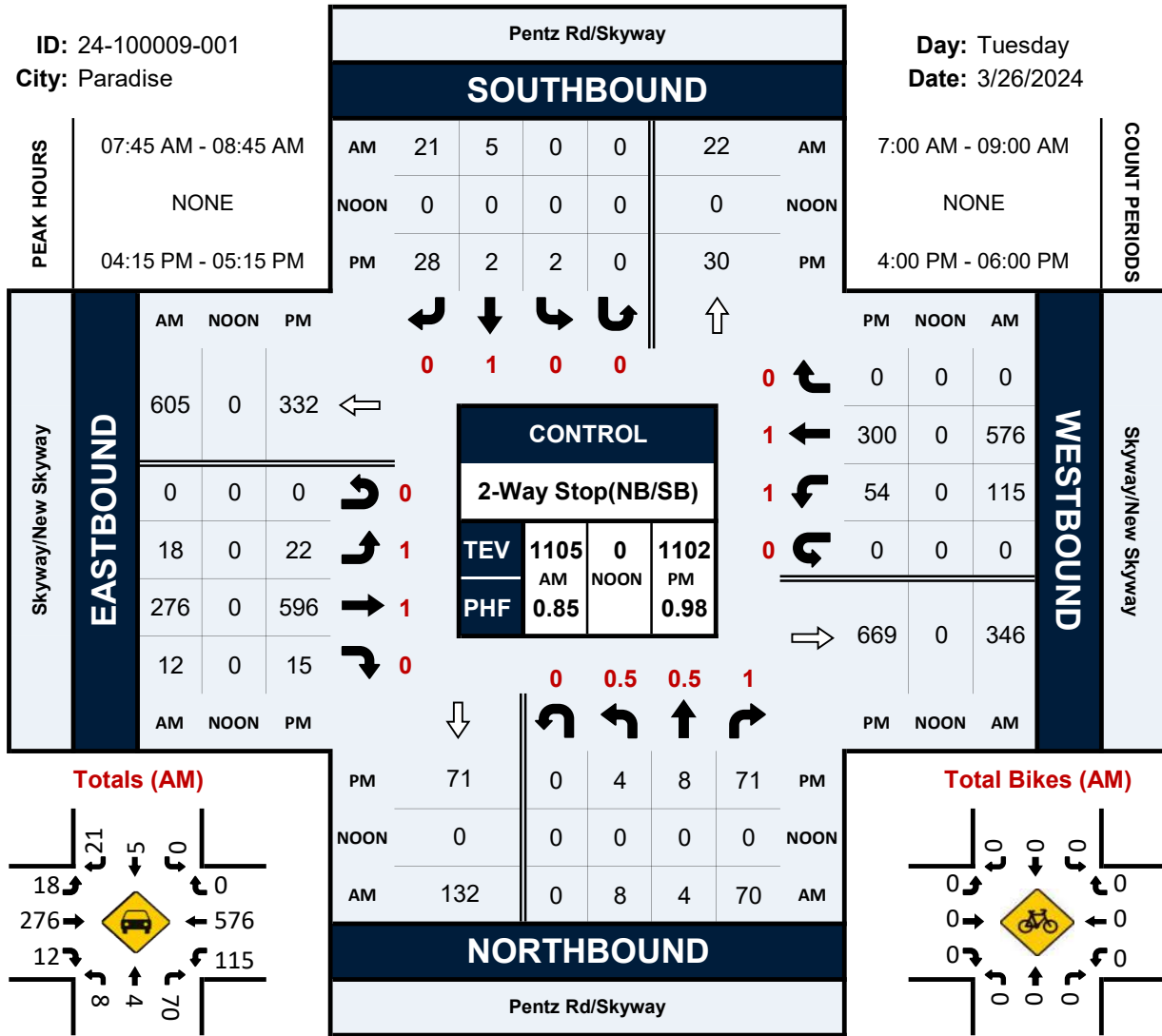
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	100.00%	0.00%	2
<b>PEAK HR :</b>	04:15 PM - 05:15 PM								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>									

# Pentz Rd/Skyway & Skyway/New Skyway

## Peak Hour Turning Movement Count

ID: 24-100009-001  
City: Paradise

Day: Tuesday  
Date: 3/26/2024



CLASSIFICATION  
Skyway N/O Pentz Rd

City: Paradise  
Project #: CA24\_100010\_001

Day: Tuesday  
Date: 3/26/2024

HOURLY BREAKDOWN table with columns for Time, Northbound, Southbound, and Totals. Includes sub-columns for vehicle classes #1 through #13.

CLASSIFICATION DEFINITIONS

FWHA section showing icons and labels for vehicle classes: #1 Motorcycles, #2 Passenger Cars, #3 2-Axle, 4-Tire Single Unit, #4 Buses, #5 2-Axle, 6-Tire Single Units, #6 3-Axle Single Units, #7 >>4-Axle Single Units, #8 <=4-Axle Single Trailers, #9 5-Axle Single Trailers, #10 >>6-Axle Single Trailers, #11 <=5-Axle Multi-Trailers, #12 6-Axle Multi-Trailers, #13 >>7-Axle Multi-Trailers.

STATISTICS table showing volume and percentage data for various time intervals (00:00-12:00, 12:00-24:00, 07:00-09:00, 16:00-18:00) across all vehicle classes.

CLASSIFICATION  
Skyway N/O Pentz Rd

Day: Tuesday  
Date: 3/26/2024

City: Paradise  
Project #: CA24\_100010\_001

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total		
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13			
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
0:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
6:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	2	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4	
6:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6		
6:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	2	2	1	1	0	0	0	0	0	0	6	0	4	4	1	1	0	0	0	0	0	0	0	0	0	0	10		
7:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	4	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7		
7:15	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	6	1	0	1	0	0	0	0	0	0	8	0	6	1	0	3	0	0	0	0	0	0	0	0	0	0	10		
7:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	2	0	0	0	0	0	5	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6		
7:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	3	0	0	0	0	0	0	0	7	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9		
8:00	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0	2	3	1	0	0	0	0	0	0	6	0	8	4	2	0	0	0	0	0	0	0	0	0	0	0	14			
8:15	0	2	3	0	0	0	0	1	0	0	0	0	0	6	0	3	1	0	2	0	0	0	0	0	6	0	5	4	0	2	0	0	1	0	0	0	0	0	0	0	12			
8:30	0	2	2	0	1	0	0	0	0	0	0	0	0	5	0	1	4	1	0	0	0	0	1	0	7	0	3	6	1	1	0	0	0	1	0	0	0	0	0	0	11			
8:45	0	1	0	0	1	0	0	1	0	0	0	0	0	3	0	3	5	0	0	0	0	0	0	0	8	0	4	5	0	1	0	0	1	0	0	0	0	0	0	0	11			
9:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3	1	3	1	0	1	0	0	0	0	0	6	1	3	4	0	1	0	0	0	0	0	0	0	0	0	0	9			
9:15	0	1	1	0	0	1	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	1	0	0	3	0	3	1	0	0	1	0	1	0	0	0	0	0	0	6				
9:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	6	2	0	0	0	0	0	0	0	8	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14			
9:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	3	2	0	0	0	0	0	0	0	5	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10			
10:00	0	3	2	0	0	0	0	1	0	0	0	0	0	6	0	8	3	0	0	0	0	0	0	0	11	0	11	5	0	0	0	0	0	1	0	0	0	0	0	0	17			
10:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	6	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	11			
10:30	0	6	2	1	1	1	0	0	0	0	0	0	0	11	0	6	0	0	0	0	0	1	0	0	7	0	12	2	1	1	1	0	0	1	0	0	0	0	0	18				
10:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	9	4	0	0	0	0	0	0	13	0	13	6	0	0	0														



## VOLUME

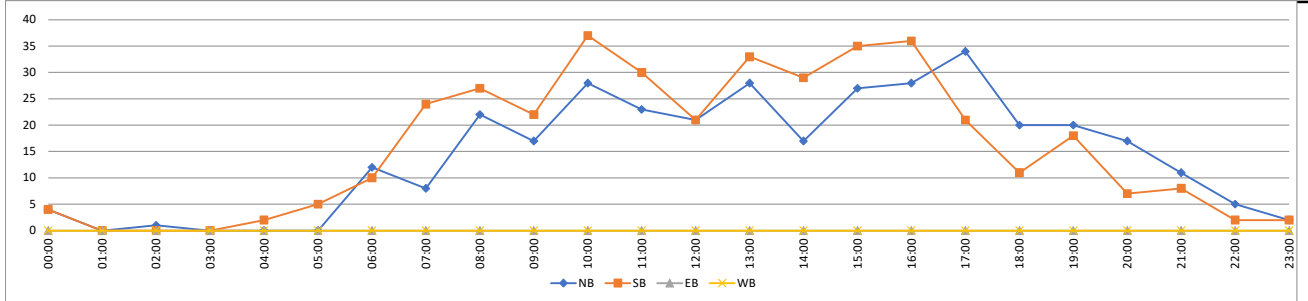
### Skyway N/O Pentz Rd

Day: Tuesday  
Date: 3/26/2024

City: Paradise  
Project #: CA24\_100010\_001

DAILY TOTALS					NB	SB	EB	WB	Total	DAILY TOTALS				
					345	384	0	0	729					

15-Minutes Interval						Hourly Intervals												
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	
0:00	1	3			4	12:00	6	7			13	00:00	01:00	4	4			8
0:15	2	0			2	12:15	6	3			9	01:00	02:00	0	0			0
0:30	1	1			2	12:30	5	9			14	02:00	03:00	1	0			1
0:45	0	0			0	12:45	4	2			6	03:00	04:00	0	0			0
1:00	0	0			0	13:00	7	12			19	04:00	05:00	0	2			2
1:15	0	0			0	13:15	8	6			14	05:00	06:00	0	5			5
1:30	0	0			0	13:30	6	5			11	06:00	07:00	12	10			22
1:45	0	0			0	13:45	7	10			17	07:00	08:00	8	24			32
2:00	1	0			1	14:00	7	7			14	08:00	09:00	22	27			49
2:15	0	0			0	14:15	2	3			5	09:00	10:00	17	22			39
2:30	0	0			0	14:30	2	10			12	10:00	11:00	28	37			65
2:45	0	0			0	14:45	6	9			15	11:00	12:00	23	30			53
3:00	0	0			0	15:00	6	6			12	12:00	13:00	21	21			42
3:15	0	0			0	15:15	3	12			15	13:00	14:00	28	33			61
3:30	0	0			0	15:30	8	12			20	14:00	15:00	17	29			46
3:45	0	0			0	15:45	10	5			15	15:00	16:00	27	35			62
4:00	0	1			1	16:00	4	9			13	16:00	17:00	28	36			64
4:15	0	0			0	16:15	10	7			17	17:00	18:00	34	21			55
4:30	0	0			0	16:30	12	8			20	18:00	19:00	20	11			31
4:45	0	1			1	16:45	2	12			14	19:00	20:00	20	18			38
5:00	0	1			1	17:00	7	7			14	20:00	21:00	17	7			24
5:15	0	1			1	17:15	8	6			14	21:00	22:00	11	8			19
5:30	0	1			1	17:30	5	2			7	22:00	23:00	5	2			7
5:45	0	2			2	17:45	14	6			20	23:00	00:00	2	2			4
6:00	2	0			2	18:00	6	6			12	STATISTICS						
6:15	2	2			4	18:15	5	1			6		NB	SB	EB	WB	TOTAL	
6:30	4	2			6	18:30	6	1			7	Peak Period	00:00	to	12:00			
6:45	4	6			10	18:45	3	3			6	Volume	115	161			276	
7:00	3	4			7	19:00	5	2			7	Peak Hour	10:00	10:00			10:00	
7:15	2	8			10	19:15	9	2			11	Peak Volume	28	37			65	
7:30	1	5			6	19:30	4	6			10	Peak Hour Factor	0.636	0.712			0.855	
7:45	2	7			9	19:45	2	8			10	Peak Period	12:00	to	00:00			
8:00	8	6			14	20:00	2	2			4	Volume	230	223			453	
8:15	6	6			12	20:15	3	2			5	Peak Hour	15:45	14:45			15:30	
8:30	5	7			12	20:30	8	3			11	Peak Volume	36	39			65	
8:45	3	8			11	20:45	4	0			4	Peak Hour Factor	0.750	0.813			0.813	
9:00	3	6			9	21:00	4	5			9	Peak Period	07:00	to	09:00			
9:15	3	3			6	21:15	4	2			6	Volume	30	51			81	
9:30	6	8			14	21:30	2	0			2	Peak Hour	8:00	8:00			8:00	
9:45	5	5			10	21:45	1	1			2	Peak Volume	22	27			49	
10:00	6	11			17	22:00	2	0			2	Peak Hour Factor	0.688	0.844			0.875	
10:15	5	6			11	22:15	1	1			2	Peak Period	16:00	to	18:00			
10:30	11	7			18	22:30	2	1			3	Volume	62	57			119	
10:45	6	13			19	22:45	0	0			0	Peak Hour	17:00	16:00			16:15	
11:00	6	7			13	23:00	0	0			0	Peak Volume	34	36			65	
11:15	3	7			10	23:15	1	0			1	Peak Hour Factor	0.607	0.750			0.813	
11:30	7	9			16	23:30	0	0			0							
11:45	7	7			14	23:45	1	2			3							
<b>TOTALS</b>	<b>115</b>	<b>161</b>	<b>0</b>	<b>0</b>	<b>276</b>	<b>TOTALS</b>	<b>230</b>	<b>223</b>	<b>0</b>	<b>0</b>	<b>453</b>							
<b>SPLIT %</b>	<b>42%</b>	<b>58%</b>	<b>0%</b>	<b>0%</b>	<b>38%</b>	<b>SPLIT %</b>	<b>51%</b>	<b>49%</b>	<b>0%</b>	<b>0%</b>	<b>62%</b>							











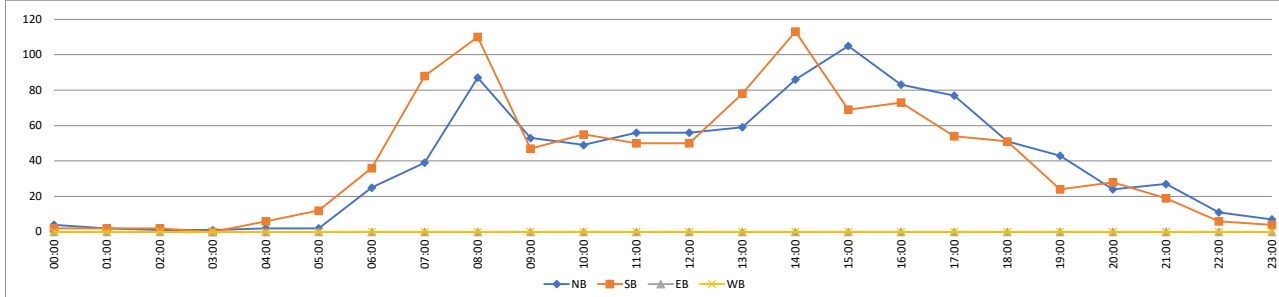
## VOLUME

### Pentz Rd S/O Skyway

Day: Tuesday  
Date: 3/26/2024

City: Paradise  
Project #: CA24\_100010\_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						950	979	0	0	1,929							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	0			2	12:00	16	8			24	00:00	01:00	4	2		6
0:15	0	0			0	12:15	13	13			26	01:00	02:00	2	2		4
0:30	2	1			3	12:30	13	15			28	02:00	03:00	1	2		3
0:45	0	1			1	12:45	14	14			28	03:00	04:00	1	0		1
1:00	0	0			0	13:00	18	23			41	04:00	05:00	2	6		8
1:15	1	1			2	13:15	9	18			27	05:00	06:00	2	12		14
1:30	0	1			1	13:30	13	21			34	06:00	07:00	25	36		61
1:45	1	0			1	13:45	19	16			35	07:00	08:00	39	88		127
2:00	1	0			1	14:00	14	19			33	08:00	09:00	87	110		197
2:15	0	0			0	14:15	20	26			46	09:00	10:00	53	47		100
2:30	0	0			0	14:30	29	36			65	10:00	11:00	49	55		104
2:45	0	2			2	14:45	23	32			55	11:00	12:00	56	50		106
3:00	0	0			0	15:00	36	23			59	12:00	13:00	56	50		106
3:15	1	0			1	15:15	19	14			33	13:00	14:00	59	78		137
3:30	0	0			0	15:30	22	12			34	14:00	15:00	86	113		199
3:45	0	0			0	15:45	28	20			48	15:00	16:00	105	69		174
4:00	0	1			1	16:00	26	15			41	16:00	17:00	83	73		156
4:15	0	2			2	16:15	23	15			38	17:00	18:00	77	54		131
4:30	1	2			3	16:30	13	19			32	18:00	19:00	51	51		102
4:45	1	1			2	16:45	21	24			45	19:00	20:00	43	24		67
5:00	0	3			3	17:00	26	14			40	20:00	21:00	24	28		52
5:15	0	1			1	17:15	24	10			34	21:00	22:00	27	19		46
5:30	0	2			2	17:30	18	14			32	22:00	23:00	11	6		17
5:45	2	6			8	17:45	9	16			25	23:00	00:00	7	4		11
6:00	4	6			10	18:00	15	12			27	STATISTICS					
6:15	5	6			11	18:15	14	11			25	NB	SB	EB	WB	TOTAL	
6:30	9	8			17	18:30	11	16			27	Peak Period	00:00	to	12:00		
6:45	7	16			23	18:45	11	12			23	Volume	321	410		731	
7:00	7	17			24	19:00	5	2			7	Peak Hour	8:00	7:45		7:30	
7:15	10	15			25	19:15	9	8			17	Peak Volume	87	137		220	
7:30	15	18			33	19:30	20	8			28	Peak Hour Factor	0.680	0.714		0.688	
7:45	7	38			45	19:45	9	6			15	Peak Period	12:00	to	00:00		
8:00	32	48			80	20:00	7	9			16	Volume	629	569		1198	
8:15	30	32			62	20:15	7	12			19	Peak Hour	14:15	14:15		14:15	
8:30	12	19			31	20:30	4	5			9	Peak Volume	108	117		225	
8:45	13	11			24	20:45	6	2			8	Peak Hour Factor	0.750	0.813		0.865	
9:00	9	7			16	21:00	7	3			10	Peak Period	07:00	to	09:00		
9:15	12	14			26	21:15	10	6			16	Volume	126	198		324	
9:30	19	15			34	21:30	7	3			10	Peak Hour	8:00	7:45		7:30	
9:45	13	11			24	21:45	3	7			10	Peak Volume	87	137		220	
10:00	14	15			29	22:00	2	1			3	Peak Hour Factor	0.680	0.714		0.688	
10:15	9	15			24	22:15	2	2			4	Peak Period	16:00	to	18:00		
10:30	13	10			23	22:30	2	1			3	Volume	160	127		287	
10:45	13	15			28	22:45	5	2			7	Peak Hour	16:45	16:00		16:00	
11:00	14	8			22	23:00	1	2			3	Peak Volume	89	73		156	
11:15	13	10			23	23:15	2	1			3	Peak Hour Factor	0.856	0.760		0.867	
11:30	14	13			27	23:30	3	0			3						
11:45	15	19			34	23:45	1	1			2						
<b>TOTALS</b>	<b>321</b>	<b>410</b>	<b>0</b>	<b>0</b>	<b>731</b>	<b>TOTALS</b>	<b>629</b>	<b>569</b>	<b>0</b>	<b>0</b>	<b>1198</b>						
<b>SPLIT %</b>	<b>44%</b>	<b>56%</b>	<b>0%</b>	<b>0%</b>	<b>38%</b>	<b>SPLIT %</b>	<b>53%</b>	<b>47%</b>	<b>0%</b>	<b>0%</b>	<b>62%</b>						





**CLASSIFICATION**  
Skyway W/O Pentz Rd

Day: Tuesday  
Date: 3/26/2024

City: Paradise  
Project #: CA24\_100010\_003

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total			
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13				
0:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	6	2	0	0	0	0	0	0	0	0	0	8	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
0:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
0:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	6	0	0	0	0	0	0	0	0	0	0	6	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	1	0	0	0	0	0	0	3	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5	
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
1:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
2:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
2:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
2:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	5	1	0	0	0	0	0	0	0	0	0	6	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	9	2	0	0	0	0	0	0	0	0	11	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	0	0	0	0	0	13	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
4:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	16	1	0	0	0	0	0	0	0	0	17	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
4:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	11	3	0	0	0	0	1	0	0	0	15	0	11	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	17	
5:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6	0	12	9	0	0	0	0	1	0	0	0	22	0	15	11	0	1	0	0	1	0	0	1	0	0	0	0	0	0	28	
5:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	29	18	0	0	0	0	0	0	0	0	47	0	31	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	
5:30	0	3	4	0	1	0	0	0	0	0	0	0	0	8	0	27	8	0	0	0	0	0	0	0	0	35	0	30	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43
5:45	0	4	4	0	1	0	0	0	0	0	0	0	0	9	0	41	11	0	4	0	0	0	0	0	0	56	0	45	15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	65	
6:00	0	9	6	0	2	0	0	0	1	0	0	0	0	18	0	45	15	0	1	0	0	0	0	0	0	61	0	54	21	0	3	0	0	0	0	1	0	0	0	0	0	0	0	79	
6:15	0	12	12	1	1	0	0	0	0	0	0	0	0	26	0	55	19	0	1	0	0	0	1	0	0	76	0	67	31	1	2	0	0	0	0	1	0	0	0	0	0	0	0	102	
6:30	0	24	15	3	3	2	0	0	0	0	0	0	0	47	0	47	32	0	1	0	0	0	0	0	80	0	71	47	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	127	
6:45	0	25	19	2	3	0	0	0	0	0	0	0	0	49	0	58	47	1	3	0	0	0	0	0	0	109	0	83	66	3	6	0	0	0	0	0	0	0	0	0	0	0	0	158	
7:00	0	22	9	1	1	1	0	0	0	0	0	0	0	34	0	72	33	1	4	1	2	0	0	0	113	0	94	42	2	5	2	2	0	0	0	0	0	0	0	0	0	0	0	147	
7:15	0	30	19	0	1	2	0	0	0	0	0	0	0	52	0	111	36	0	7	0	0	0	0	0	0	154	0	141	55	0	8	2	0	0	0	0	0	0	0	0	0	0	0	206	
7:30	0	33	13	1	2	0	0	0	1	0	0	0	0	50	0	102	38	0	12	0	0	1	0	0	0	153	0	135	51	1	14	0	0	1	1	0	0	0	0	0	0	0	203		
7:45	0	35	19	0	3	0	0	0	2	0	0	0	0	59	1	105	46	2	7	0	0	1	0	0	0	162	1	140	65	2	10	0	0	1	2	0	0	0	0	0	0	0	221		
8:00	0	38	31	1	4	0	0	2	1	0	0	0	0	77	0	115	50	4	6	0	1	0	1	0	0	177	0	153	81	5	10	0	1	2	2	0	0	0	0	0	0	0	254		
8:15	0	42	22	0	4	1	0	2	0	0	0	0	0	71	1	91	39	0	12	0	0	2	0	0	0	145	1	133	61	0	16	1	0	2	2	0	0	0	0	0	0	0	216		
8:30	0	58	36	0	6	0	0	2	0	0	0	0	0	102	0	76	28	1	10	2	1	0	3	0	0	121	0	134	64	1	16	2	1	2	3	0	0	0	0	0	0	0	223		
8:45	0	37	16	0	3	1	0	1	0	0	0	0	0	58	0	75	33	0	8	0	0	0	0	0	0	116	0	112	49	0	11	1	0	1	0	0	0	0	0	0	0	0	174		
9:00	0	27	19	0	4	1	0	1	0	0	0	0	0	52	1	53	36	0	5	0	0	3	0	0	0	98	1	80	55	0	9	1	0	4	0	0	0	0	0	0	0	150			
9:15	0	34	21	0	4	0	0	0	0	0	0	0	0	59	0	73	22	0	1	0	0	0	0	0	0	96	0	107	43	0	5	0	0	0	0	0	0	0	0	0	0	0	155		
9:30	0	42	26	0	1	2	0	0	1	0	0	0	0	72	0	79	30	0	11	0	1	1	1	0	0	123	0	121	56	0	12	2	1	1	2	0	0	0	0	0	0	0	195		
9:45	0	41	32	0	0	0	0	2	1	0	0	0	0	76	1	76	39	0	4	0	0	0	0	0	0	121	1	117	71	0	4	0	0	2	2	0	0	0	0	0	0	0	197		
10:00	0	38	34	0	1	0	0	2	1	0	0	0	0	76	1	56	38	0	5	1	1	2	0	0	0	104	1	94	72	0	6	1	1	4	1	0	0	0	0	0	0	180			
10:15	0	43	23	1	1	1	0	2	0	0	0	0	0	71	1	74	34	0	6	0	0	0	0	0	0	115	1	117	57	1	7	1													



## VOLUME

### Skyway W/O Pentz Rd

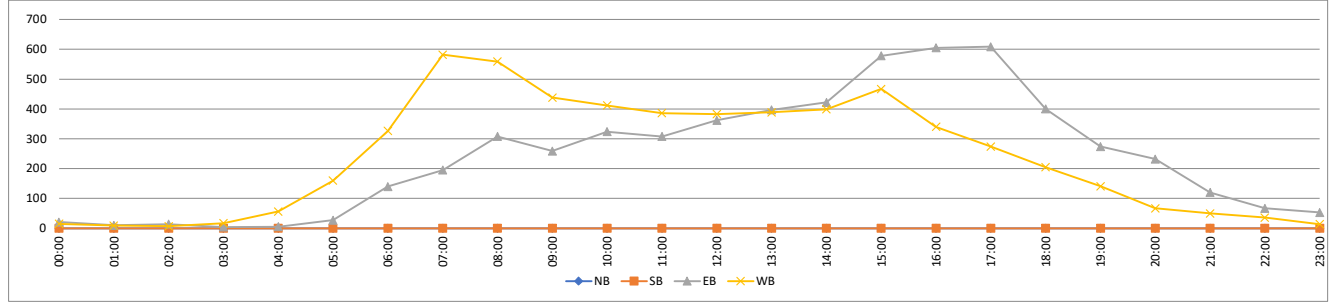
Day: Tuesday  
Date: 3/26/2024

City: Paradise  
Project #: CA24\_100010\_003

DAILY TOTALS					NB	SB	EB	WB	Total	DAILY TOTALS				
					0	0	5,734	5,732	11,466					

15-Minutes Interval						Hourly Intervals																																																																																																																																									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL																																																																																																																														
0:00			6	8	14	12:00			92	93	185	00:00	01:00			21	15	36																																																																																																																													
0:15			4	0	4	12:15			98	104	202	01:00	02:00			10	9	19																																																																																																																													
0:30			8	6	14	12:30			97	112	209	02:00	03:00			14	7	21																																																																																																																													
0:45			3	1	4	12:45			75	74	149	03:00	04:00			4	17	21																																																																																																																													
1:00			2	3	5	13:00			118	107	225	04:00	05:00			5	56	61																																																																																																																													
1:15			2	0	2	13:15			81	96	177	05:00	06:00			27	160	187																																																																																																																													
1:30			5	5	10	13:30			92	88	180	06:00	07:00			140	326	466																																																																																																																													
1:45			1	1	2	13:45			106	98	204	07:00	08:00			195	582	777																																																																																																																													
2:00			2	3	5	14:00			109	94	203	08:00	09:00			308	559	867																																																																																																																													
2:15			4	3	7	14:15			96	99	195	09:00	10:00			259	438	697																																																																																																																													
2:30			3	1	4	14:30			118	110	228	10:00	11:00			324	412	736																																																																																																																													
2:45			5	0	5	14:45			99	96	195	11:00	12:00			308	386	694																																																																																																																													
3:00			2	6	8	15:00			123	135	258	12:00	13:00			362	383	745																																																																																																																													
3:15			0	4	4	15:15			144	121	265	13:00	14:00			397	389	786																																																																																																																													
3:30			1	4	5	15:30			163	125	288	14:00	15:00			422	399	821																																																																																																																													
3:45			1	3	4	15:45			148	86	234	15:00	16:00			578	467	1045																																																																																																																													
4:00			1	11	12	16:00			146	80	226	16:00	17:00			605	340	945																																																																																																																													
4:15			1	13	14	16:15			165	85	250	17:00	18:00			609	274	883																																																																																																																													
4:30			1	17	18	16:30			152	88	240	18:00	19:00			400	205	605																																																																																																																													
4:45			2	15	17	16:45			142	87	229	19:00	20:00			274	141	415																																																																																																																													
5:00			6	22	28	17:00			172	73	245	20:00	21:00			232	67	299																																																																																																																													
5:15			4	47	51	17:15			148	65	213	21:00	22:00			120	50	170																																																																																																																													
5:30			8	35	43	17:30			162	72	234	22:00	23:00			67	36	103																																																																																																																													
5:45			9	56	65	17:45			127	64	191	23:00	00:00			53	14	67																																																																																																																													
6:00			18	61	79	18:00			129	59	188	<b>STATISTICS</b> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr style="background-color: #003366; color: white;"> <th></th><th>NB</th><th>SB</th><th>EB</th><th>WB</th><th>TOTAL</th></tr> </thead> <tbody> <tr style="background-color: #e6f2ff;"> <td>Peak Period</td><td colspan="4">00:00 to 12:00</td><td></td></tr> <tr> <td>Volume</td><td></td><td></td><td>1615</td><td>2967</td><td>4582</td></tr> <tr> <td>Peak Hour</td><td></td><td></td><td>10:30</td><td>7:15</td><td>7:45</td></tr> <tr> <td>Peak Volume</td><td></td><td></td><td>336</td><td>646</td><td>914</td></tr> <tr> <td>Peak Hour Factor</td><td></td><td></td><td>0.933</td><td>0.912</td><td>0.900</td></tr> <tr style="background-color: #e6f2ff;"> <td>Peak Period</td><td colspan="4">12:00 to 00:00</td><td></td></tr> <tr> <td>Volume</td><td></td><td></td><td>4119</td><td>2765</td><td>6884</td></tr> <tr> <td>Peak Hour</td><td></td><td></td><td>16:15</td><td>14:45</td><td>15:00</td></tr> <tr> <td>Peak Volume</td><td></td><td></td><td>631</td><td>477</td><td>1045</td></tr> <tr> <td>Peak Hour Factor</td><td></td><td></td><td>0.917</td><td>0.883</td><td>0.907</td></tr> <tr style="background-color: #e6f2ff;"> <td>Peak Period</td><td colspan="4">07:00 to 09:00</td><td></td></tr> <tr> <td>Volume</td><td></td><td></td><td>503</td><td>1141</td><td>1644</td></tr> <tr> <td>Peak Hour</td><td></td><td></td><td>7:45</td><td>7:15</td><td>7:45</td></tr> <tr> <td>Peak Volume</td><td></td><td></td><td>309</td><td>646</td><td>914</td></tr> <tr> <td>Peak Hour Factor</td><td></td><td></td><td>0.757</td><td>0.912</td><td>0.900</td></tr> <tr style="background-color: #e6f2ff;"> <td>Peak Period</td><td colspan="4">16:00 to 18:00</td><td></td></tr> <tr> <td>Volume</td><td></td><td></td><td>1214</td><td>614</td><td>1828</td></tr> <tr> <td>Peak Hour</td><td></td><td></td><td>16:15</td><td>16:00</td><td>16:15</td></tr> <tr> <td>Peak Volume</td><td></td><td></td><td>631</td><td>340</td><td>964</td></tr> <tr> <td>Peak Hour Factor</td><td></td><td></td><td>0.917</td><td>0.966</td><td>0.964</td></tr> </tbody> </table>							NB	SB	EB	WB	TOTAL	Peak Period	00:00 to 12:00					Volume			1615	2967	4582	Peak Hour			10:30	7:15	7:45	Peak Volume			336	646	914	Peak Hour Factor			0.933	0.912	0.900	Peak Period	12:00 to 00:00					Volume			4119	2765	6884	Peak Hour			16:15	14:45	15:00	Peak Volume			631	477	1045	Peak Hour Factor			0.917	0.883	0.907	Peak Period	07:00 to 09:00					Volume			503	1141	1644	Peak Hour			7:45	7:15	7:45	Peak Volume			309	646	914	Peak Hour Factor			0.757	0.912	0.900	Peak Period	16:00 to 18:00					Volume			1214	614	1828	Peak Hour			16:15	16:00	16:15	Peak Volume			631	340	964	Peak Hour Factor			0.917	0.966	0.964
	NB	SB	EB	WB	TOTAL																																																																																																																																										
Peak Period	00:00 to 12:00																																																																																																																																														
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6:15			26	76	102	18:15			108	51	159																																																																																																																																				
6:30			47	80	127	18:30			98	52	150																																																																																																																																				
6:45			49	109	158	18:45			65	43	108																																																																																																																																				
7:00			34	113	147	19:00			66	36	102																																																																																																																																				
7:15			52	154	206	19:15			78	33	111																																																																																																																																				
7:30			50	153	203	19:30			61	36	97																																																																																																																																				
7:45			59	162	221	19:45			69	36	105																																																																																																																																				
8:00			77	177	254	20:00			69	17	86																																																																																																																																				
8:15			71	145	216	20:15			48	18	66																																																																																																																																				
8:30			102	121	223	20:30			60	19	79																																																																																																																																				
8:45			58	116	174	20:45			55	13	68																																																																																																																																				
9:00			52	98	150	21:00			43	17	60																																																																																																																																				
9:15			59	96	155	21:15			35	13	48																																																																																																																																				
9:30			72	123	195	21:30			25	12	37																																																																																																																																				
9:45			76	121	197	21:45			17	8	25																																																																																																																																				
10:00			76	104	180	22:00			29	8	37																																																																																																																																				
10:15			71	115	186	22:15			13	5	18																																																																																																																																				
10:30			87	92	179	22:30			16	14	30																																																																																																																																				
10:45			90	101	191	22:45			9	9	18																																																																																																																																				
11:00			70	98	168	23:00			14	6	20																																																																																																																																				
11:15			89	97	186	23:15			12	2	14																																																																																																																																				
11:30			64	109	173	23:30			18	0	18																																																																																																																																				
11:45			85	82	167	23:45			9	6	15																																																																																																																																				
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1615</b>	<b>2967</b>	<b>4582</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>4119</b>	<b>2765</b>	<b>6884</b>																																																																																																																																				
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>35%</b>	<b>65%</b>	<b>40%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>60%</b>	<b>40%</b>	<b>60%</b>																																																																																																																																				



**CLASSIFICATION**  
New Skyway E/O Pentz Rd

Day: Tuesday  
Date: 3/26/2024

City: Paradise  
Project #: CA24\_100010\_004

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18	0	8	2	0	0	0	0	0	0	0	0	10	0	19	9	0	0	0	0	0	0	0	0	0	0	0	28	
1:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11	0	6	3	0	0	1	0	0	0	0	0	10	0	11	9	0	0	1	0	0	0	0	0	0	0	21		
2:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14	0	8	1	0	0	0	0	0	0	0	0	9	0	16	7	0	0	0	0	0	0	0	0	0	0	23		
3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	12	5	0	0	0	0	0	0	0	0	17	0	16	6	0	0	0	0	0	0	0	0	0	0	22		
4:00	0	1	2	0	1	1	0	0	0	0	0	0	0	5	0	33	26	0	0	0	2	0	0	0	0	61	0	34	28	0	1	1	0	2	0	0	0	0	0	66		
5:00	0	13	13	0	2	1	0	0	0	0	0	0	0	29	0	100	60	0	2	0	2	0	0	0	0	164	0	113	73	0	4	1	0	2	0	0	0	0	193			
6:00	0	64	69	5	7	2	0	0	1	0	0	0	0	148	1	195	141	0	8	0	2	1	0	0	0	348	1	259	210	5	15	2	0	2	2	0	0	0	496			
7:00	0	140	52	2	12	3	0	1	3	0	0	0	0	213	1	436	171	3	17	3	0	2	0	0	0	633	1	576	223	5	29	6	0	3	3	0	0	0	846			
8:00	0	219	104	1	18	3	0	7	1	0	0	0	0	353	2	398	190	3	24	4	0	1	4	0	0	626	2	617	294	4	42	7	0	8	5	0	0	0	979			
9:00	0	161	92	0	16	3	1	2	3	0	0	0	0	278	1	296	130	0	14	1	0	5	2	0	0	449	1	457	222	0	30	4	1	7	5	0	0	0	727			
10:00	0	197	106	1	11	2	0	7	3	0	0	0	0	327	3	258	133	0	11	1	1	3	0	0	0	410	3	455	239	1	22	3	1	10	3	0	0	0	737			
11:00	1	214	103	0	9	2	0	0	0	0	0	0	0	329	4	242	129	1	12	1	0	1	5	0	0	395	5	456	232	1	21	3	0	1	5	0	0	0	724			
12:00	4	236	102	0	22	1	0	2	1	0	0	0	0	368	7	248	113	0	14	4	0	1	0	0	0	387	11	484	215	0	36	5	0	3	1	0	0	0	755			
13:00	7	256	110	4	21	1	0	4	2	0	0	0	0	405	1	273	122	0	12	0	0	1	1	0	0	410	8	529	232	4	33	1	0	5	3	0	0	0	815			
14:00	1	303	141	2	18	4	0	2	0	0	0	0	0	471	4	303	139	2	13	2	1	1	0	0	0	465	5	606	280	4	31	6	1	3	0	0	0	0	936			
15:00	5	414	199	5	10	2	0	1	1	0	0	0	0	637	9	306	149	4	16	1	0	1	0	0	0	486	14	720	348	9	26	3	0	2	1	0	0	0	1123			
16:00	6	445	176	0	15	1	0	1	0	0	0	0	0	644	7	230	104	6	6	1	0	2	1	0	0	357	13	675	280	6	21	2	0	3	1	0	0	0	1001			
17:00	9	438	175	0	17	0	0	1	0	0	0	0	0	640	3	187	102	0	5	0	0	0	0	0	0	297	12	625	277	0	22	0	0	1	0	0	0	0	0	937		
18:00	4	294	102	0	10	0	0	0	0	0	0	0	0	410	0	148	70	1	1	0	0	1	0	0	0	221	4	442	172	1	11	0	0	1	0	0	0	0	0	631		
19:00	3	206	73	0	3	0	0	1	0	0	0	0	0	286	1	89	42	0	4	0	0	0	0	0	0	137	4	295	115	0	7	0	0	1	1	0	0	0	0	423		
20:00	0	133	96	0	1	0	0	0	0	0	0	0	0	230	0	58	19	0	0	0	0	0	0	0	0	77	0	191	115	0	1	0	0	0	0	0	0	0	0	0	307	
21:00	0	85	46	0	1	0	0	0	0	0	0	0	0	132	0	47	10	0	0	0	0	1	0	0	0	58	0	132	56	0	1	0	0	1	0	0	0	0	0	0	190	
22:00	0	49	19	0	0	0	0	1	0	0	0	0	0	69	0	22	16	0	0	0	0	0	0	0	0	38	0	71	35	0	0	0	0	1	0	0	0	0	0	0	107	
23:00	0	41	15	0	0	0	0	0	0	0	0	0	0	56	0	10	5	0	0	0	0	0	0	0	0	15	0	51	20	0	0	0	0	0	0	0	0	0	0	0	0	71
Totals	40	3,937	1,815	20	194	26	1	30	15	0	0	0	0	6,078	44	3,913	1,882	20	159	19	2	26	15	0	0	6,080	84	7,850	3,697	40	353	45	3	56	30	0	0	0	0	12,158		
% of Totals	1%	65%	30%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	100%	1%	64%	31%	0%	3%	0%	0%	0%	0%	0%	100%	1%	65%	30%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	

FHWA	CLASSIFICATION DEFINITIONS						
	#1 Motorcycles	#2 Passenger Cars	#3 2-Axle, 4-Tire Single Unit	#4 Buses	#5 2-Axle, 6-Tire Single Units	#6 3-Axle Single Units	#7 >>4-Axle Single Units
						ANY 7 OR MORE AXLE	
	#8 <=4-Axle Single Trailers	#9 5-Axle Single Trailers	#10 >=6-Axle Single Trailers	#11 <=5-Axle Multi-Trailers	#12 6-Axle Multi-Trailers	#13 >>7-Axle Multi-Trailers	

STATISTICS	00:00 - 12:00																								12:00 - 24:00																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Peak Hour	11:45	11:45	11:45	6:15	7:45	6:30	8:45	9:45	7:15	0:00	0:00	0:00	0:00	11:45	11:15	7:15	7:30	7:15	7:45	9:15	9:30	10:45	0:00	0:00	0:00	0:00	7:30	11:45	7:30	7:45	6:15	7:45	6:30	9:15	9:30	7:45	0:00	0:00	0:00	0:00	7:45							
Peak Volume	3	238	114	6	22	5	1	9	4	0	0	0	0	381	6	501	202	5	26	4	1	6	5	0	0	732	9	689	300	7	48	8	2	13	7	0	0	0	0	1046								
%	1%	48%	21%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	72%	1%	32%	15%	0%	1%	0%	0%	0%	0%	0%	0%	48%	1%	40%	18%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%						
Peak Hour	16:15	16:15	15:15	13:30	12:00	14:00	12:00	13:00	12:30	12:00	12:00	12:00	12:00	16:45	15:00	14:15	15:00	15:30	14:45	12:00	13:30	12:15	13:00	12:00	12:00	14:30	16:15	16:15	15:00	15:30	12:00	14:00	13:30	12:15	13:00	12:00	12:00	12:00	15:00									
Peak Volume	10	475	206	6	22	4	0	4	2	0	0	0	0	681	9	333	149	6	19	4	1	2	1	0	0	507	15	721	348	10	36	6	1	5	3	0	0	0	0	1123								
%	0	359	156	3	30	6	0	8	4	0	0	0	0	566	3	834	361	6	41	7	0	3	4	0	0	1259	3	1193	517	9	71	13	0	11	8	0	0	0	0	1825								
Peak Hour	7:00	8:00	8:00	7:00	7:45	7:00	7:00	7:45	7:15	7:00	7:00	7:00	7:00	8:00	7:45	7:15	7:30	7:15	7:45	7:45	7:00	7:15	7:45	7:00	7:00	7:30	7:45	7:30	7:45	7:15	7:45	8:00	7:00	7:45	7:45	7:00	7:00	7:00	7:00	7:45								
Peak Volume	0	219	104	2	22	3	0	7	4	0	0	0	0	353	3	501	202	5	26	4	0	3	4	0	0	732	3	689	300	6	48	7	0	9	7	0	0	0	0	1046								
%	0	15%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	11%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%						
Peak Hour	16:15	16:15	16:45	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:15	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:15	16:45	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15							
Peak Volume	10	475	188	0	17	1	0	1	0	0	0	0	0	681	7	246	104	6	7	1	0	2	1	0	0	357	15	721	286	6	22	2	0	3	1	0	0	0	0	0	0	1028						



**CLASSIFICATION**  
New Skyway E/O Pentz Rd

Day: Tuesday  
Date: 3/26/2024

City: Paradise  
Project #: CA24\_100010\_004

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total	
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		
0:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7	0	4	1	0	0	0	0	0	0	0	0	5	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	3	1	0	0	0	0	0	0	0	0	4	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	1	0	0	0	0	0	3	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	5
1:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
1:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	4	2	0	0	0	0	0	0	0	0	6	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
1:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	2	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	2	0	0	0	0	0	0	0	6	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	5	0	0	0	0	0	0	0	11	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9	0	0	0	0	0	0	0	14	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
4:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	16	3	0	0	0	0	0	0	0	19	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
4:45	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	6	9	0	0	0	0	2	0	0	17	0	6	9	0	1	1	0	2	0	0	0	0	0	0	0	0	0	21
5:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7	0	18	7	0	0	0	1	0	0	0	26	0	22	9	0	1	0	0	1	0	0	1	0	0	0	0	0	0	33
5:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	23	19	0	0	0	0	0	0	0	42	0	25	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
5:30	0	5	3	0	1	0	0	0	0	0	0	0	0	9	0	23	13	0	1	0	0	0	0	0	37	0	28	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	46
5:45	0	2	6	0	0	1	0	0	0	0	0	0	0	9	0	36	21	0	1	0	0	1	0	0	59	0	38	27	0	1	1	0	1	0	0	0	0	0	0	0	0	0	68
6:00	0	6	12	0	1	0	0	0	1	0	0	0	0	20	0	36	32	0	1	0	0	0	0	69	0	42	44	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	89
6:15	0	10	17	0	0	0	0	0	0	0	0	0	0	27	0	46	28	0	0	0	2	1	0	0	77	0	56	45	0	0	0	0	2	1	0	0	0	0	0	0	104		
6:30	0	25	18	3	0	2	0	0	0	0	0	0	0	48	0	51	33	0	3	0	0	0	0	0	87	0	76	51	3	3	2	0	0	0	0	0	0	0	0	0	135		
6:45	0	23	22	2	6	0	0	0	0	0	0	0	0	53	1	62	48	0	4	0	0	0	0	0	115	1	85	70	2	10	0	0	0	0	0	0	0	0	0	0	0	168	
7:00	0	24	7	1	3	1	0	0	0	0	0	0	0	36	0	78	43	1	2	3	0	0	0	0	127	0	102	50	2	5	4	0	0	0	0	0	0	0	0	0	0	163	
7:15	0	36	20	0	2	2	0	0	0	0	0	0	0	60	0	110	44	0	4	0	0	0	0	0	158	0	146	64	0	6	2	0	0	0	0	0	0	0	0	0	0	0	218
7:30	0	40	12	1	2	0	0	0	1	0	0	0	0	56	0	118	41	0	5	0	0	1	0	0	165	0	158	53	1	7	0	0	1	1	0	0	0	0	0	0	0	221	
7:45	0	40	13	0	5	0	0	0	1	2	0	0	0	61	1	130	43	2	6	0	0	1	0	0	183	1	170	56	2	11	0	0	2	2	0	0	0	0	0	0	0	244	
8:00	0	57	25	0	5	0	0	2	1	0	0	0	0	90	0	143	65	3	5	1	0	1	0	0	218	0	200	90	3	10	1	0	3	1	0	0	0	0	0	0	0	308	
8:15	0	58	27	0	5	1	0	1	0	0	0	0	0	92	1	103	53	0	7	0	0	0	2	0	166	1	161	80	0	12	1	0	1	2	0	0	0	0	0	0	0	258	
8:30	0	60	35	0	7	1	0	3	0	0	0	0	0	106	1	77	39	0	8	3	0	0	2	0	130	1	137	74	0	15	4	0	3	2	0	0	0	0	0	0	0	236	
8:45	0	44	17	1	1	1	0	1	0	0	0	0	0	65	0	75	33	0	4	0	0	0	0	0	112	0	119	50	1	5	1	0	1	0	0	0	0	0	0	0	0	177	
9:00	0	31	17	0	5	1	0	0	1	0	0	0	0	55	0	54	38	0	4	0	0	2	0	0	98	0	85	55	0	9	1	0	2	1	0	0	0	0	0	0	153		
9:15	0	38	21	0	5	0	0	0	0	0	0	0	0	64	0	80	22	0	0	0	0	0	0	0	102	0	118	43	0	5	0	0	0	0	0	0	0	0	0	0	0	0	166
9:30	0	48	27	0	3	2	1	0	1	0	0	0	0	82	0	85	31	0	8	1	0	3	1	0	129	0	133	58	0	11	3	1	3	2	0	0	0	0	0	0	0	211	
9:45	0	44	27	0	3	0	0	2	1	0	0	0	0	77	1	77	39	0	2	0	0	0	1	0	120	1	121	66	0	5	0	0	2	2	0	0	0	0	0	0	0	197	
10:00	0	43	33	0	3	0	0	3	0	0	0	0	0	82	1	57	36	0	4	1	1	2	0	0	102	1	100	69	0	7	1	1	5	0	0	0	0	0	0	0	0	184	
10:15	0	42	19	1	2	1	0	2	1	0	0	0	0	68	2	77	37	0	3	0	0	1	0	0	120	2	119	56	1	5	1	0	3	1	0	0	0	0	0	0	0	188	
10:30	0	54	23	0	4	1	0	2	1	0	0	0	0	85	0	59	30	0	1	0	0	0	0	0	90	0	113	53	0	5	1	0	2	1									

### CLASSIFICATION New Skyway E/O Pentz Rd

Day: Tuesday  
Date: 3/26/2024

City: Paradise  
Project #: CA24\_100010\_004

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	54	28	0	9	0	0	0	1	0	0	0	0	92	2	57	23	0	6	2	0	0	0	0	0	90	2	111	51	0	15	2	0	0	1	0	0	0	0	182		
12:15	2	65	27	0	6	0	0	2	0	0	0	0	0	102	2	74	29	0	3	1	0	1	0	0	0	110	4	139	56	0	9	1	0	3	0	0	0	0	212			
12:30	1	65	27	0	5	1	0	0	0	0	0	0	0	99	1	70	35	0	2	1	0	0	0	0	0	109	2	135	62	0	7	2	0	0	0	0	0	0	208			
12:45	1	52	20	0	2	0	0	0	0	0	0	0	0	75	2	47	26	0	3	0	0	0	0	0	0	78	3	99	46	0	5	0	0	0	0	0	0	0	153			
13:00	0	77	36	0	6	0	0	1	1	0	0	0	0	121	0	70	36	0	5	0	0	1	0	0	0	112	0	147	72	0	11	0	0	2	1	0	0	0	0	233		
13:15	5	55	16	0	3	0	0	1	1	0	0	0	0	81	0	73	28	0	2	0	0	0	0	0	0	103	5	128	44	0	5	0	0	1	1	0	0	0	0	184		
13:30	1	61	26	0	7	0	0	0	0	0	0	0	0	95	1	63	32	0	4	0	0	0	0	0	0	100	2	124	58	0	11	0	0	0	0	0	0	0	0	195		
13:45	1	68	32	4	5	1	0	2	0	0	0	0	0	108	0	67	26	0	1	0	0	1	0	0	0	95	1	130	58	4	6	1	0	2	1	0	0	0	0	203		
14:00	1	68	34	1	7	1	0	0	0	0	0	0	0	112	0	65	34	0	3	1	0	1	0	0	0	104	1	133	68	1	10	2	0	1	0	0	0	0	0	216		
14:15	0	71	26	1	3	1	0	0	0	0	0	0	0	102	2	73	37	0	2	1	1	0	0	0	0	116	2	144	63	1	5	2	1	0	0	0	0	0	0	218		
14:30	0	93	42	0	5	0	0	2	0	0	0	0	0	142	2	88	38	1	2	0	0	0	0	0	0	131	2	181	80	1	7	0	0	2	0	0	0	0	0	273		
14:45	0	71	39	0	3	2	0	0	0	0	0	0	0	115	0	77	30	1	6	0	0	0	0	0	0	114	0	148	69	1	9	2	0	0	0	0	0	0	0	229		
15:00	0	101	41	1	1	0	0	0	0	0	0	0	0	144	3	95	38	1	7	0	0	0	0	0	0	144	3	196	79	2	8	0	0	0	0	0	0	0	0	288		
15:15	3	102	46	0	2	1	0	1	0	0	0	0	0	155	3	73	36	2	3	0	1	0	0	0	0	118	6	175	82	2	5	1	0	2	0	0	0	0	0	273		
15:30	2	112	52	1	2	0	0	0	0	0	0	0	0	169	0	75	41	1	3	1	0	0	0	0	0	121	2	187	93	2	5	1	0	0	0	0	0	0	0	290		
15:45	0	99	60	3	5	1	0	0	1	0	0	0	0	169	3	63	34	0	3	0	0	0	0	0	0	103	3	162	94	3	8	1	0	0	1	0	0	0	0	272		
16:00	1	108	48	0	4	0	0	1	0	0	0	0	0	162	2	42	29	2	2	0	0	0	0	0	0	77	3	150	77	2	6	0	0	1	0	0	0	0	0	239		
16:15	1	123	45	0	7	0	0	0	0	0	0	0	0	176	1	60	23	3	0	1	0	1	0	0	0	89	2	183	68	3	7	1	0	1	0	0	0	0	0	265		
16:30	4	103	36	0	2	0	0	0	0	0	0	0	0	145	0	63	26	1	2	0	0	1	1	0	0	94	4	166	62	1	4	0	0	1	1	0	0	0	0	239		
16:45	0	111	47	0	2	1	0	0	0	0	0	0	0	161	4	65	26	0	2	0	0	0	0	0	0	97	4	176	73	0	4	1	0	0	0	0	0	0	0	258		
17:00	5	138	41	0	5	0	0	0	0	0	0	0	0	189	0	58	18	0	1	0	0	0	0	0	0	77	5	196	59	0	6	0	0	0	0	0	0	0	0	266		
17:15	1	107	46	0	3	0	0	0	0	0	0	0	0	157	1	43	22	0	2	0	0	0	0	0	0	68	2	150	68	0	5	0	0	0	0	0	0	0	0	225		
17:30	1	115	54	0	4	0	0	0	0	0	0	0	0	174	1	45	32	0	1	0	0	0	0	0	0	79	2	160	86	0	5	0	0	0	0	0	0	0	0	253		
17:45	2	78	34	0	5	0	0	1	0	0	0	0	0	120	1	41	30	0	1	0	0	0	0	0	0	73	3	119	64	0	6	0	0	1	0	0	0	0	0	193		
18:00	0	97	29	0	6	0	0	0	0	0	0	0	0	132	0	43	12	0	0	0	0	0	0	0	0	55	0	140	41	0	6	0	0	0	0	0	0	0	0	187		
18:15	1	85	26	0	1	0	0	0	0	0	0	0	0	113	0	39	20	0	0	0	0	0	0	0	0	59	1	124	46	0	1	0	0	0	0	0	0	0	0	172		
18:30	2	58	34	0	1	0	0	0	0	0	0	0	0	95	0	33	23	1	1	0	0	1	0	0	0	59	2	91	57	1	2	0	0	1	0	0	0	0	0	154		
18:45	1	54	13	0	2	0	0	0	0	0	0	0	0	70	0	33	15	0	0	0	0	0	0	0	0	48	1	87	28	0	2	0	0	0	0	0	0	0	0	118		
19:00	1	45	19	0	0	0	0	1	0	0	0	0	0	66	1	23	9	0	1	0	0	0	1	0	0	35	2	68	28	0	1	0	0	1	1	0	0	0	0	101		
19:15	1	51	22	0	1	0	0	0	0	0	0	0	0	75	0	24	12	0	2	0	0	0	0	0	0	38	1	75	34	0	3	0	0	0	0	0	0	0	0	0	113	
19:30	1	55	16	0	2	0	0	0	0	0	0	0	0	74	0	21	12	0	0	0	0	0	0	0	0	33	1	76	28	0	2	0	0	0	0	0	0	0	0	0	107	
19:45	0	55	16	0	0	0	0	0	0	0	0	0	0	71	0	21	9	0	1	0	0	0	0	0	0	31	0	76	25	0	1	0	0	0	0	0	0	0	0	0	102	
20:00	0	40	31	0	0	0	0	0	0	0	0	0	0	71	0	14	5	0	0	0	0	0	0	0	0	19	0	54	36	0	0	0	0	0	0	0	0	0	0	90		
20:15	0	21	29	0	0	0	0	0	0	0	0	0	0	50	0	18	7	0	0	0	0	0	0	0	0	25	0	39	36	0	0	0	0	0	0	0	0	0	0	75		
20:30	0	36	17	0	1	0	0	0	0	0	0	0	0	54	0	15	5	0	0	0	0	0	0	0	0	20	0	51	22	0	1	0	0	0	0	0	0	0	0	0	74	
20:45	0	36	19	0	0	0	0	0	0	0	0	0	0	55	0	11	2	0	0	0	0	0	0	0	0	13	0	47	21	0	0	0	0	0	0	0	0	0	0	0	68	
21:00	0	28	16	0	0	0	0	0	0	0	0	0	0	44	0	12	2	0	0	0	0	0	0	0	0	14	0	40	18	0	0	0	0	0	0	0	0	0	0	0	58	
21:15	0	25	14	0	1	0	0	0	0	0	0	0	0	40	0	11	5	0	0	0	0	1	0	0	0	17	0	36	19	0	1	0	0	1	0	0	0	0	0	0	57	
21:30	0	21	7	0	0	0	0	0	0	0	0	0	0	28	0	13	3	0	0	0	0	0	0	0	0	16	0	34	10	0	0	0	0	0	0	0	0	0	0	0	44	
21:45	0	11	9	0	0	0	0	0	0	0	0	0	0	20	0	11	0	0	0	0	0	0	0	0	0	11	0	22	9	0	0	0	0	0	0	0	0	0	0	0	31	
22:00	0	18	8	0	0	0	0	1	0	0	0	0	0	27	0	5	4	0	0	0	0	0	0	0	0	9	0	23	12	0	0	0	0	1	0	0	0	0	0	0	36	
22:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	3	4	0	0	0	0	0	0	0	0	7	0	14	7	0	0	0	0	0	0	0	0	0	0	0	21	
22:30	0	10	5	0	0	0	0	0	0	0	0	0	0	15	0	8	4	0	0	0	0	0	0	0	0	12	0	18	9	0	0	0	0	0	0	0	0	0	0	0	27	
22:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	6	4	0	0	0	0	0	0	0	0	10	0	16	7	0	0	0	0	0	0	0	0	0	0	0	23	
23:00	0	10	3	0	0	0	0																																			

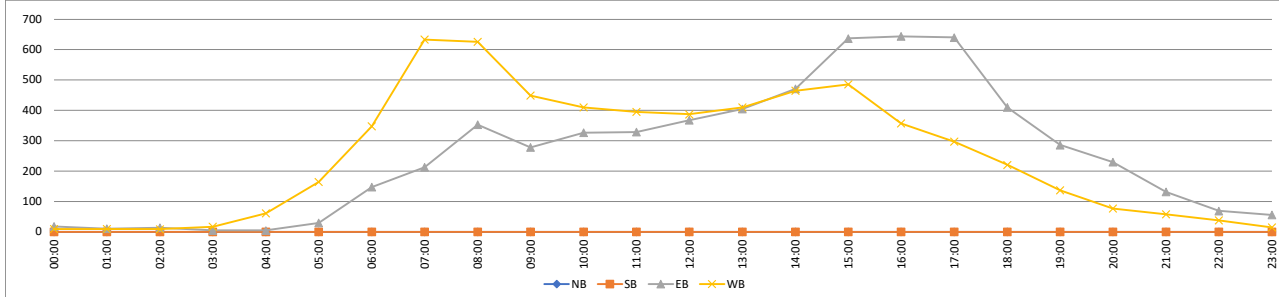
## VOLUME

### New Skyway E/O Pentz Rd

Day: Tuesday  
Date: 3/26/2024

City: Paradise  
Project #: CA24\_100010\_004

DAILY TOTALS											DAILY TOTALS							
						NB	SB	EB	WB	Total								
						0	0	6,078	6,080	12,158								
15-Minutes Interval												Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	
0:00			7	5	12	12:00			92	90	182	00:00	01:00			18	10	28
0:15			2	0	2	12:15			102	110	212	01:00	02:00			11	10	21
0:30			7	4	11	12:30			99	109	208	02:00	03:00			14	9	23
0:45			2	1	3	12:45			75	78	153	03:00	04:00			5	17	22
1:00			2	3	5	13:00			121	112	233	04:00	05:00			5	61	66
1:15			2	0	2	13:15			81	103	184	05:00	06:00			29	164	193
1:30			5	6	11	13:30			95	100	195	06:00	07:00			148	348	496
1:45			2	1	3	13:45			108	95	203	07:00	08:00			213	633	846
2:00			2	3	5	14:00			112	104	216	08:00	09:00			353	626	979
2:15			4	3	7	14:15			102	116	218	09:00	10:00			278	449	727
2:30			3	1	4	14:30			142	131	273	10:00	11:00			327	410	737
2:45			5	2	7	14:45			115	114	229	11:00	12:00			329	395	724
3:00			2	6	8	15:00			144	144	288	12:00	13:00			368	387	755
3:15			1	4	5	15:15			155	118	273	13:00	14:00			405	410	815
3:30			1	4	5	15:30			169	121	290	14:00	15:00			471	465	936
3:45			1	3	4	15:45			169	103	272	15:00	16:00			637	486	1123
4:00			1	11	12	16:00			162	77	239	16:00	17:00			644	357	1001
4:15			0	14	14	16:15			176	89	265	17:00	18:00			640	297	937
4:30			2	19	21	16:30			145	94	239	18:00	19:00			410	221	631
4:45			2	17	19	16:45			161	97	258	19:00	20:00			286	137	423
5:00			7	26	33	17:00			189	77	266	20:00	21:00			230	77	307
5:15			4	42	46	17:15			157	68	225	21:00	22:00			132	58	190
5:30			9	37	46	17:30			174	79	253	22:00	23:00			69	38	107
5:45			9	59	68	17:45			120	73	193	23:00	00:00			56	15	71
6:00			20	69	89	18:00			132	55	187	STATISTICS						
6:15			27	77	104	18:15			113	59	172		NB	SB	EB	WB	TOTAL	
6:30			48	87	135	18:30			95	59	154	Peak Period	00:00	to	12:00			
6:45			53	115	168	18:45			70	48	118	Volume			1730	3132	4862	
7:00			36	127	163	19:00			66	35	101	Peak Hour			8:00	7:30	7:45	
7:15			60	158	218	19:15			75	38	113	Peak Volume			353	732	1046	
7:30			56	165	221	19:30			74	33	107	Peak Hour Factor			0.833	0.839	0.849	
7:45			61	183	244	19:45			71	31	102	Peak Period	12:00	to	00:00			
8:00			90	218	308	20:00			71	19	90	Volume			4348	2948	7296	
8:15			92	166	258	20:15			50	25	75	Peak Hour			16:45	14:30	15:00	
8:30			106	130	236	20:30			54	20	74	Peak Volume			681	507	1123	
8:45			65	112	177	20:45			55	13	68	Peak Hour Factor			0.901	0.880	0.968	
9:00			55	98	153	21:00			44	14	58	Peak Period	07:00	to	09:00			
9:15			64	102	166	21:15			40	17	57	Volume			566	1259	1825	
9:30			82	129	211	21:30			28	16	44	Peak Hour			8:00	7:30	7:45	
9:45			77	120	197	21:45			20	11	31	Peak Volume			353	732	1046	
10:00			82	102	184	22:00			27	9	36	Peak Hour Factor			0.833	0.839	0.849	
10:15			68	120	188	22:15			14	7	21	Peak Period	16:00	to	18:00			
10:30			85	90	175	22:30			15	12	27	Volume			1284	654	1938	
10:45			92	98	190	22:45			13	10	23	Peak Hour			16:45	16:00	16:15	
11:00			76	102	178	23:00			13	6	19	Peak Volume			681	357	1028	
11:15			95	92	187	23:15			13	3	16	Peak Hour Factor			0.901	0.920	0.966	
11:30			70	110	180	23:30			21	0	21							
11:45			88	91	179	23:45			9	6	15							
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1730</b>	<b>3132</b>	<b>4862</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>4348</b>	<b>2948</b>	<b>7296</b>							
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>36%</b>	<b>64%</b>	<b>40%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>60%</b>	<b>40%</b>	<b>60%</b>							



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**ATTACHMENT D**  
**SYNCHRO AND SIDRA HCM 6<sup>TH</sup> EDITION REPORTS**

Skyway & Pentz Rd TOA  
 1: Pentz Road/Old Skyway & Skyway/New Skyway

Existing AM Peak Hour Volumes - No Build

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Traffic Vol, veh/h	18	276	12	115	576	0	8	4	70	0	5	21
Future Vol, veh/h	18	276	12	115	576	0	8	4	70	0	5	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	75	-	-	-	-	100	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	14	9	1	1	6	14	4	4	4	19	19	19
Mvmt Flow	21	325	14	135	678	0	9	5	82	0	6	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	678	0	0	339	0	0	1338	1322	332	1366	1329	678
Stage 1	-	-	-	-	-	-	374	374	-	948	948	-
Stage 2	-	-	-	-	-	-	964	948	-	418	381	-
Critical Hdwy	4.24	-	-	4.11	-	-	7.14	6.54	6.24	7.29	6.69	6.39
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.29	5.69	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.29	5.69	-
Follow-up Hdwy	2.326	-	-	2.209	-	-	3.536	4.036	3.336	3.671	4.171	3.471
Pot Cap-1 Maneuver	860	-	-	1226	-	-	129	155	705	114	143	424
Stage 1	-	-	-	-	-	-	643	614	-	292	318	-
Stage 2	-	-	-	-	-	-	304	337	-	580	585	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	860	-	-	1226	-	-	105	135	705	88	124	424
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	135	-	88	124	-
Stage 1	-	-	-	-	-	-	628	599	-	285	283	-
Stage 2	-	-	-	-	-	-	249	300	-	496	571	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.4			15.3			18.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	113	705	860	-	-	1226	-	-	124	424
HCM Lane V/C Ratio	0.125	0.117	0.025	-	-	0.11	-	-	0.047	0.058
HCM Control Delay (s)	41.4	10.8	9.3	-	-	8.3	-	-	35.5	14
HCM Lane LOS	E	B	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.4	0.4	0.1	-	-	0.4	-	-	0.1	0.2

Skyway & Pentz Rd TOA

1: Pentz Road/Old Skyway & Skyway/New Skyway

Existing PM Peak Hour Volumes - No Build

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Traffic Vol, veh/h	22	596	15	54	300	0	4	8	71	2	2	28
Future Vol, veh/h	22	596	15	54	300	0	4	8	71	2	2	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	75	-	-	-	-	100	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	14	2	0	0	4	14	1	1	1	6	6	6
Mvmt Flow	22	608	15	55	306	0	4	8	72	2	2	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	306	0	0	623	0	0	1092	1076	616	1116	1083	306
Stage 1	-	-	-	-	-	-	660	660	-	416	416	-
Stage 2	-	-	-	-	-	-	432	416	-	700	667	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.11	6.51	6.21	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.16	5.56	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.509	4.009	3.309	3.554	4.054	3.354
Pot Cap-1 Maneuver	1190	-	-	968	-	-	193	220	492	182	214	725
Stage 1	-	-	-	-	-	-	454	462	-	606	585	-
Stage 2	-	-	-	-	-	-	604	594	-	423	451	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1190	-	-	968	-	-	174	204	492	142	198	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	204	-	142	198	-
Stage 1	-	-	-	-	-	-	446	454	-	595	552	-
Stage 2	-	-	-	-	-	-	545	560	-	348	443	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.4			15.2			12.4		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	193	492	1190	-	-	968	-	-	165	725
HCM Lane V/C Ratio	0.063	0.147	0.019	-	-	0.057	-	-	0.025	0.039
HCM Control Delay (s)	24.9	13.6	8.1	-	-	8.9	-	-	27.4	10.2
HCM Lane LOS	C	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.2	0.5	0.1	-	-	0.2	-	-	0.1	0.1

Skyway & Pentz Rd TOA  
 1: Pentz Road/Old Skyway & Skyway/New Skyway

Cumulative AM Peak Hour Volumes - No Build

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔	↔		↔	↔
Traffic Vol, veh/h	34	373	16	143	728	0	8	6	72	0	11	48
Future Vol, veh/h	34	373	16	143	728	0	8	6	72	0	11	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	75	-	-	-	-	100	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	14	9	1	1	6	14	4	4	4	19	19	19
Mvmt Flow	37	405	17	155	791	0	9	7	78	0	12	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	791	0	0	422	0	0	1621	1589	414	1631	1597	791
Stage 1	-	-	-	-	-	-	488	488	-	1101	1101	-
Stage 2	-	-	-	-	-	-	1133	1101	-	530	496	-
Critical Hdwy	4.24	-	-	4.11	-	-	7.14	6.54	6.24	7.29	6.69	6.39
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.29	5.69	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.29	5.69	-
Follow-up Hdwy	2.326	-	-	2.209	-	-	3.536	4.036	3.336	3.671	4.171	3.471
Pot Cap-1 Maneuver	779	-	-	1143	-	-	82	107	634	74	97	364
Stage 1	-	-	-	-	-	-	558	547	-	238	268	-
Stage 2	-	-	-	-	-	-	244	285	-	503	518	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	779	-	-	1143	-	-	54	88	634	53	80	364
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	88	-	53	80	-
Stage 1	-	-	-	-	-	-	532	521	-	227	232	-
Stage 2	-	-	-	-	-	-	171	246	-	415	494	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.4			22.1			24.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	65	634	779	-	-	1143	-	-	80	364
HCM Lane V/C Ratio	0.234	0.123	0.047	-	-	0.136	-	-	0.149	0.143
HCM Control Delay (s)	76.6	11.5	9.9	-	-	8.6	-	-	57.8	16.5
HCM Lane LOS	F	B	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.8	0.4	0.1	-	-	0.5	-	-	0.5	0.5

Skyway & Pentz Rd TOA  
 1: Pentz Road/Old Skyway & Skyway/New Skyway

Cumulative PM Peak Hour Volumes - No Build

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Traffic Vol, veh/h	51	774	28	54	429	0	10	16	78	2	2	40
Future Vol, veh/h	51	774	28	54	429	0	10	16	78	2	2	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	75	-	-	-	-	100	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	14	2	0	0	4	14	1	1	1	6	6	6
Mvmt Flow	55	841	30	59	466	0	11	17	85	2	2	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	871	0	0	1573	1550	856	1601	1565	466
Stage 1	-	-	-	-	-	-	966	966	-	584	584	-
Stage 2	-	-	-	-	-	-	607	584	-	1017	981	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.11	6.51	6.21	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.16	5.56	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.509	4.009	3.309	3.554	4.054	3.354
Pot Cap-1 Maneuver	1035	-	-	783	-	-	90	114	359	83	109	588
Stage 1	-	-	-	-	-	-	307	334	-	491	492	-
Stage 2	-	-	-	-	-	-	485	500	-	282	322	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1035	-	-	783	-	-	74	100	359	50	95	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	74	100	-	50	95	-
Stage 1	-	-	-	-	-	-	291	316	-	465	455	-
Stage 2	-	-	-	-	-	-	413	463	-	193	305	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.1			29.6			16.3		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	88	359	1035	-	-	783	-	-	66	588
HCM Lane V/C Ratio	0.321	0.236	0.054	-	-	0.075	-	-	0.066	0.074
HCM Control Delay (s)	64.2	18.1	8.7	-	-	10	-	-	63.4	11.6
HCM Lane LOS	F	C	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.2	0.9	0.2	-	-	0.2	-	-	0.2	0.2



Skyway & Pentz Rd TOA

1: Pentz Road/Old Skyway & Skyway/New Skyway

Existing AM Peak Hour Volumes - Signal Alt























Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	21	339	135	678	14	82	6	25
v/c Ratio	0.13	0.40	0.47	0.56	0.08	0.33	0.04	0.11
Control Delay	34.1	15.8	33.1	13.5	33.8	8.7	34.2	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	15.8	33.1	13.5	33.8	8.7	34.2	1.0
Queue Length 50th (ft)	7	75	40	77	4	0	2	0
Queue Length 95th (ft)	30	191	108	387	23	23	14	0
Internal Link Dist (ft)		571		682	334		444	
Turn Bay Length (ft)	70		100			50		70
Base Capacity (vph)	485	1082	548	1219	543	550	612	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.31	0.25	0.56	0.03	0.15	0.01	0.04

Intersection Summary

Skyway & Pentz Rd TOA

1: Pentz Road/Old Skyway & Skyway/New Skyway

Existing AM Peak Hour Volumes - Signal Alt

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	276	12	115	576	0	8	4	70	0	5	21
Future Volume (veh/h)	18	276	12	115	576	0	8	4	70	0	5	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1767	1885	1885	1811	1693	1841	1841	1841	1618	1618	1618
Adj Flow Rate, veh/h	21	325	14	135	678	0	9	5	82	0	6	25
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	14	9	1	1	6	14	4	4	4	19	19	19
Cap, veh/h	41	637	27	180	822	0	99	55	135	0	67	57
Arrive On Green	0.03	0.38	0.38	0.10	0.45	0.00	0.09	0.09	0.09	0.00	0.04	0.04
Sat Flow, veh/h	1612	1681	72	1795	1811	0	1146	637	1560	0	1618	1372
Grp Volume(v), veh/h	21	0	339	135	678	0	14	0	82	0	6	25
Grp Sat Flow(s),veh/h/ln	1612	0	1754	1795	1811	0	1783	0	1560	0	1618	1372
Q Serve(g_s), s	0.7	0.0	7.7	3.8	17.0	0.0	0.4	0.0	2.6	0.0	0.2	0.9
Cycle Q Clear(g_c), s	0.7	0.0	7.7	3.8	17.0	0.0	0.4	0.0	2.6	0.0	0.2	0.9
Prop In Lane	1.00		0.04	1.00		0.00	0.64		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	41	0	665	180	822	0	154	0	135	0	67	57
V/C Ratio(X)	0.52	0.00	0.51	0.75	0.82	0.00	0.09	0.00	0.61	0.00	0.09	0.44
Avail Cap(c_a), veh/h	620	0	1350	691	1394	0	686	0	600	0	779	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	12.4	22.7	12.4	0.0	21.8	0.0	22.9	0.0	23.9	24.3
Incr Delay (d2), s/veh	9.8	0.0	0.6	6.2	2.2	0.0	0.3	0.0	4.3	0.0	0.6	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.6	1.7	5.7	0.0	0.2	0.0	1.0	0.0	0.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	13.0	28.9	14.5	0.0	22.1	0.0	27.2	0.0	24.5	29.5
LnGrp LOS	C	A	B	C	B	A	C	A	C	A	C	C
Approach Vol, veh/h		360			813			96			31	
Approach Delay, s/veh		14.3			16.9			26.5			28.5	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.6	10.3	24.8		7.3	6.4	28.7				
Change Period (Y+Rc), s		5.1	5.1	5.1		5.1	5.1	5.1				
Max Green Setting (Gmax), s		20.0	20.0	40.0		25.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s		4.6	5.8	9.7		2.9	2.7	19.0				
Green Ext Time (p_c), s		0.2	0.3	2.1		0.1	0.0	4.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.2								
HCM 6th LOS				B								

Skyway & Pentz Rd TOA

1: Pentz Road/Old Skyway & Skyway/New Skyway

Existing PM Peak Hour Volumes - Signal Alt























Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	22	623	55	306	12	72	4	29
v/c Ratio	0.15	0.52	0.29	0.25	0.07	0.30	0.03	0.13
Control Delay	36.9	14.9	37.1	9.3	36.3	6.9	36.2	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	14.9	37.1	9.3	36.3	6.9	36.2	1.1
Queue Length 50th (ft)	10	222	26	54	6	0	2	0
Queue Length 95th (ft)	33	375	62	148	22	20	12	0
Internal Link Dist (ft)		571		682	334		444	
Turn Bay Length (ft)	70		100			50		70
Base Capacity (vph)	445	1196	507	1248	521	526	573	605
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.52	0.11	0.25	0.02	0.14	0.01	0.05
<b>Intersection Summary</b>								

Skyway & Pentz Rd TOA

1: Pentz Road/Old Skyway & Skyway/New Skyway

Existing PM Peak Hour Volumes - Signal Alt

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	596	15	54	300	0	4	8	71	2	2	28
Future Volume (veh/h)	22	596	15	54	300	0	4	8	71	2	2	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1870	1900	1900	1841	1693	1885	1885	1885	1811	1811	1811
Adj Flow Rate, veh/h	22	608	15	55	306	0	4	8	72	2	2	29
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	14	2	0	0	4	14	1	1	1	6	6	6
Cap, veh/h	42	757	19	96	817	0	51	102	131	39	39	68
Arrive On Green	0.03	0.42	0.42	0.05	0.44	0.00	0.08	0.08	0.08	0.04	0.04	0.04
Sat Flow, veh/h	1612	1816	45	1810	1841	0	618	1236	1598	883	883	1535
Grp Volume(v), veh/h	22	0	623	55	306	0	12	0	72	4	0	29
Grp Sat Flow(s),veh/h/ln	1612	0	1861	1810	1841	0	1854	0	1598	1767	0	1535
Q Serve(g_s), s	0.7	0.0	14.8	1.5	5.6	0.0	0.3	0.0	2.2	0.1	0.0	0.9
Cycle Q Clear(g_c), s	0.7	0.0	14.8	1.5	5.6	0.0	0.3	0.0	2.2	0.1	0.0	0.9
Prop In Lane	1.00		0.02	1.00		0.00	0.33		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	42	0	775	96	817	0	152	0	131	78	0	68
V/C Ratio(X)	0.52	0.00	0.80	0.57	0.37	0.00	0.08	0.00	0.55	0.05	0.00	0.43
Avail Cap(c_a), veh/h	638	0	1474	716	1458	0	734	0	633	874	0	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	12.9	23.3	9.4	0.0	21.4	0.0	22.3	23.1	0.0	23.5
Incr Delay (d2), s/veh	9.5	0.0	2.0	5.2	0.3	0.0	0.2	0.0	3.5	0.3	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	5.2	0.7	1.8	0.0	0.1	0.0	0.9	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	14.9	28.6	9.7	0.0	21.6	0.0	25.8	23.4	0.0	27.8
LnGrp LOS	C	A	B	C	A	A	C	A	C	C	A	C
Approach Vol, veh/h		645			361			84				33
Approach Delay, s/veh		15.6			12.5			25.2				27.3
Approach LOS		B			B			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.3	7.8	26.1		7.3	6.4	27.5				
Change Period (Y+Rc), s		5.1	5.1	5.1		5.1	5.1	5.1				
Max Green Setting (Gmax), s		20.0	20.0	40.0		25.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s		4.2	3.5	16.8		2.9	2.7	7.6				
Green Ext Time (p_c), s		0.2	0.1	4.2		0.1	0.0	1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

Skyway & Pentz Rd TOA

1: Pentz Road/Old Skyway & Skyway/New Skyway

Cumulative AM Peak Hour Volumes - Signal Alt























Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	37	422	155	791	16	78	12	52
v/c Ratio	0.24	0.49	0.50	0.65	0.11	0.37	0.09	0.27
Control Delay	49.4	18.6	45.6	17.3	48.9	14.9	49.8	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	18.6	45.6	17.3	48.9	14.9	49.8	7.0
Queue Length 50th (ft)	21	161	88	345	9	0	7	0
Queue Length 95th (ft)	62	284	179	584	35	42	29	14
Internal Link Dist (ft)		571		682	334		444	
Turn Bay Length (ft)	70		100			50		70
Base Capacity (vph)	409	1360	462	1402	460	465	516	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.31	0.34	0.56	0.03	0.17	0.02	0.10
<b>Intersection Summary</b>								

Skyway & Pentz Rd TOA

1: Pentz Road/Old Skyway & Skyway/New Skyway

Cumulative AM Peak Hour Volumes - Signal Alt

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	373	16	143	728	0	8	6	72	0	11	48
Future Volume (veh/h)	34	373	16	143	728	0	8	6	72	0	11	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1767	1885	1885	1811	1693	1841	1841	1841	1618	1618	1618
Adj Flow Rate, veh/h	37	405	17	155	791	0	9	7	78	0	12	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	14	9	1	1	6	14	4	4	4	19	19	19
Cap, veh/h	60	737	31	201	928	0	76	59	117	0	102	86
Arrive On Green	0.04	0.44	0.44	0.11	0.51	0.00	0.08	0.08	0.08	0.00	0.06	0.06
Sat Flow, veh/h	1612	1683	71	1795	1811	0	1007	783	1560	0	1618	1372
Grp Volume(v), veh/h	37	0	422	155	791	0	16	0	78	0	12	52
Grp Sat Flow(s),veh/h/ln	1612	0	1754	1795	1811	0	1790	0	1560	0	1618	1372
Q Serve(g_s), s	1.5	0.0	11.6	5.5	24.7	0.0	0.5	0.0	3.2	0.0	0.5	2.4
Cycle Q Clear(g_c), s	1.5	0.0	11.6	5.5	24.7	0.0	0.5	0.0	3.2	0.0	0.5	2.4
Prop In Lane	1.00		0.04	1.00		0.00	0.56		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	60	0	768	201	928	0	134	0	117	0	102	86
V/C Ratio(X)	0.61	0.00	0.55	0.77	0.85	0.00	0.12	0.00	0.67	0.00	0.12	0.60
Avail Cap(c_a), veh/h	493	0	1876	549	1938	0	547	0	477	0	618	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	13.6	28.2	13.8	0.0	28.2	0.0	29.5	0.0	28.9	29.9
Incr Delay (d2), s/veh	9.7	0.0	0.6	6.2	2.3	0.0	0.4	0.0	6.3	0.0	0.5	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.1	2.6	8.7	0.0	0.2	0.0	1.3	0.0	0.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	0.0	14.2	34.4	16.1	0.0	28.6	0.0	35.8	0.0	29.4	36.4
LnGrp LOS	D	A	B	C	B	A	C	A	D	A	C	D
Approach Vol, veh/h		459			946			94			64	
Approach Delay, s/veh		16.4			19.1			34.6			35.1	
Approach LOS		B			B			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.0	12.4	33.8		9.2	7.5	38.6				
Change Period (Y+Rc), s		5.1	5.1	5.1		5.1	5.1	5.1				
Max Green Setting (Gmax), s		20.0	20.0	70.0		25.0	20.0	70.0				
Max Q Clear Time (g_c+I1), s		5.2	7.5	13.6		4.4	3.5	26.7				
Green Ext Time (p_c), s		0.2	0.3	2.9		0.2	0.0	6.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				19.9								
HCM 6th LOS				B								

Skyway & Pentz Rd TOA

1: Pentz Road/Old Skyway & Skyway/New Skyway

Cumulative PM Peak Hour Volumes - Signal Alt























Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	55	871	59	466	28	85	4	43
v/c Ratio	0.41	0.72	0.40	0.39	0.22	0.45	0.05	0.26
Control Delay	58.3	19.6	57.1	12.2	54.7	18.8	53.5	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	19.6	57.1	12.2	54.7	18.8	53.5	4.5
Queue Length 50th (ft)	37	416	40	160	19	0	3	0
Queue Length 95th (ft)	82	685	86	268	51	49	15	5
Internal Link Dist (ft)		571		682	334		444	
Turn Bay Length (ft)	70		100			50		70
Base Capacity (vph)	293	1229	334	1211	341	366	343	418
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.71	0.18	0.38	0.08	0.23	0.01	0.10
<b>Intersection Summary</b>								

Skyway & Pentz Rd TOA

1: Pentz Road/Old Skyway & Skyway/New Skyway

Cumulative PM Peak Hour Volumes - Signal Alt

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	774	28	54	429	0	10	16	78	2	2	40
Future Volume (veh/h)	51	774	28	54	429	0	10	16	78	2	2	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1870	1900	1900	1841	1693	1885	1885	1885	1811	1811	1811
Adj Flow Rate, veh/h	55	841	30	59	466	0	11	17	85	2	2	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	14	2	0	0	4	14	1	1	1	6	6	6
Cap, veh/h	75	973	35	87	1002	0	54	84	120	45	45	78
Arrive On Green	0.05	0.54	0.54	0.05	0.54	0.00	0.07	0.07	0.07	0.05	0.05	0.05
Sat Flow, veh/h	1612	1793	64	1810	1841	0	726	1123	1598	883	883	1535
Grp Volume(v), veh/h	55	0	871	59	466	0	28	0	85	4	0	43
Grp Sat Flow(s),veh/h/ln	1612	0	1857	1810	1841	0	1849	0	1598	1767	0	1535
Q Serve(g_s), s	2.4	0.0	29.1	2.3	11.1	0.0	1.0	0.0	3.7	0.2	0.0	2.0
Cycle Q Clear(g_c), s	2.4	0.0	29.1	2.3	11.1	0.0	1.0	0.0	3.7	0.2	0.0	2.0
Prop In Lane	1.00		0.03	1.00		0.00	0.39		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	75	0	1007	87	1002	0	138	0	120	90	0	78
V/C Ratio(X)	0.74	0.00	0.86	0.68	0.47	0.00	0.20	0.00	0.71	0.04	0.00	0.55
Avail Cap(c_a), veh/h	448	0	1809	503	1792	0	514	0	444	614	0	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	14.2	33.7	10.0	0.0	31.2	0.0	32.5	32.5	0.0	33.3
Incr Delay (d2), s/veh	13.1	0.0	2.4	8.8	0.3	0.0	0.7	0.0	7.6	0.2	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	10.5	1.2	3.8	0.0	0.5	0.0	1.6	0.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	0.0	16.5	42.5	10.3	0.0	31.9	0.0	40.0	32.7	0.0	39.3
LnGrp LOS	D	A	B	D	B	A	C	A	D	C	A	D
Approach Vol, veh/h		926			525			113				47
Approach Delay, s/veh		18.3			14.0			38.0				38.7
Approach LOS		B			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.5	8.6	44.1		8.8	8.4	44.2				
Change Period (Y+Rc), s		5.1	5.1	5.1		5.1	5.1	5.1				
Max Green Setting (Gmax), s		20.0	20.0	70.0		25.0	20.0	70.0				
Max Q Clear Time (g_c+I1), s		5.7	4.3	31.1		4.0	4.4	13.1				
Green Ext Time (p_c), s		0.3	0.1	7.9		0.1	0.1	3.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									



# MOVEMENT SUMMARY

Site: 101 [Skyway & Pentz Rd Existing AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] ft				
South: Pentz Rd														
3	L2	8	4.0	9	4.0	0.107	5.0	LOS A	0.4	11.3	0.47	0.37	0.47	34.9
8	T1	4	4.0	5	4.0	0.107	5.0	LOS A	0.4	11.3	0.47	0.37	0.47	34.8
18	R2	70	4.0	82	4.0	0.107	5.0	LOS A	0.4	11.3	0.47	0.37	0.47	33.8
Approach		82	4.0	96	4.0	0.107	5.0	LOS A	0.4	11.3	0.47	0.37	0.47	33.9
East: New Skyway														
1	L2	115	1.0	135	1.0	0.646	11.0	LOS B	6.2	162.7	0.31	0.12	0.31	31.9
6	T1	576	6.0	678	6.0	0.646	11.1	LOS B	6.2	162.7	0.31	0.12	0.31	31.7
16	R2	1	14.0	1	14.0	0.646	11.4	LOS B	6.2	162.7	0.31	0.12	0.31	30.7
Approach		692	5.2	814	5.2	0.646	11.1	LOS B	6.2	162.7	0.31	0.12	0.31	31.7
North: Old Skyway														
7	L2	1	19.0	1	19.0	0.066	8.4	LOS A	0.2	6.0	0.63	0.61	0.63	32.8
4	T1	5	19.0	6	19.0	0.066	8.4	LOS A	0.2	6.0	0.63	0.61	0.63	33.0
14	R2	21	19.0	25	19.0	0.066	8.4	LOS A	0.2	6.0	0.63	0.61	0.63	32.0
Approach		27	19.0	32	19.0	0.066	8.4	LOS A	0.2	6.0	0.63	0.61	0.63	32.2
West: Skyway														
5	L2	18	14.0	21	14.0	0.330	6.7	LOS A	1.7	45.0	0.36	0.22	0.36	33.9
2	T1	276	9.0	325	9.0	0.330	6.6	LOS A	1.7	45.0	0.36	0.22	0.36	34.1
12	R2	12	1.0	14	1.0	0.330	6.3	LOS A	1.7	45.0	0.36	0.22	0.36	33.3
Approach		306	9.0	360	9.0	0.330	6.6	LOS A	1.7	45.0	0.36	0.22	0.36	34.1
All Vehicles		1107	6.5	1302	6.5	0.646	9.3	LOS A	6.2	162.7	0.35	0.18	0.35	32.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

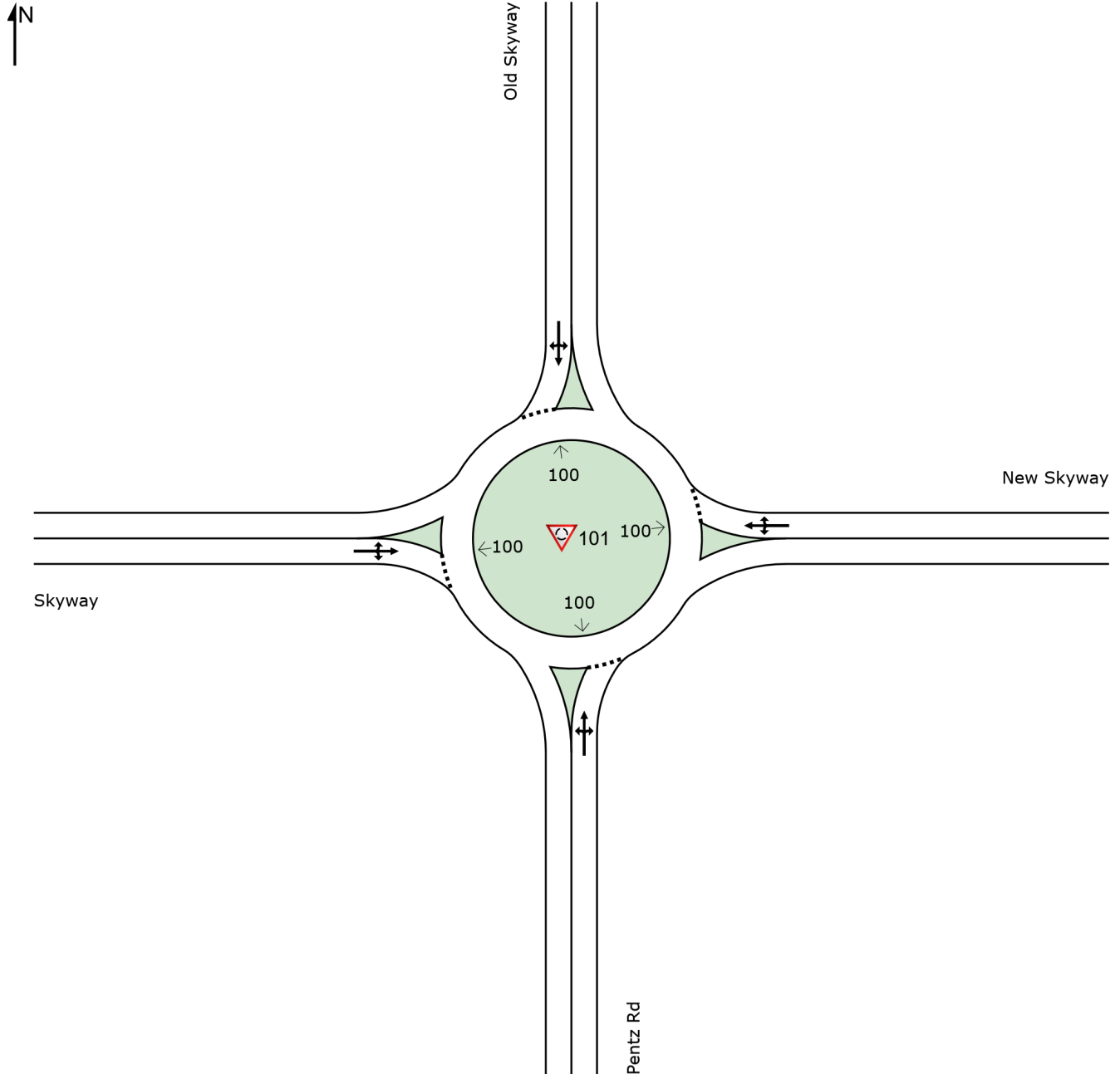
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

Site: 101 [Skyway & Pentz Rd Existing AM (Site Folder: General)]

New Site  
Site Category: (None)  
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

Site: 101 [Skyway & Pentz Rd Existing PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Pentz Rd														
3	L2	4	1.0	4	1.0	0.120	6.4	LOS A	0.5	12.1	0.59	0.56	0.59	34.4
8	T1	8	1.0	8	1.0	0.120	6.4	LOS A	0.5	12.1	0.59	0.56	0.59	34.3
18	R2	71	1.0	72	1.0	0.120	6.4	LOS A	0.5	12.1	0.59	0.56	0.59	33.3
Approach		83	1.0	85	1.0	0.120	6.4	LOS A	0.5	12.1	0.59	0.56	0.59	33.4
East: New Skyway														
1	L2	54	0.0	55	0.0	0.282	5.2	LOS A	1.5	39.7	0.17	0.06	0.17	34.8
6	T1	300	4.0	306	4.0	0.282	5.3	LOS A	1.5	39.7	0.17	0.06	0.17	34.6
16	R2	1	14.0	1	14.0	0.282	5.6	LOS A	1.5	39.7	0.17	0.06	0.17	33.4
Approach		355	3.4	362	3.4	0.282	5.3	LOS A	1.5	39.7	0.17	0.06	0.17	34.6
North: Old Skyway														
7	L2	2	6.0	2	6.0	0.037	4.4	LOS A	0.1	3.7	0.45	0.32	0.45	35.2
4	T1	2	6.0	2	6.0	0.037	4.4	LOS A	0.1	3.7	0.45	0.32	0.45	35.2
14	R2	28	6.0	29	6.0	0.037	4.4	LOS A	0.1	3.7	0.45	0.32	0.45	34.1
Approach		32	6.0	33	6.0	0.037	4.4	LOS A	0.1	3.7	0.45	0.32	0.45	34.3
West: Skyway														
5	L2	22	14.0	22	14.0	0.510	8.6	LOS A	3.9	99.1	0.31	0.14	0.31	33.2
2	T1	596	2.0	608	2.0	0.510	8.3	LOS A	3.9	99.1	0.31	0.14	0.31	33.5
12	R2	15	0.0	15	0.0	0.510	8.2	LOS A	3.9	99.1	0.31	0.14	0.31	32.6
Approach		633	2.4	646	2.4	0.510	8.3	LOS A	3.9	99.1	0.31	0.14	0.31	33.4
All Vehicles		1103	2.7	1126	2.7	0.510	7.1	LOS A	3.9	99.1	0.29	0.15	0.29	33.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

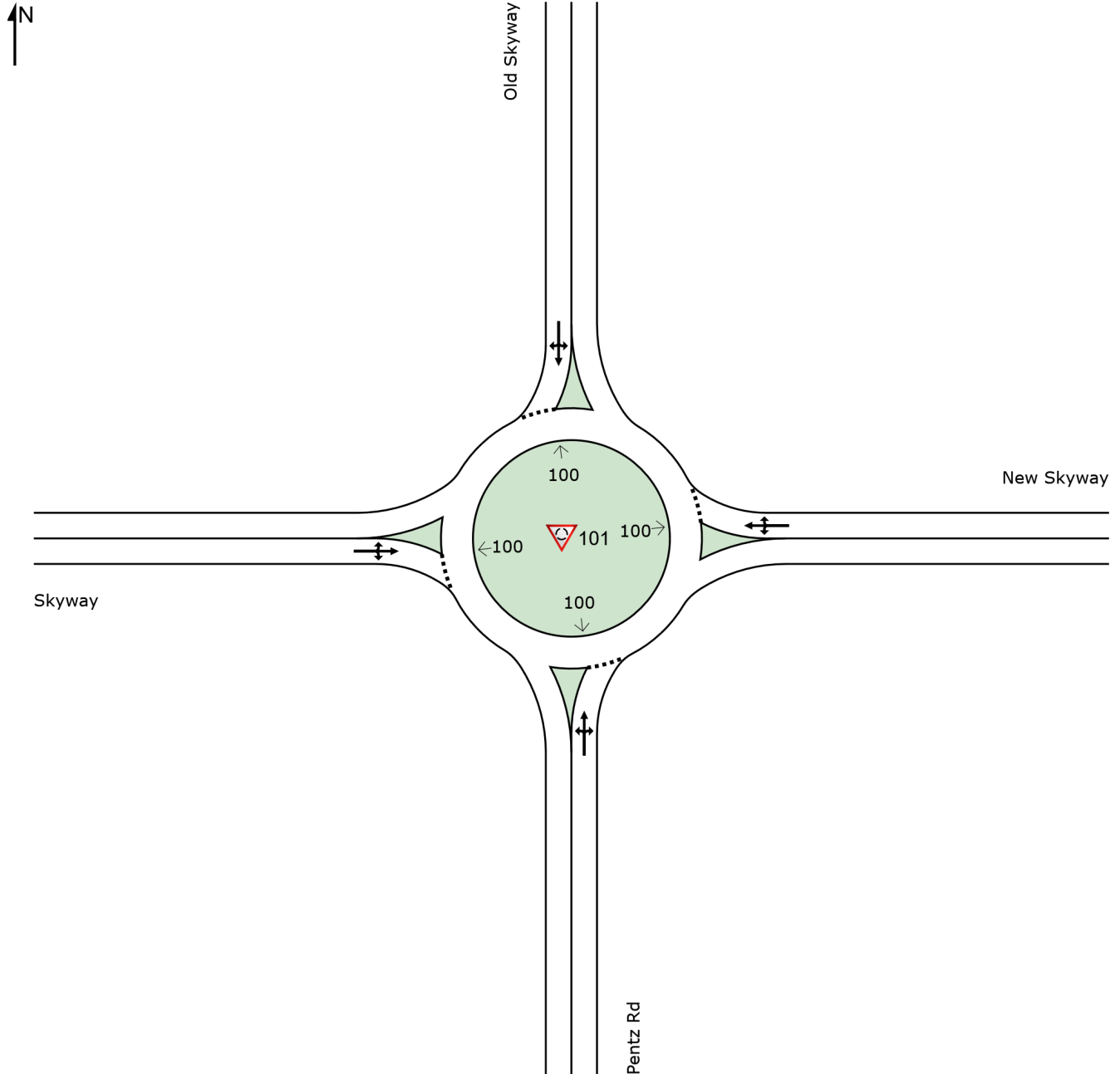
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

Site: 101 [Skyway & Pentz Rd Existing PM (Site Folder: General)]

New Site  
Site Category: (None)  
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

Site: 101 [Skyway & Pentz Rd Cumulative AM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Pentz Rd														
3	L2	8	4.0	9	4.0	0.116	5.6	LOS A	0.5	12.0	0.53	0.45	0.53	34.6
8	T1	6	4.0	7	4.0	0.116	5.6	LOS A	0.5	12.0	0.53	0.45	0.53	34.5
18	R2	72	4.0	78	4.0	0.116	5.6	LOS A	0.5	12.0	0.53	0.45	0.53	33.5
Approach		86	4.0	93	4.0	0.116	5.6	LOS A	0.5	12.0	0.53	0.45	0.53	33.7
East: New Skyway														
1	L2	143	1.0	155	1.0	0.766	15.4	LOS C	9.7	252.1	0.51	0.24	0.51	30.0
6	T1	728	6.0	791	6.0	0.766	15.6	LOS C	9.7	252.1	0.51	0.24	0.51	29.9
16	R2	1	14.0	1	14.0	0.766	15.8	LOS C	9.7	252.1	0.51	0.24	0.51	29.0
Approach		872	5.2	948	5.2	0.766	15.6	LOS C	9.7	252.1	0.51	0.24	0.51	29.9
North: Old Skyway														
7	L2	1	19.0	1	19.0	0.157	11.0	LOS B	0.5	14.3	0.67	0.67	0.67	31.6
4	T1	11	19.0	12	19.0	0.157	11.0	LOS B	0.5	14.3	0.67	0.67	0.67	31.8
14	R2	48	19.0	52	19.0	0.157	11.0	LOS B	0.5	14.3	0.67	0.67	0.67	30.9
Approach		60	19.0	65	19.0	0.157	11.0	LOS B	0.5	14.3	0.67	0.67	0.67	31.0
West: Skyway														
5	L2	34	14.0	37	14.0	0.434	8.3	LOS A	2.4	65.4	0.44	0.30	0.44	33.1
2	T1	373	9.0	405	9.0	0.434	8.1	LOS A	2.4	65.4	0.44	0.30	0.44	33.3
12	R2	16	1.0	17	1.0	0.434	7.9	LOS A	2.4	65.4	0.44	0.30	0.44	32.5
Approach		423	9.1	460	9.1	0.434	8.1	LOS A	2.4	65.4	0.44	0.30	0.44	33.3
All Vehicles		1441	6.8	1566	6.8	0.766	12.6	LOS B	9.7	252.1	0.50	0.29	0.50	31.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

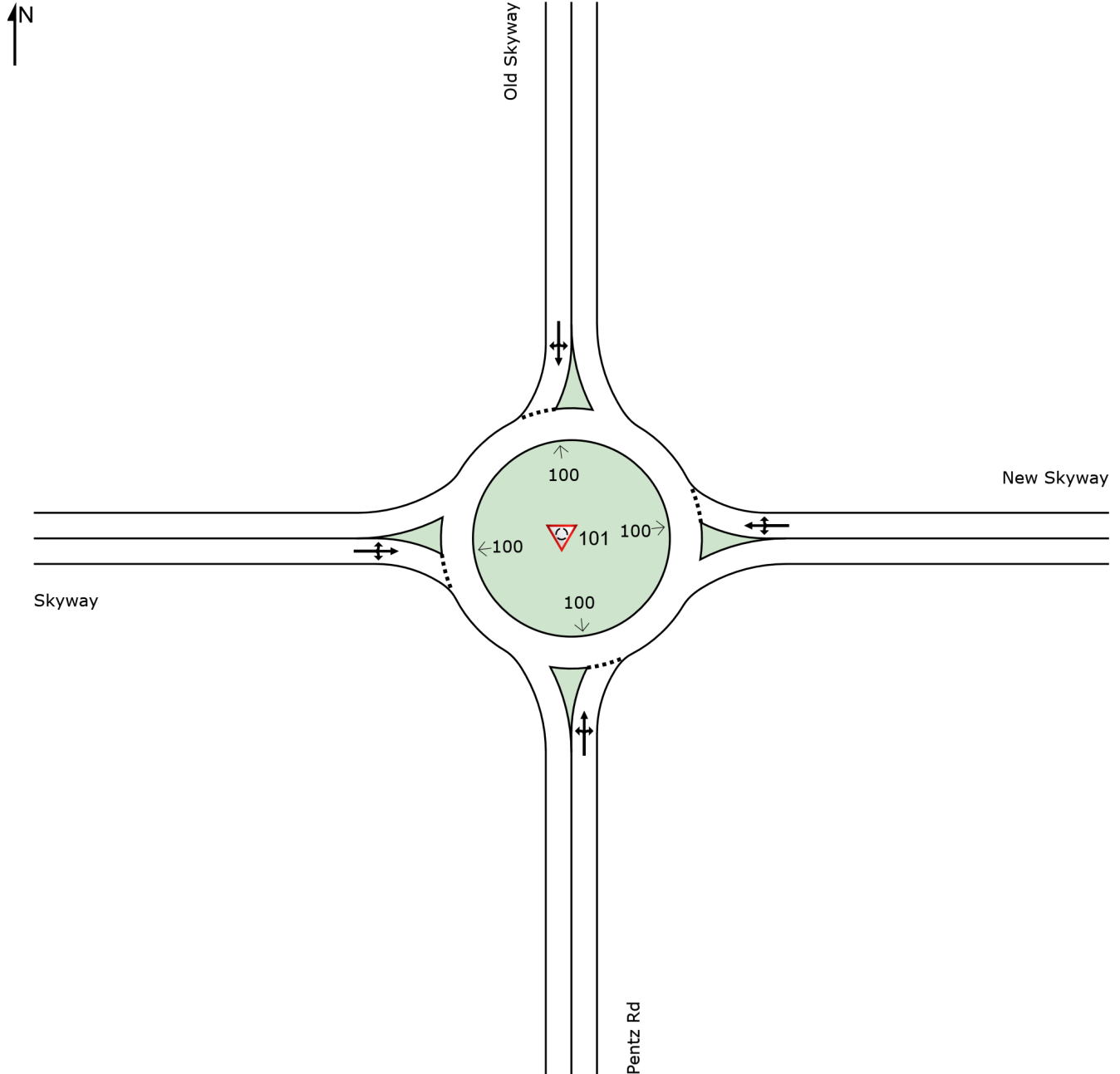
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# SITE LAYOUT

Site: 101 [Skyway & Pentz Rd Cumulative AM (Site Folder: General)]

New Site  
Site Category: (None)  
Roundabout

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# MOVEMENT SUMMARY

Site: 101 [Skyway & Pentz Rd Cumulative PM (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Pentz Rd														
3	L2	10	1.0	11	1.0	0.212	9.6	LOS A	0.8	20.9	0.68	0.68	0.68	32.6
8	T1	16	1.0	17	1.0	0.212	9.6	LOS A	0.8	20.9	0.68	0.68	0.68	32.6
18	R2	78	1.0	85	1.0	0.212	9.6	LOS A	0.8	20.9	0.68	0.68	0.68	31.7
Approach		104	1.0	113	1.0	0.212	9.6	LOS A	0.8	20.9	0.68	0.68	0.68	31.9
East: New Skyway														
1	L2	54	0.0	59	0.0	0.434	7.3	LOS A	2.8	72.0	0.34	0.18	0.34	33.8
6	T1	429	4.0	466	4.0	0.434	7.4	LOS A	2.8	72.0	0.34	0.18	0.34	33.7
16	R2	1	14.0	1	14.0	0.434	7.7	LOS A	2.8	72.0	0.34	0.18	0.34	32.5
Approach		484	3.6	526	3.6	0.434	7.4	LOS A	2.8	72.0	0.34	0.18	0.34	33.7
North: Old Skyway														
7	L2	2	6.0	2	6.0	0.065	5.5	LOS A	0.2	6.4	0.54	0.46	0.54	34.7
4	T1	2	6.0	2	6.0	0.065	5.5	LOS A	0.2	6.4	0.54	0.46	0.54	34.7
14	R2	40	6.0	43	6.0	0.065	5.5	LOS A	0.2	6.4	0.54	0.46	0.54	33.6
Approach		44	6.0	48	6.0	0.065	5.5	LOS A	0.2	6.4	0.54	0.46	0.54	33.7
West: Skyway														
5	L2	51	14.0	55	14.0	0.737	14.4	LOS B	9.1	231.9	0.51	0.25	0.51	30.5
2	T1	774	2.0	841	2.0	0.737	14.1	LOS B	9.1	231.9	0.51	0.25	0.51	30.8
12	R2	28	0.0	30	0.0	0.737	14.0	LOS B	9.1	231.9	0.51	0.25	0.51	30.0
Approach		853	2.7	927	2.7	0.737	14.1	LOS B	9.1	231.9	0.51	0.25	0.51	30.8
All Vehicles		1485	2.9	1614	2.9	0.737	11.3	LOS B	9.1	231.9	0.47	0.26	0.47	31.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

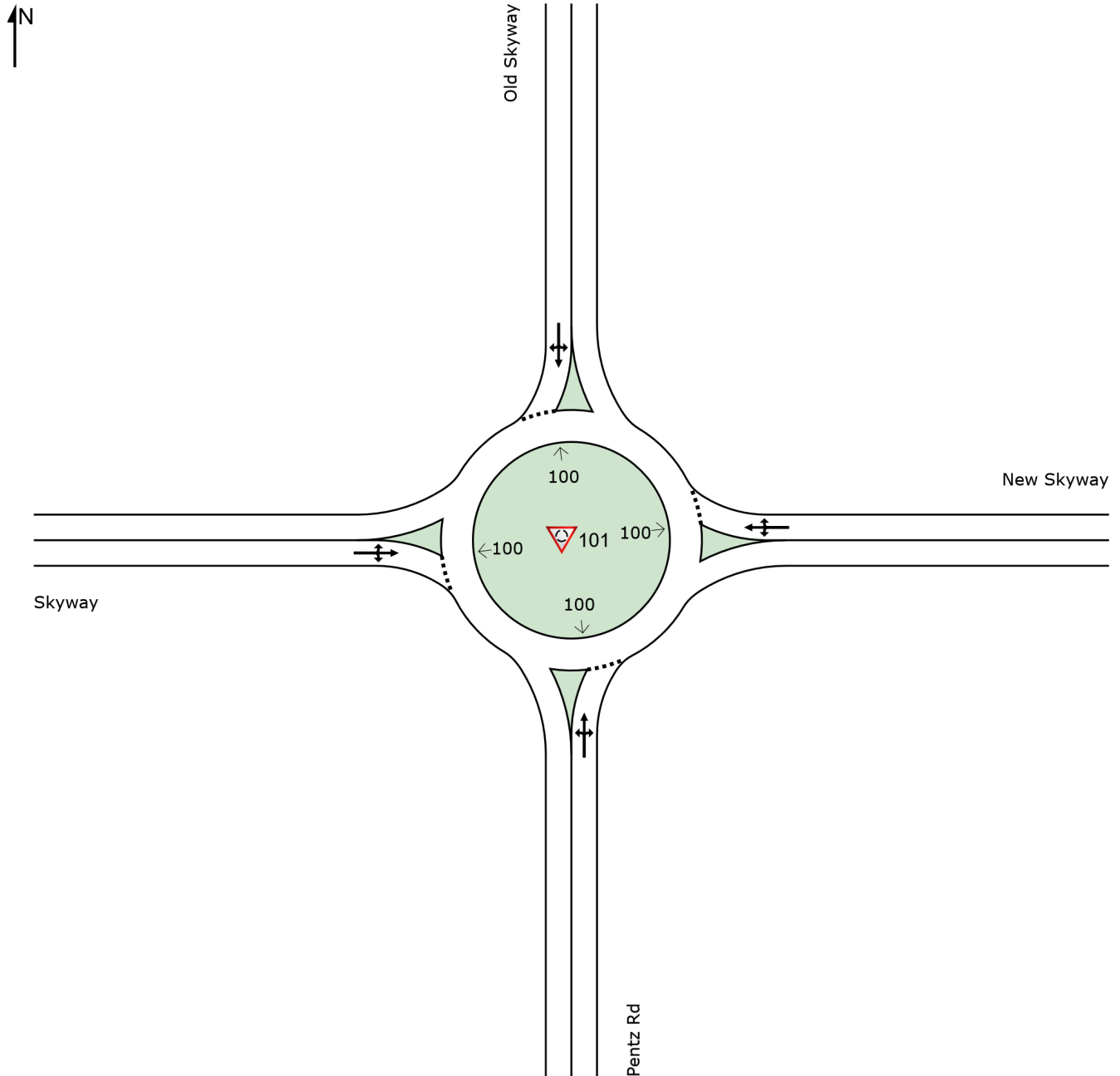
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

Site: 101 [Skyway & Pentz Rd Cumulative PM (Site Folder: General)]

New Site  
Site Category: (None)  
Roundabout

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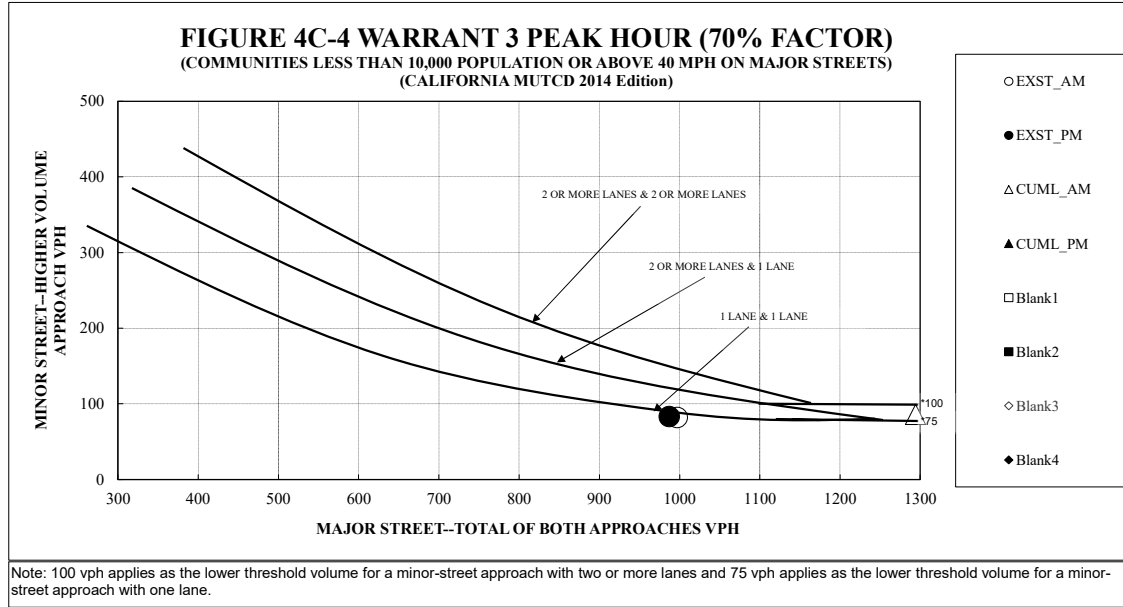


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**ATTACHMENT E**  
**CA MUTCD PEAK HOUR SIGNAL WARRANT #3 (70% FACTOR) SIGNAL**  
**WARRANT WORKSHEET**

**CA SIGNAL WARRANT 3 ANALYSIS**

SCENARIOS: "AM/PM PEAK HOUR" CONDITIONS



SCENARIO	APPROACH(ES)		WARRANT MET?
	MAJOR	MINOR	
EXST_AM	997	82	NO
EXST_PM	987	83	NO
CUML_AM	1294	86	YES
CUML_PM	1336	104	YES
Blank1	0	0	NO
Blank2	0	0	NO
Blank3	0	0	NO
Blank4	0	0	NO

Note: Major approach is the total of both approaches. Minor approach is the highest of both approaches.

Date: May 29, 2024

Intersection No.: 1

Intersection: Skyway & Pentz Rd

Number of lanes on MAJOR street: 1

Number of lanes on MINOR street: 1



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**ATTACHMENT F**  
**B/C UNIT COSTS AND PROJECT CONSTRUCTION ESTIMATE**

Skyway Pentz Rd Benefit-Cost Analysis

<b>Mobility</b>	
Metric	Cost (\$/hr/veh)
Auto& Truck Composite	\$ 22.85
Fuel (per gal)	\$ 4.75

Source: Caltrans Cal-B/C Sketch version 8.1, LA/South Coast Rates (cal-bc-8-1-sketch-a11y.xlsm),  
[https://www.eia.gov/dnav/pet/pet\\_pri\\_gnd\\_dcus\\_sca\\_w.htm](https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_sca_w.htm)

<b>Safety</b>	
Type of Crash	Cost (\$/crash)
Fatal Crash	\$ 13,000,000.00
Injury Crash	\$ 173,000.00
PDO Crash	\$ 10,400.00
Average Cost	\$ 120,800.00

Source: Caltrans Cal-B/C Sketch version 8.1 (cal-bc-8-1-sketch-a11y.xlsm), USDOT VSL, NHTSA 2010, Crash Data on California State Highways 2018

Item	Unit	Intersection Type					
		Signal			Roundabout		
		Unit Cost	Quantity	Cost	Unit Cost	Quantity	Cost
Roadway Improvements	SQFT	\$ 20.00	74,135	\$ 1,482,700.00	\$ 35.00	28,770	\$ 1,006,950.00
Concrete Improvements	SQFT	\$ 25.00	1,003	\$ 25,075.00	\$ 45.00	15,000	\$ 675,000.00
Drainage/Stormwater Treatment Improvements	LS	\$ 80,000.00	1	\$ 80,000.00	\$ 80,000.00	1	\$ 80,000.00
Signage and Striping	LS	\$ 30,000.00	1	\$ 30,000.00	\$ 25,000.00	1	\$ 25,000.00
Landscaping	LS	\$ -		\$ -	\$ 100,000.00	1	\$ 100,000.00
Signal	LS	\$ 200,000.00	1	\$ 200,000.00	\$ -		\$ -
Temporary Traffic Control	LS	\$ 50,000.00	1	\$ 50,000.00	\$ 100,000.00	1	\$ 100,000.00
Subtotal				\$ 1,867,775.00	Subtotal		\$ 1,986,950.00
Contingencies (15%)				\$ 280,167.00	Contingencies (15%)		\$ 298,043.00
Total				\$ 2,147,942.00	Total		\$ 2,284,993.00

Notes:

Roadway improvements include: HMA, AB, roadway excavation, etc.

Drainage/stormwater improvements include: drainage pipes, ditch excavation, etc.

Utility relocations were not included in estimate.

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**ATTACHMENT G**  
**B/C COST CALCULATIONS**

Skyway Pentz Rd Benefit-Cost Analysis

Mobility Cost Calculations

Delay Calculation:

Alternative (Cumulative Summer Saturday Peak)	Delay (s/veh) <sup>1</sup>	# of Vehicles Entering Intersection during Peak Hour	Total Peak Hour Delay (hr)	Daily Delay (hr) <sup>2</sup>	Annual Delay (hr)	Annual Delay Cost (\$) <sup>3</sup>
No Build	76.6	1439	31	450	164285	\$ 3,753,906.63
Signal	19.9	1439	8	117	42680	\$ 975,231.62
Roundabout	12.6	1439	5	74	27023	\$ 617,483.34

<sup>1</sup> Source: Table 2

<sup>2</sup> Daily Delay Hours factored from peak hour based on 24-hr ADT counts

<sup>3</sup> Cost per vehicle hour of delay source: Auto and Truck composite cost, Caltrans Cal-B/C Sketch version 8.1

Skyway Pentz Rd Benefit-Cost Analysis

Crash Modification Factors Used:

Signal Alternative					
CMF Name	ID	CMF	Applicable Crash Type	Applicable Crash Severity	CRF
INSTALL A TRAFFIC SIGNAL	325	0.56	ALL	ALL	0.44
Roundabout Alternative					
CMF Name	ID	CMF	Applicable Crash Type	Applicable Crash Severity	CRF
CONVERSION OF INTERSECTION INTO SINGLE-LANE ROUNDABOUT	9296	0.52	ALL	ALL	0.48

Safety Cost Calculations

Alternative	Total Expected Annual Crashes <sup>1</sup>	% Fatal+Injury <sup>2</sup>	% PDO <sup>2</sup>	Cost <sup>3</sup>
No Build	1.8	67%	33%	\$ 213,840.00
Signal	1.01	67%	33%	\$ 119,750.40
Roundabout	0.94	67%	33%	\$ 111,196.80

<sup>1</sup> Expected annual crashes for the No Build Alternative is based on a total of 9 reported crashes over a 5-year period (2019-2024) for an average of 1.8 crashes per year. Expected annual crashes for the Signal and Roundabout Alternatives were calculated by multiplying a CMF of 0.56 and 0.52 to the No Build Alternative Total Expected Crashes.

<sup>2</sup> The percent split between Fatal+Injury crashes and PDO crashes is based on 5-year (2019-2024) reported crash data from SWITRS.

<sup>3</sup> Cost per collision type source: Caltrans Cal-B/C Sketch version 8.1, USDOT VSL, NHTSA 2010, Crash Data on California State Highways 2018





**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 6(d)**

**ORIGINATED BY:** Marc Mattox, Director of Public Works  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** Pavement Restoration Special Requirements for Moratorium Roads  
**LONG TERM RECOVERY PLAN:** Yes, Tier 1, Evacuation Routes

**COUNCIL ACTION REQUESTED:**

1. Consider adopting Resolution No. 2024-\_\_\_\_\_, "A Resolution of the Town Council of the Town of Paradise accepting the Pavement Restoration Special Requirements for Moratorium Roads" (ROLL CALL VOTE)

**Background:**

Paradise Municipal Code 12.14.26 establishes pavement moratorium provisions to protect newly maintained or constructed roadways. These established requirements aim to minimize non-emergency excavations into new roadways and encourage proactive coordination with utility partners to perform work ahead of the Town's paving projects. Through research, it has been shown that trench cuts significantly alter and degrade pavement performance and reduce pavement life, which consequently costs local agencies millions of dollars in premature street repair and remediation expenses. Permission to excavate in newly renovated streets shall not be granted for three years after completion of street renovation, except as follows:

- A. Emergency endangering persons or property
- B. Interruption of essential utility service
- C. Work mandated by city, state or federal legislation
- D. Service for buildings where no other reasonable means of providing service exists
- E. Other situations deemed by the Town Council to be in the best interest of the general public.

Recognizing that excavations in moratorium roadways is not completely avoidable, the Public Works Engineering Division has developed extensive restoration requirements on any excavations in roadways subject to the moratorium. These established requirements aim to minimize non-emergency excavations into new roadways while ensuring proper restoration to roadway pre-construction conditions when pavement excavations must occur.

**Analysis:**

The Town has secured approximately \$100M in Federal Highway Administration (FHWA), Federal Emergency Management Agency (FEMA), and Department of Housing and Urban

Development (HUD) funding to repair damaged on and off-system roadways town wide as a result of the Camp Fire and subsequent recovery efforts. As such, staff recommends adopting the Pavement Restoration Special Requirements for Moratorium Roads to protect these substantial investments and reduce premature roadway degradation.

It is standard practice for Staff to distribute letters to notify utility companies of upcoming roadway work. As part of the pavement moratorium, Staff publishes and periodically updates a map of streets both under the moratorium and streets anticipated for upcoming paving.

A permit applicant who wishes to excavate in a roadway subject to the pavement moratorium would be required to submit a written application to the Public Works Department for an excavation waiver. As a condition of this waiver, the applicant would be required to restore the roadway based on the Pavement Restoration Special Requirements for Moratorium Roads.

**Financial Impact:**

Various financial impacts are associated with the recommended action. The Town of Paradise will not bear the costs associated with these actions as the party responsible for the excavation and subsequent restoration will be responsible for the cost. These pavement restoration requirements will protect the Town's investment in its infrastructure, and reduce costly and premature maintenance.

**Attachments:**

- A. Resolution
- B. Pavement Restoration Special Requirements for Moratorium Roads

**TOWN OF PARADISE  
RESOLUTION NO. 2024- \_\_\_\_\_**

**A RESOLUTION OF THE TOWN COUNCIL OF TOWN OF PARADISE ACCEPTING THE  
PAVEMENT RESTORATION SPECIAL REQUIREMENTS FOR MORATORIUM ROADS**

**WHEREAS**, The Town of Paradise has secured approximately \$100M in Federal Highway Administration (FHWA), Federal Emergency Management Agency (FEMA), and Department of Housing and Urban Development (HUD) funding to repair damaged public roadways town wide as a result of the Camp Fire and subsequent recovery efforts; and,

**WHEREAS**, the Town of Paradise Municipal Code 12.14.26 establishes pavement moratorium provisions to protect newly maintained or constructed roadways; and,

**WHEREAS**, The Town of Paradise recognizes that excavations in moratorium roadways is not completely avoidable; and,

**WHEREAS**, trench cuts significantly alter and degrade pavement performance and reduce pavement life, which consequently costs local agencies millions of dollars in premature street repair and remediation expenses; and,

**WHEREAS**, the Public Works Department Engineering Division has developed extensive restoration requirements on any excavations in roadways subject to the moratorium known and referred to as the Pavement Restoration Special Requirements for Moratorium Roads; and,

**WHEREAS**, implementation of the Pavement Restoration Special Requirements for Moratorium Roads will protect these substantial investments and reduce premature roadway degradation.

**NOW, THEREFORE BE IT RESOLVED** by the Town Council of the Town of Paradise as follows:

**Section 1.** The Town Council hereby accepts the methods and recommendations for restoration of pavement excavation on moratorium roads, known and referred to as the Pavement Restoration Special Requirements for Moratorium Roads.

**PASSED AND ADOPTED** by the Town Council of the Town of Paradise on this 13<sup>th</sup> day of August, 2024, by the following vote:

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

By: \_\_\_\_\_  
Ronald Lassonde, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Melanie Elvis, Deputy Town Clerk

\_\_\_\_\_  
Scott E. Huber, Town Attorney



**Pavement Restoration Special Requirements for Moratorium Roads  
(Renovated within 3 Years)**

Adopted by Paradise Town Council August 13, 2024

**Purpose**

The purpose of this document is to provide a standard for coordinating unavoidable excavation activities on pavements which have been resurfaced and accepted within three years. Through research, it has been shown that trench cuts significantly alter and degrade pavement performance and reduce pavement life, which consequently costs local agencies millions of dollars in premature street repair and remediation expenses. Accordingly, these established requirements aim to minimize non-emergency excavations into new roadways while ensuring proper restoration to roadways pre-construction conditions when pavement excavations must occur.

**Paradise Municipal Code 12.14.260 - Moratorium areas—No permit shall be issued.**

Permission to excavate in newly renovated streets shall not be granted for three years after completion of street renovation as shown by the filing of a notice of completion. Utilities shall determine alternate methods of making necessary repairs to avoid excavating in newly renovated streets. Exceptions to the above are as follows:

- A. Emergency endangering persons or property
- B. Interruption of essential utility service
- C. Work mandated by city, state or federal legislation
- D. Service for buildings where no other reasonable means of providing service exists
- E. Other situations deemed by the Town Council to be in the best interest of the general public.

All permits which are issued under subsections A through E of this section shall be in accordance with the requirements provided herein.

**Trench Cut Permit Conditions**

When a trench cut is permitted in moratorium streets, restoration shall conform to the latest version of the Town’s Standard Detail TB2 “Modified Pavement Restoration Area,” with the following more restrictive special requirements:

Special Requirements for Temporary Patch Paving

Final patching shall be completed within the time limits specified below:

- A temporary patch may be used, using cold mix asphalt between April 1st and October 14th, provided the permanent repair is completed within 28 calendar days.

- Hot mix asphalt shall be used as temporary patch between October 15th and March 31st, and permanent repair is to be completed withing 90 calendar days, weather permitting.

Temporary patch pavement smoothness, when hot mix asphalt is used, shall be determined using an 8-foot straightedge, and the pavement surface must not vary from the lower edge of the straightedge by more than:

- 0.02 foot when the straightedge is laid parallel with the traffic lane centerline.
- 0.04 foot when the straightedge is laid perpendicular to the centerline and extends from edge to edge of a traffic lane.
- 0.04 foot when the straightedge is laid within 24 feet of a pavement conform.

#### Special Requirements for Rehabilitated and Reconstructed Roads

Hot Mix Asphalt shall be Type-A HMA, 1/2" aggregate gradation, PG 64-10 asphalt binder with a Caltrans approved JMF and constructed per Section 39-2 "Hot Mix Asphalt" of the most recent edition of the Caltrans Standard Specifications.

Operations shall be completed with a minimum 8' wide paver.

Hot Mix Asphalt shall be compacted to a relative compaction of not less than 95 percent. Each lift of HMA is tested independently and the results shall be provided to the Town of Paradise.

For overlaid or reconstructed/full depth reclamation roads with transverse trenches the asphalt saw cut line shall be a minimum of 20 feet outside of the trench line and the entire width of:

- The affected travel lane (center of road to edge of pavement), or
- If multiple lanes are affected, those lanes, or
- If in the center of the street, both directions to the nearest lane line, edge of pavement or curb to curb.
- Field conditions may warrant additional requirements at the discretion of the Town Engineer.

For overlaid or reconstructed/full depth reclamation streets with longitudinal trenches the asphalt saw cut line will depend on the location of the longitudinal run in relationship to parking, bike and travel lanes. Generally, the asphalt saw cut line shall be a minimum of 4 feet outside of the trench line and the entire width of:

- The affected travel lane (center of road to edge of pavement), or
- If multiple lanes are affected, the full width of those lanes may have to be restored. Given the location and the extent of the trench cut, consideration may be given for restoration only to the center of a lane(s).
- Impacted bike lanes will be restored in their entirety.
- Field conditions may warrant additional requirements at the discretion of the Town Engineer. The minimum length of restoration shall be 40 feet.

Pavement smoothness shall be determined using an 8-foot straightedge, the pavement surface must not vary from the lower edge of the straightedge by more than:

- 0.01 foot when the straightedge is laid parallel with the traffic lane centerline.
- 0.02 foot when the straightedge is laid perpendicular to the centerline and extends from edge to edge of a traffic lane.
- 0.02 foot when the straightedge is laid within 24 feet of a pavement conform.

### Special Requirements for Surface Treated (Slurry or Micro-Surfaced) Roads

Surface treated (Slurry seal or micro-surfacing) roads shall receive a Type II Slurry Seal and constructed per Section 37-3 "Slurry Seals and Micro-Surfacing" of the most recent edition of the Caltrans Standard Specifications as follows:

For residential roads and streets, the entire width of the road for the length of the trench plus a minimum of 4 feet on each end of the trench. Specific conditions will be considered that could reasonably alter the extent required in order to achieve the end result.

For wide/multi-lane roads the slurry seal application shall be for the length of the trench plus a minimum of 4 feet on each end of the trench for the entire width of:

- The effective travel lane (center of road to edge of pavement), or
- If multiple lanes are affected, those lanes, or
- If in the center of the street, both directions to the nearest lane line, edge of pavement or curb to curb

### Responsibility for Roadway Defects appearing after the Permittee Restores the Trench

The Owner of the facility repaired, maintained, or installed is responsible for maintaining, repairing, or reconstructing the site of the excavation until subsequent excavation work is performed in the same location by a different excavator or the Department reconstructs, repaves, or resurfaces the area.



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 6(e)**

**(e)**

**ORIGINATED BY:** Marc Mattox, Public Works Director  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** Camp Fire Road Rehabilitation Update & Sewer Service Area Paving Plan  
**LONG TERM RECOVERY PLAN:** Yes, Tier 1

**COUNCIL ACTION REQUESTED:**

1. Hear an informational update relating to the Town's progress for completion of FEMA and FHWA funded Camp Fire repairs to public roadways; and,
2. Provide staff direction on the decision to continue repairs within the Town's proposed Sewer Service Area based on the current schedule of the Paradise Sewer Project.

**Background:**

Due to the ongoing recovery effort and debris removal operations within the Town and Butte County, the Town's on-system roadway infrastructure sustained heavy damage in the wake of the Camp Fire. The pavement structural sections were damaged in two ways:

1. Pavement scarring due to fires associated with burning vehicles – On the day of the Camp Fire, several motorists were required to abandon their vehicles and continue evacuating on foot. The subsequent car fires damaged the pavement, justifying the need for repair.
2. Pavement structural section damage due to heavy truck traffic – Following the Camp Fire, the Town experienced a staggering level of truck traffic. During the CALOES Debris Removal effort, over 3.7 million tons of material was removed, equivalent to approximately 300,000 truckloads. During that same period, PG&E, Comcast, and AT&T restored their damaged distribution infrastructure. Additionally, PG&E removed over 92,000 trees, and an additional 100,000 trees were removed in 2020 as part of the Hazard Tree Removal Program. The volume of trucks using the Town's on-system roads has resulted in damage to the pavement structural section, justifying the need for rehabilitation.

The Town coordinated with Caltrans and Federal Highways Administration (FHWA) to secure Emergency Relief permanent restoration funding to repair damaged on-system roads town wide. Through the Emergency Relief Program, the Town of Paradise has been approved for \$55,439,200 for the on-system road rehabilitation project. The approved project is located on Federal-Aid "On-System" roads – meaning the Town's primary collectors and arterials such as Skyway, Clark, Pearson, Elliott, Bille, Wagstaff, Pentz, etc. The Performance Period End Date (deadline for grant close-out) of the On-System Road Rehabilitation Project as a whole is September 30, 2028.

The Town also coordinated with the Federal Emergency Management Agency (FEMA) to secure Public Assistance permanent restoration funding to repair damaged off-system roads town wide. Through the Public Assistance Program, the Town of Paradise has been approved for \$38,290,000 for the off-system road rehabilitation project. The approved project is located on “Off-System” roads. Off-system roadway rehabilitation include roadways that are not on the on-system roadways – typically local roads such as residential and minor roadways. The deadline for completion of the Off-System Road Rehabilitation Project is currently in a year-to-year, merit based time extension process. The current performance period ends November 12, 2024, however, a current time extension request is under review by FEMA. The approved extensions to date by FEMA exceed practicable norms in the program.

On November 10, 2020, Paradise Town Council awarded master on-call contracts to Mark Thomas, Dokken Engineering, GHD, Inc., Wood Rodgers, Inc. and Dewberry Drake Haglan to perform on-call professional civil engineering services for a variety of local, state, and federally-funded projects. Subsequently, in January 2021, task orders were issued to Mark Thomas, Dokken Engineering, and Wood Rodgers, Inc. to perform civil design services on the on-system road rehabilitation project.

**Analysis:**

Construction work between both On- and Off-System Road Rehabilitation Projects has been ongoing since 2022.

There are many challenges with delivering these projects, which require significant coordination for sequencing and capacity of the community. Most notably, each contract that is awarded for both On- and Off-System Road Rehabilitation has been carefully crafted to ensure that the unprecedented town-wide undergrounding and water service lateral replacement program efforts have been completed within the proposed paving area. This is done to ensure the highest return on investment for the best public benefit, ensuring that in most cases, newly renovated roadways are not immediately excavated with planned work. This coordination has delayed the overall projects’ delivery from close of 2025 to close of 2026.

Secondly, these projects are also scoped in a manner to ensure the overall capacity of the community to handle the volume of construction work occurring at any given time is not exceeded. Between ongoing recovery efforts associated with rebuilds, undergrounding and utility work, it is challenging, if not impossible, to achieve day-to-day transportation without reaching unpredictable delays due to ever-changing temporary traffic controls. As a result, paving the entire Town all at once was never feasible.

To this point, completely independent of the road rehabilitation efforts, Town staff has also been working to advance the Paradise Sewer Project. The Paradise Sewer Project is a transformative effort to provide reliable wastewater collection and treatment services to a defined Sewer Service Area within the Town of Paradise. The project identifies about 1,500 parcels, mostly centered along major evacuation routes such as Skyway, Clark and Pearson Road, and plans to install a new collection system comprised of underground trunks and laterals, transporting wastewater to the City of Chico’s Water Pollution Control Plant. The Sewer Project has been in various stages of development since the 2018 Camp Fire, however, at present time, is in pre-construction phases for final environmental work, early design, permitting and right of way. Based on factors outside of the Town’s control, most notably project permitting, the table below represents a revised milestone schedule.



**Paradise Sewer Project Schedule**

Milestone	Start	Finish
Basis of Design Report	2024-Q1	2024-Q4
30% Design	2024-Q4	2026-Q2
ROW	2026-Q2	2027-Q3
Permitting	2024-Q2	2027-Q4
GMP negotiations	2026-Q3	2026-Q4
Long Lead Procurement	2026-Q4	2027-Q2
Construction	2027-Q4	2031-Q2
Final Completion	N/A	2031-Q4

With the current schedule of the Paradise Sewer Project, a comprehensive review of the convergence of Camp Fire recovery paving projects is warranted. Attention is directed to Attachment A and Attachment B of this Agenda Summary.

As of August 2024, the following paving progress can be reported:

25.3 mi.	Completed
21.3 mi.	Awarded/Under Construction
<u>50.3 mi.</u>	<u>Planned 2025 &amp; 2026</u>
96.9 mi.	Total

To date, most of the Sewer Service Area has been withheld from paving amongst On- and Off-System Road Rehabilitation with the intent that the Sewer Project would lead and paving would be completed as a final effort. Based on the facts, this intent is not feasible and would likely result in a loss of both On- and Off-System Road Rehabilitation funding within the Sewer Service Areas. Of the 50.3 miles total planned in 2025 and 2026, 12.6 miles are within the Sewer Service Area.

Staff is recommending Council provide direction to continue with the delivery of the On- and Off-System Road Rehabilitation Projects ahead of the Paradise Sewer Project. This recommendation is not made lightly, understanding both the real impacts to the roadway system and understandable public reception. However, staff can reiterate two key facts: (1) further delay of the roadway paving will jeopardize funding by requiring extraordinary and unlikely time extensions, and (2) delivery of the Paradise Sewer Project will require newly renovated roadways to be restored to their pre-construction condition.

A more comprehensive update on the Paradise Sewer Project is planned for Paradise Town Council on September 10, 2024.

**Financial Impact:**

Below is a brief summary of the On- and Off-System Road Rehabilitation Projects' financial status.

**On-System Road Rehabilitation (FHWA Actual Cost)**

Authorized - \$55,439,200
Expended - \$14,630,963
Encumbered - \$5,358,143
Remaining - \$35,450,094

**Off-System Road Rehabilitation (FEMA Improved Project)**

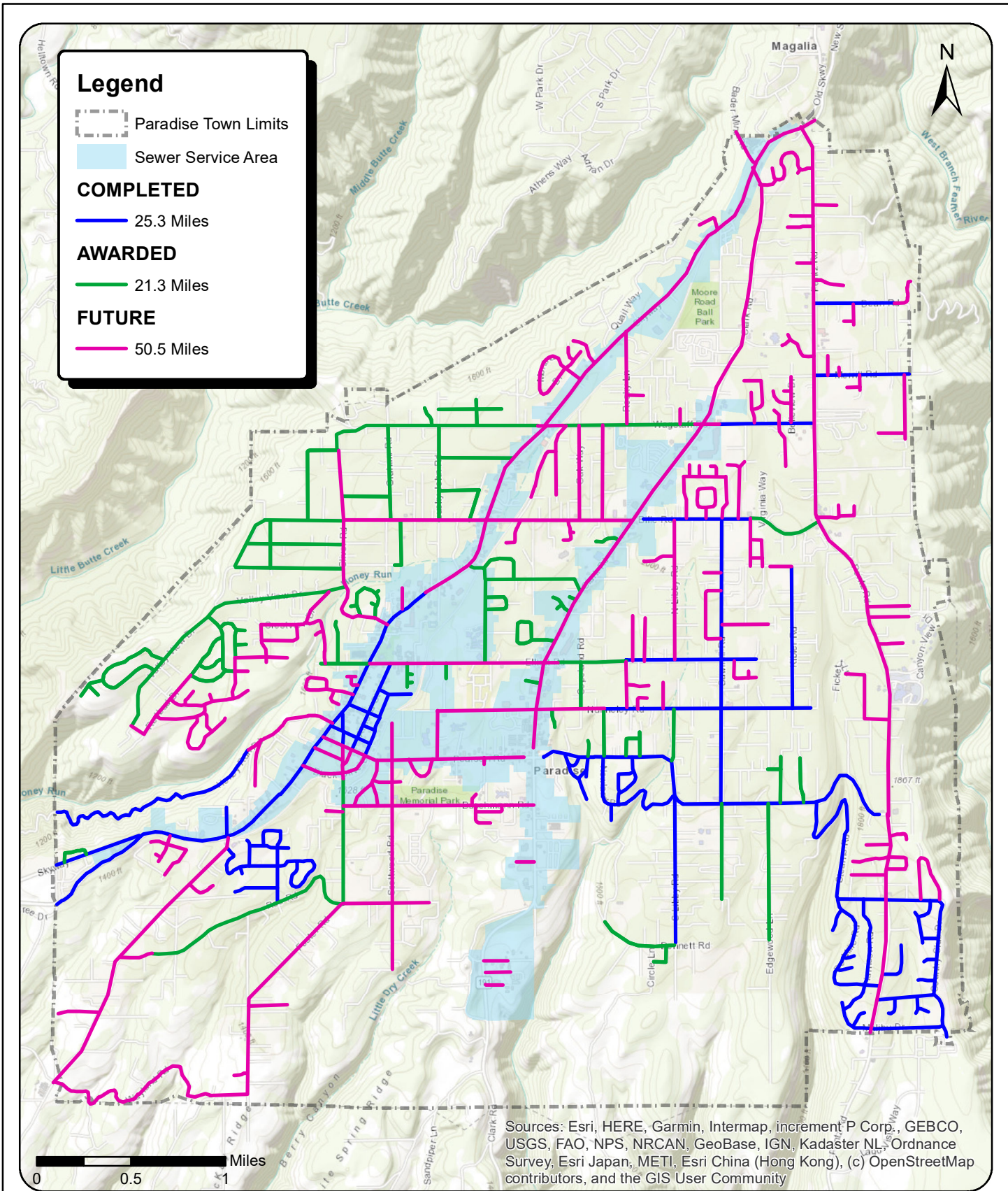
Authorized - \$38,290,000

Expended - \$9,282,408

Encumbered – \$8,185,668

Remaining - \$20,821,924

Both projects contain varying match requirements, however, staff has secured CDBG-DR Infrastructure funds which are being allocated to ensure full project funding to the Town.



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

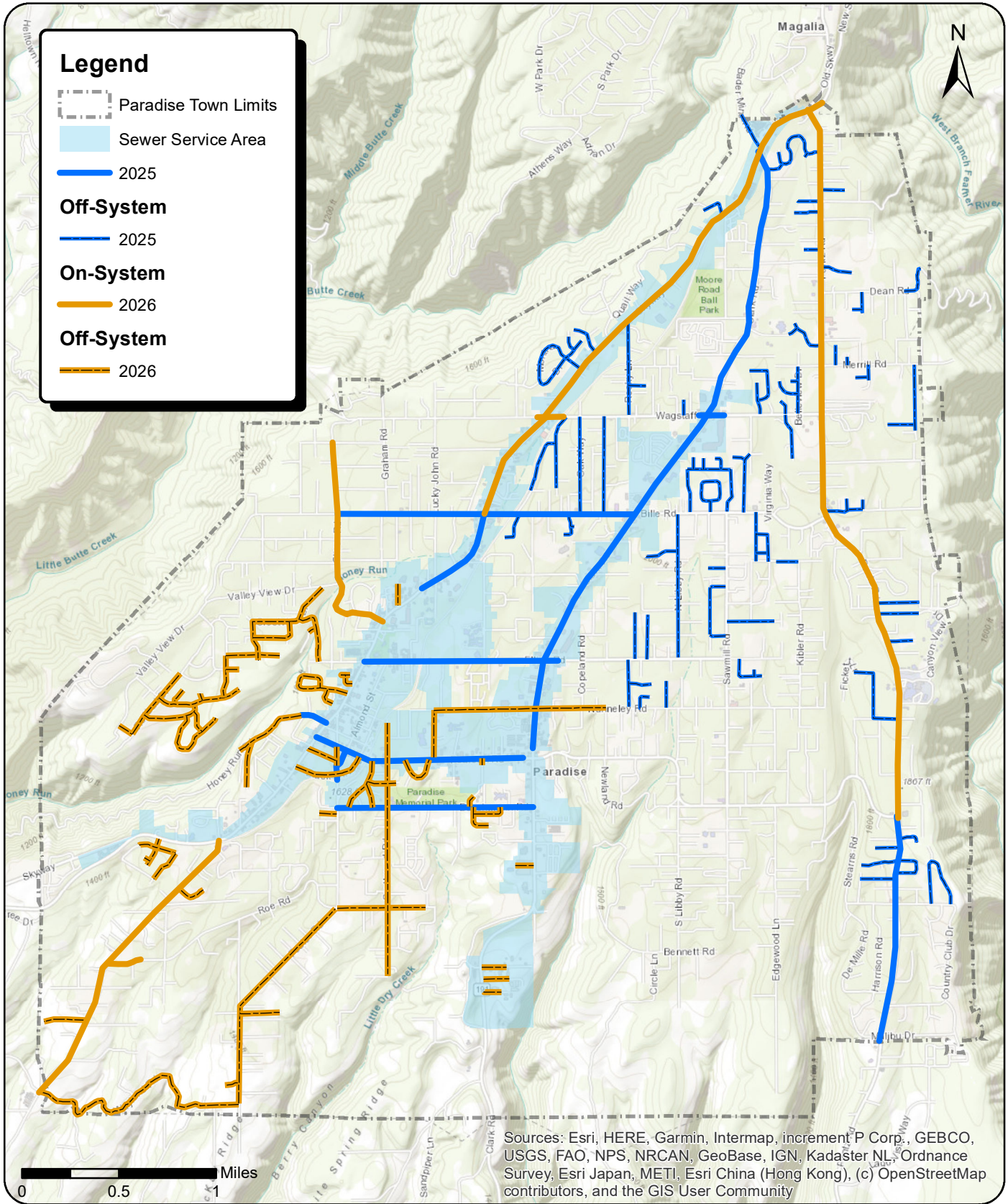


**TOWN OF PARADISE**  
 PUBLIC WORKS DEPARTMENT  
 5555 Skyway Road  
 Paradise, California 95969

**PAVING PLAN UPDATE**  
 08/13/2024

**PROJECT LOCATION MAP**  
 J ERDAHL  
 AUGUST 2024





**TOWN OF PARADISE**  
 PUBLIC WORKS DEPARTMENT  
 5555 Skyway Road  
 Paradise, California 95969

**PAVING PLAN UPDATE**  
 08/13/2024

**PROJECT LOCATION MAP**  
 J ERDAHL  
 AUGUST 2024



**Town of Paradise**  
**Council Agenda Summary**  
**Date: August 13, 2024**

**Agenda Item: 6(f)**

**ORIGINATED BY:** Marc Mattox, Public Works Director  
**REVIEWED BY:** Jim Goodwin, Town Manager  
**SUBJECT:** Public Works Hazardous Fuels Reduction Equipment  
**LONG TERM RECOVERY PLAN:** Yes, Tier 1, Safer

**COUNCIL ACTION REQUESTED:**

1. Review alternatives proposed for the purchase or rental of hazardous fuels reduction equipment to be utilized under a limited term Hazard Mitigation Grant Program Grant; and,
2. Concur with staff recommendation and make necessary budget adjustments to procure needed equipment utilizing gas-tax backfill reserves. (ROLL CALL VOTE)

**Background:**

In early 2020, Town staff submitted multiple projects under the Federal Emergency Management Agency Hazard Mitigation Grant Program administered by California Office of Emergency Services. Of these projects, the Hazardous Fuels Reduction Program was identified as a critical priority. The project includes the establishment of a well defined fuels reduction program which incorporates vital equipment for mechanical fuels reduction efforts as well as spraying activities. The intent of this program is to increase the Town's safety and vulnerability to future wildfire events, especially ones originating near or adjacent to public roadways. The project was initially scoped for a thirty month term and provided for equipment rentals, spraying supplies and three full time equivalent employees to undertake this work year-round.

Since submission in 2020, the project has been in various stages of development and environmental review, with majority of the time being in the responsibility of FEMA processes before the program is authorized to begin.

**Analysis:**

As previously described, mechanical fuels reduction along roadside edges is a critical component of the project. The project lists needs for chippers, excavators with masticator attachments, a trailer and heavy duty dump truck. The Town of Paradise currently owns a chipper and is in the process of procuring a new dump truck with FY 24/25 Measure V funds. With lessons learned over the past five years, a full water truck is also needed to undertake this work. It is the expectation that the Town would rent equipment needed for the project which it does not currently own.

Following consultation with FEMA and CalOES staff, a lease-purchase agreement through the

grant has been ruled out, as the purchase of the equipment is not an eligible expense in any manner. However, the Town of Paradise does have authority to pre-purchase needed equipment (outside of the grant) with local funds and rent equipment back to the grant for the approved scope of work.

A table below provides a breakdown of the purchase price and market rental costs for the itemized equipment, assuming an 18-month rental. A reduced 18-month rental is assumed based on known cost increases and other cultural resources monitoring costs the project may require.

<b>Equipment Description</b>	<b>18-month Rental Cost</b>	<b>Purchase Price</b>
<b>Dump Truck</b>	\$135,000	Town Owned
<b>Trailer</b>	\$72,000	\$53,500
<b>Excavator &amp; Mulching Head</b>	\$253,000	\$196,600
<b>12" Brush Chipper</b>	\$57,000	Town Owned
<b>Water Truck</b>	Not Scoped	\$142,400
<b>Total</b>	<b>\$517,800</b>	<b>\$392,500</b>

Equipment rentals, for many extended terms, make more sense to purchase outright, especially considering if there are ongoing needs beyond the term.

Staff is recommending Council make necessary budget adjustments to purchase needed equipment outright with a plan to rent the compliment of equipment back to itself for the Hazardous Fuels Reduction Program. Understanding the HMGP project budget is fixed and some unknowns on term of the project, staff is estimating \$345,000 could be recovered for equipment rentals from the Town. In any case, these equipment items are critical to the Public Works Department having the right tools to maintain the Public Right of Way in the safest manner possible.

#### **Financial Impact:**

The recently adopted Fiscal Year 2024/25 Budget does not include any funds for the purchase of Hazardous Fuels Reduction Equipment. Due to the ongoing uncertainty of the HMGP Project, this proposal to purchase equipment in advance has been delayed. Staff is requesting \$400,000 in gas tax backfill reserves to pre-pay for the purchases with a plan to reimburse the fund upon monthly rental revenue/reimbursement through the grant.

The 2023 Funds Transfer Agreement between the Town of Paradise and State of California Department of Transportation has provisions which allow for any typical gas-tax eligible activity to be used from the \$9.3M one-time allocation. All funds must be used by June 30, 2030. At current estimate, following HMGP reimbursements, the net impact of the purchases would be less than \$50,000 and the Town would have the ability to carry on the use of the equipment beyond the limited term.



## FORESTRY MULCHERS FOR EXCAVATORS


# BL1/EX - BL1/EX/VT

### Forestry mulcher with Bite Limiter technology.

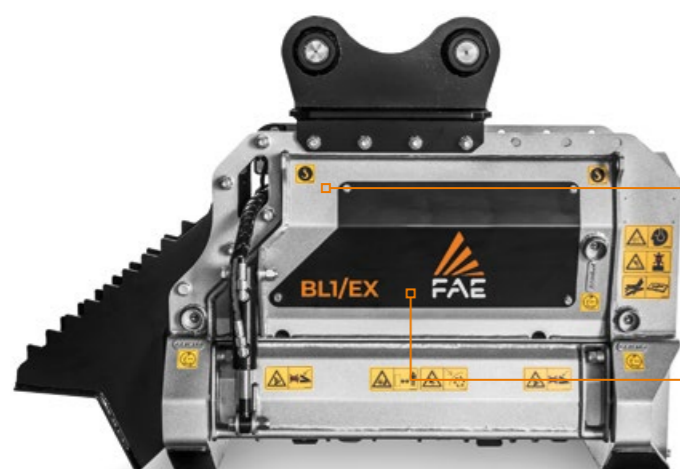
FAE introduces a new line of professional mulchers for excavators equipped with Bite Limiter technology. Special steel limiter rings limit the depth of blade action, reducing the demand for power, guaranteeing speed and exceptional performance. The BL1/EX - BL1/EX/VT (for 4-7.5 t excavators) has a 800 mm working width and can mulch logs up to 12 cm in diameter.

The piston engine (with manually controlled variable displacement) makes it easy to use this mulcher on different excavators with different oil flow rates. The BL1/EX-BL1/EX/VT has a rotor equipped with a heat-treated forged steel tooth holder, together with Type Mini BL blades. This light, compact mulcher is easy to maneuver and perfect for various types of forestry work.

 50-140 L/min

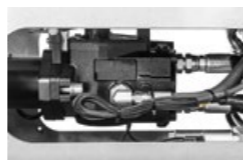
 Ø 12 cm max

 4-7,5 t



**Hydraulic front trap door**  
helps contain debris and achieves finer sizing (optional)

**Hydraulic piston motor with manual displacement control**  
integrated relief valve and anticavitation valve



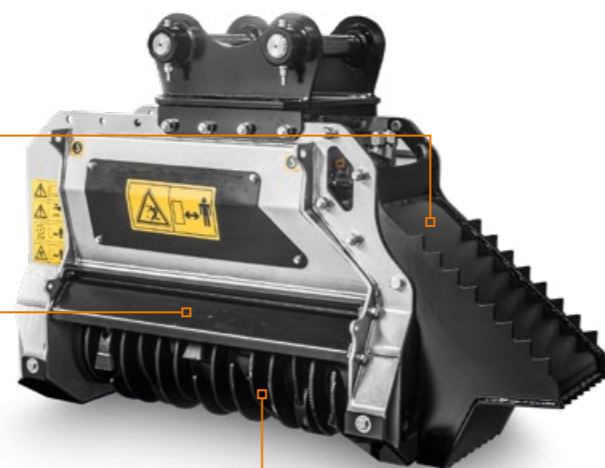
**Custom made thumb bracket**  
to move and reposition material



**Dedicated rear hood (deflector)**  
controls mulched material output for greater safety



**Bite Limiter rotor**  
special steel limiter rings control the depth of cut



#### STANDARD EQUIPMENT

17/34 cc variable manual displacement hydraulic piston motor with relief and anticavitation valve (50-130 L/min) (BL1/EX)	Belt transmission
55/38 cc variable torque hydraulic piston motor (65-140 L/min) (BL1/EX/VT)	Bulkhead for hydraulic connections
Flow control system valve	Front hood with mechanical adjustment
Safety and anticavitation valve	Rotor Bite Limiter
Enclosed / anti dust machine body	Dedicated rear hood (deflector)
Motor enclosed in the frame	

#### OPTIONS

Customized setting hydraulic motor	Front fixed thumb bracked
Diverter valve	Customized attachment bracket with pins
Hydraulic front hood	Multiple tooth options
Hydraulic front hood for excavator AUX line	

MODEL	BL1/EX-75	BL1/EX/VT-75
<b>Flow rate</b> (L/min)	50-130	65-140
<b>Pressure</b> (bar)	180-350	180-350
<b>Excavator weight</b> (t)	4-7,5	4-7,5
<b>Working width</b> (mm)	800	800
<b>Weight</b> (kg)	355	355
<b>Rotor diameter</b> (mm)	300	300
<b>Max shredding diameter</b> (mm)	120	120
<b>No. blades</b> type MINI BL	14	14

Data refers to machine as standard. The technical data in this catalogue may be altered without prior notice.

#### MAIN OPTIONS



**Attachment bracket**



**Excavator stand and thumb bracket**  
useful in moving material to be mulched



**Hydraulic front hood**

#### ROTOR TYPE BL



**BLADE MINI BL**  
(standard)



**MINI C/3**  
(option)



**85 \ P**

Excavator



**JOHN DEERE**







## ***BUILT FOR WHAT YOU DO — AND THEN SOME***

When we designed the 85 P-Tier, we started with a larger, brand-new cab to keep operators comfortable. Then we combined the agility and adaptability of our smaller compact models with the productive performance and versatile capabilities of the largest excavators in our wide-ranging lineup. And we amped up engine horsepower by 17 percent compared to the previous model, added a turbocharger for improved performance at elevated altitudes, increased dig forces and hydraulic pressure, and optimized machine stability by 10 percent. With customer-inspired features like these, plus some pretty big options, this enhanced excavator can be just the right-size solution for your toughest tasks.





**REDUCED-TAIL-SWING**  
DESIGN PROVIDES FLEXIBLE  
PERFORMANCE IN TIGHT SPACES  
COMPARED TO CONVENTIONAL TAIL-SWING MACHINES

### **Get into the swing**

Reduced-tail-swing configuration enhances machine flexibility, enabling the 85 P-Tier to maneuver nimbly and work efficiently on tight and congested jobsites. Plus this go-to taskmaster transports easily, making it ideal for “dig-and-go” projects.

### **In control and comfortable**

Ergonomically correct short-throw pilot joysticks enable smooth, precise fingertip control. Handy new swing-boom functionality in the joystick eliminates a hard-to-reach floor pedal and clears space to move your legs.

### **At home in the cab**

All-new operator station that’s more spacious than previous models features a completely new adjustable and heated air-suspension seat with armrests, comfortable air-conditioning system, and ample entryway and legroom. Wide expanse of front and side glass, narrow front cab posts, large tinted overhead window, and numerous mirrors enable outstanding visibility. Isolated cab mounts help reduce noise and vibration.

### **Stay connected**

New 8-inch multi-language LCD monitor equipped with Bluetooth® connectivity to phone calls and music provides intuitive access to a wealth of information and functions. Just turn and tap the rotary dial to select work mode, access operating info, check service intervals, source diagnostic codes, adjust cab temperature, and tune the radio. Handy USB port and cellphone holder make it easy to stay in touch.

### **Bring your work into focus**

Standard LED lighting illuminates dusty and before-daylight or after-dark jobsites. Integrated into the all-new, high-resolution main monitor for optimal image quality, the standard right rear left camera system with additional LED surround lighting work together to supplement 270-degree visibility of the area around the machine, even in low-light conditions.



### Modes of operation

Engine performance and hydraulic flow are optimally balanced for predictable operation. Two productivity modes allow you to choose the digging style that fits the job: **Power** delivers a balance of speed and fuel economy for normal operation, while **Economy** reduces engine speed and helps save fuel.

### Bank on these blades

Standard blade is ideal for cleanup and backfilling. It provides extra lift capacity and stability when running hydraulic hammers and other heavy-duty attachments. Optional new angle blade with float redefines earthmoving and grading.

### Rugged resistance

Large idlers, rollers, and strutted links enable the undercarriage to withstand and command. Thick-plate single-sheet main-frame, box-section track frames, double-seal swing bearing, and new boom-cylinder guard deliver rock-solid durability. All structures and components are built to resist stress.

### It's all right here

Large hinged doors provide easy wide-open access to service items including cooler and condenser cleanout. Remote oil-filter and filter-bank access, remote swing-bearing grease bank, generous fuel tank, and 500- and 5,000-hour engine and hydraulic oil-service intervals minimize downtime for routine maintenance.

### Where the rubber meets the road

Optional rubber track pads or heavy-duty rubber belts let the 85 P-Tier set up and work on paved surfaces and even cross curbs without doing damage.





## 85 P-TIER EXCAVATOR



### **WIDE-OPEN ACCESS EASES ROUTINE MAINTENANCE**

#### **Work your way**

Undercarriage options include rubber tracks or sealed and lubricated chain with rubber pads or steel semi-grousers from 18- to 24-inches wide. Numerous bucket options let you spec the excavator for the way you work.

#### **Connected machines**

The 85 P-Tier Excavator arrives JDLink™ ready and connectivity capable. Via a simple dealer-installed hardware kit, you can analyze critical machine data, track utilization, review diagnostic alerts, and more from **the John Deere Operations Center™**. The Operations Center also enables **John Deere Connected Support™**, which uses data from thousands of connected machines to proactively address issues before they arise. Once you opt in, your dealer can remotely monitor machine health, diagnose problems, and even update machine software without a trip to the jobsite.\*

\*Availability varies by region and product. Options not available in every country.





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<b>Engine</b>		<b>85 P-TIER</b>	
Manufacturer and Model	Yanmar 4TNV98CT-WHBW		
Non-Road Emission Standard	EPA Final Tier 4/EU Stage IV		
Net Power (ISO 9249)	50.4 kW (67.6 hp) at 2,000 rpm		
Cylinders	4		
Displacement	3.3 L (202 cu. in.)		
Aspiration	Turbocharger		
Off-Level Capacity	70% (35 deg.)		
<b>Cooling</b>		Variable-speed fan; viscous clutch	
<b>Powertrain</b>		2-speed propel with automatic shift	
<b>Maximum Travel Speed</b>			
Low	3.1 km/h (1.9 mph)		
High	5.0 km/h (3.1 mph)		
Drawbar Pull	6520 kgf (14,374 lb.)		
<b>Hydraulics</b>		Open center, load sensing	
<b>Main Pumps</b>		3 variable-displacement axial-piston pumps	
Maximum Pump Flow	2 x 72 + 56 L/m (2 x 19 + 15 gpm)		
<b>Pilot Pump</b>		1 gear	
Maximum Rated Flow	20 L/m (5.3 gpm)		
System Relief Pressure	4300 kPa (624 psi)		
<b>System Operating Pressure</b>			
Implement Circuits	28 000 kPa (4,061 psi)		
Travel Circuits	31 600 kPa (4,583 psi)		
Swing Circuits	26 100 kPa (3,785 psi)		
<b>Controls</b>		Pilot levers, short stroke, low effort; hydraulic pilot controls with shutoff lever	
<b>Cylinders</b>		Heat-treated, chrome-plated, polished cylinder rods; hardened steel (replaceable bushings) pivot pins	
	<i>Bore</i>	<i>Rod Diameter</i>	<i>Stroke</i>
<b>Boom (1)</b>	115 mm (4.5 in.)	70 mm (2.8 in.)	915 mm (36.0 in.)
<b>Arm (1)</b>	95 mm (3.7 in.)	60 mm (2.4 in.)	900 mm (35.4 in.)
<b>Bucket (1)</b>	85 mm (3.3 in.)	55 mm (2.2 in.)	730 mm (28.7 in.)
<b>Electrical</b>			
Batteries	2 x 12 volt		
Battery Capacity	2 x 450 CCA		
Alternator Rating	50 amp		
Work Lights	2 LED: 1 mounted on boom and 1 mounted on frame		
<b>Undercarriage</b>			
<b>Rollers (each side)</b>			
Carrier	1		
Track	5		
Shoes (each side)	40		
<b>Track</b>			
Adjustment	Hydraulic		
Chain	Sealed and lubricated		
<b>Swing Mechanism</b>			
Swing Speed	10.1 rpm		
Swing Torque	16 600 Nm (12,244 lb.-ft.)		
<b>Boom Swing</b>			
Left	65 deg.		
Right	55 deg.		

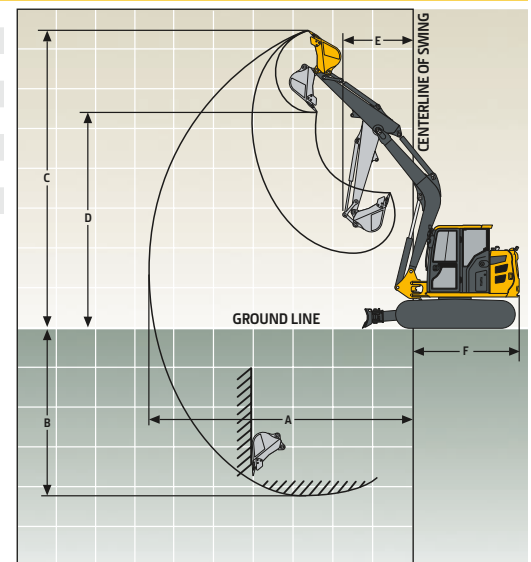
## 85 P-TIER EXCAVATOR SPECIFICATIONS

# 85

# P

While general information, pictures, and descriptions are provided, some illustrations and text may include product options and accessories NOT AVAILABLE in all regions, and in some countries products and accessories may require modifications or additions to ensure compliance with the local regulations of those countries.

Ground Pressure		85 P-TIER
450-mm (18 in.) Rubber Crawler Pads		39 kPa (5.7 psi)
Triple Semi-Grouser Shoes		
450 mm (18 in.)		39 kPa (5.7 psi)
600 mm (24 in.)		30 kPa (4.4 psi)
Serviceability		
Refill Capacities		
Fuel Tank		125 L (33 gal.)
Cooling System		13.1 L (3.5 gal.)
Engine Oil With Filter		12.3 L (3.2 gal.)
Hydraulic Tank		52 L (14 gal.)
Hydraulic System		100 L (26 gal.)
Propel Gearbox (each)		1.2 L (1.3 qt.)
Operating Weights		
With 75-kg (165 lb.) Operator, Oil, Water, Full Fuel Tank, 3.67-m (12 ft. 0 in.) Boom, and 2.12-m (6 ft. 11 in.) Arm		
With 450-mm (18 in.) Track (steel track shoes with vulcanized rubber pads bonded to top of shoes)		8820 kg (19,445 lb.)
With Angle Blade		9168 kg (20,212 lb.)
With 600-mm (24 in.) Steel Track		8994 kg (19,828 lb.)
With 450-mm (18 in.) Rubber Crawler Pads		8858 kg (19,529 lb.)
With Angle Blade		9206 kg (20,296 lb.)
With 450-mm (18 in.) Continuous Rubber Belt		8726 kg (19,238 lb.)
Optional Components		
Undercarriage (with the following)		
450-mm (18 in.) Rubber Crawler Pads		2912 kg (6,420 lb.)
450-mm (18 in.) Continuous Rubber Belt		2884 kg (6,358 lb.)
Triple Semi-Grouser Shoes		
450 mm (18 in.)		2874 kg (6,336 lb.)
600 mm (24 in.)		3048 kg (6,720 lb.)
1-Piece Boom (with arm cylinder)		443 kg (977 lb.)
2.12-m (6 ft. 11 in.) Arm With Bucket Cylinder and Linkage		282 kg (622 lb.)
Boom Lift Cylinder		109 kg (196 lb.)
0.49-m <sup>3</sup> (0.64 cu. yd.), 1219-mm (48 in.)		330 kg (728 lb.)
Ditching Bucket		
Counterweight, Standard		1408 kg (3,104 lb.)
Operating Dimensions		
Arm Length		
Arm Digging Force (ISO)		2.12 m (6 ft. 11 in.)
Bucket Digging Force (ISO)		35.3 kN (7,936 lb.)
Bucket Digging Force (ISO)		59.0 kN (13,264 lb.)
<b>A</b> Maximum Reach		7.56 m (24 ft. 10 in.)
<b>B</b> Maximum Digging Depth		4.53 m (14 ft. 10 in.)
<b>C</b> Maximum Cutting Height		7.19 m (23 ft. 7 in.)
<b>D</b> Maximum Dumping Height		5.12 m (16 ft. 10 in.)
<b>E</b> Minimum Swing Radius		2.68 m (8 ft. 10 in.)
<b>F</b> Tail-Swing Radius		1.59 m (5 ft. 3 in.)

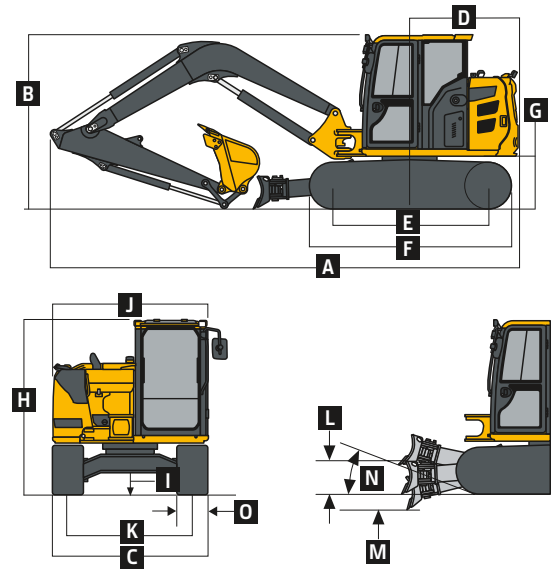




# 85 P-TIER

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Machine Dimensions	85 P-TIER
<b>Arm Length</b>	2.12 m (6 ft. 11 in.)
<b>A</b> Overall Length	6.79 m (22 ft. 3 in.)
<b>B</b> Overall Height in Transport Position	2.52 m (8 ft. 3 in.)
<b>C</b> Undercarriage Width	
With 450-mm (18 in.) Track	2.20 m (7 ft. 3 in.)
With 600-mm (24 in.) Steel Track	2.47 m (8 ft. 1 in.)
<b>D</b> Rear-End Length/Swing Radius	1.59 m (5 ft. 3 in.)
<b>E</b> Distance Between Idler/Sprocket Centerline	2.30 m (7 ft. 6 in.)
<b>F</b> Undercarriage Length	2.90 m (9 ft. 6 in.)
<b>G</b> Counterweight Clearance	0.72 m (28 in.)
<b>H</b> Cab Height	2.52 m (8 ft. 3 in.)
<b>I</b> Ground Clearance	360 mm (14 in.)
<b>J</b> Upperstructure Width	2.26 m (7 ft. 5 in.)
<b>K</b> Gauge Width	1.75 m (5 ft. 9 in.)
<b>L</b> Blade Lift Height	450 mm (18 in.)
Blade Height	472 mm (19 in.)
Blade Width	
With 450-mm (18 in.) Track	2200 mm (7 ft. 3 in.)
With 600-mm (24 in.) Steel Track	2200 mm (7 ft. 3 in.)
<b>M</b> Blade Cut Below Grade	410 mm (16 in.)
<b>N</b> Blade Lift Angle	26 deg.
<b>O</b> Track Width	
With 450-mm (18 in.) Track	0.45 m (18 in.)
With 600-mm (24 in.) Steel Track	0.60 m (24 in.)



**Lift Capacities**  
**Boldface type** indicates hydraulically limited capacities; **lightface type** indicates stability-limited capacities, in kg (lb.). Ratings are at bucket lift hook, using standard counterweight, situated on firm, level, uniform supporting surface. Total load includes weight of cables, hook, etc. Figures do not exceed 87% of hydraulic capacity or 75% of weight needed to tip machine. All lift capacities are based on ISO 10567.

LOAD POINT HEIGHT	HORIZONTAL DISTANCE FROM CENTERLINE OF ROTATION							
	1.5 m (5 ft.)		3.0 m (10 ft.)		4.5 m (15 ft.)		6.0 m (20 ft.)	
	Over Front	Over Side	Over Front	Over Side	Over Front	Over Side	Over Front	Over Side
<i>With 3.67-m (12 ft. 0 in.) boom, 2.12-m (6 ft. 11 in.) arm, and 450-mm (18 in.) steel track, with blade on ground, without bucket</i>								
4.5 m (15 ft.)					<b>1900</b> (4,188)	1703 (3,754)		
3.0 m (10 ft.)					<b>2200</b> (4,849)	1642 (3,621)	<b>1974</b> (4,352)	1037 (2,287)
1.5 m (5 ft.)			<b>4493</b> (9,906)	2687 (5,924)	<b>2806</b> (6,187)	1525 (3,362)	<b>2125</b> (4,684)	1000 (2,205)
Ground Line			<b>3309</b> (7,296)	2505 (5,522)	<b>3207</b> (7,071)	1430 (3,152)	<b>2210</b> (4,872)	964 (2,125)
-1.5 m (-5 ft.)	<b>3119</b> (6,875)	<b>3119</b> (6,875)	<b>5111</b> (11,267)	2505 (5,515)	<b>3047</b> (6,717)	1402 (3,090)		
-3.0 m (-10 ft.)			<b>3253</b> (7,171)	2587 (5,704)				
<i>With 3.67-m (12 ft. 0 in.) boom, 2.12-m (6 ft. 11 in.) track with rubber crawler pad (steel track shoes with vulcanized rubber pads bonded to top of shoes), with blade on ground, without bucket</i>								
4.5 m (15 ft.)					<b>1901</b> (4,190)	1710 (3,769)		
3.0 m (10 ft.)					<b>2208</b> (4,868)	1647 (3,630)	<b>1977</b> (4,358)	1042 (2,297)
1.5 m (5 ft.)			<b>4224</b> (9,313)	2688 (5,926)	<b>2825</b> (6,228)	1528 (3,369)	<b>2130</b> (4,696)	1004 (2,213)
Ground Line			<b>3359</b> (7,405)	2515 (5,545)	<b>3212</b> (7,081)	1435 (3,164)	<b>2208</b> (4,868)	968 (2,134)
-1.5 m (-5 ft.)	<b>3187</b> (7,027)	<b>3187</b> (7,027)	<b>5074</b> (11,186)	2515 (5,545)	<b>3030</b> (6,680)	1409 (3,107)		
-3.0 m (-10 ft.)			<b>3159</b> (6,965)	2605 (5,742)				
<i>With 3.67-m (12 ft. 0 in.) boom, 2.12-m (6 ft. 11 in.) arm, and 600-mm (24 in.) steel track, with blade on ground, without bucket</i>								
4.5 m (15 ft.)					<b>1900</b> (4,188)	1736 (3,827)		
3.0 m (10 ft.)					<b>2200</b> (4,849)	1676 (3,694)	<b>1974</b> (4,352)	1061 (2,339)
1.5 m (5 ft.)			<b>4493</b> (9,906)	2744 (6,049)	<b>2806</b> (6,187)	1558 (3,435)	<b>2125</b> (4,684)	1024 (2,257)
Ground Line			<b>3309</b> (7,296)	2561 (5,647)	<b>3207</b> (7,071)	1463 (3,225)	<b>2210</b> (4,872)	987 (2,176)
-1.5 m (-5 ft.)	<b>3119</b> (6,875)	<b>3119</b> (6,875)	<b>5111</b> (11,267)	2559 (5,641)	<b>3047</b> (6,717)	1435 (3,163)		
-3.0 m (-10 ft.)			<b>3253</b> (7,171)	2644 (5,830)				

## Lift Capacities (continued)

## 85 P-TIER

**Boldface type** indicates hydraulically limited capacities; **lightface type** indicates stability-limited capacities, in kg (lb.). Ratings are at bucket lift hook, using standard counterweight, situated on firm, level, uniform supporting surface. Total load includes weight of cables, hook, etc. Figures do not exceed 87% of hydraulic capacity or 75% of weight needed to tip machine. All lift capacities are based on ISO 10567.

LOAD POINT HEIGHT	HORIZONTAL DISTANCE FROM CENTERLINE OF ROTATION							
	1.5 m (5 ft.)		3.0 m (10 ft.)		4.5 m (15 ft.)		6.0 m (20 ft.)	
	Over Front	Over Side	Over Front	Over Side	Over Front	Over Side	Over Front	Over Side
<i>With 3.67-m (12 ft. 0 in.) boom, 2.12-m (6 ft. 11 in.) steel track, with blade on ground and additional counterweight, without bucket</i>								
4.5 m (15 ft.)					1900 (4,188)	1900 (4,188)		
3.0 m (10 ft.)					2200 (4,849)	1863 (4,108)	1974 (4,352)	1193 (2,631)
1.5 m (5 ft.)			4493 (9,906)	3067 (6,761)	2806 (6,187)	1746 (3,849)	2125 (4,684)	1156 (2,549)
Ground Line			3309 (7,296)	2884 (6,359)	3207 (7,071)	1651 (3,639)	2210 (4,872)	1119 (2,468)
-1.5 m (-5 ft.)	3119 (6,875)	3119 (6,875)	5111 (11,267)	2882 (6,353)	3047 (6,717)	1623 (3,578)		
-3.0 m (-10 ft.)			3253 (7,171)	2967 (6,542)				
<i>With 3.67-m (12 ft. 0 in.) boom, 2.12-m (6 ft. 11 in.) track with rubber crawler pad (steel track shoes with vulcanized rubber pads bonded to top of shoes), with blade on ground and additional counterweight, without bucket</i>								
4.5 m (15 ft.)					1901 (4,190)	1901 (4,190)		
3.0 m (10 ft.)					2216 (4,886)	1867 (4,117)	1977 (4,358)	1198 (2,640)
1.5 m (5 ft.)			4224 (9,313)	3068 (6,763)	2825 (6,228)	1749 (3,856)	2130 (4,696)	1160 (2,557)
Ground Line			3359 (7,405)	2895 (6,382)	3212 (7,081)	1656 (3,651)	2208 (4,868)	1124 (2,478)
-1.5 m (-5 ft.)	3187 (7,027)	3187 (7,027)	5074 (11,186)	2895 (6,382)	3030 (6,680)	1630 (3,594)		
-3.0 m (-10 ft.)			3159 (6,965)	2984 (6,579)				
<i>With 3.67-m (12 ft. 0 in.) boom, 2.12-m (6 ft. 11 in.) arm, and 600-mm (24 in.) steel track, with blade on ground and additional counterweight, without bucket</i>								
4.5 m (15 ft.)					1900 (4,188)	1900 (4,188)		
3.0 m (10 ft.)					2200 (4,849)	1897 (4,181)	1974 (4,352)	1217 (2,682)
1.5 m (5 ft.)			4493 (9,906)	3123 (6,886)	2806 (6,187)	1779 (3,922)	2125 (4,684)	1179 (2,600)
Ground Line			3309 (7,296)	2941 (6,484)	3207 (7,071)	1684 (3,712)	2210 (4,872)	1143 (2,520)
-1.5 m (-5 ft.)	3119 (6,875)	3119 (6,875)	5111 (11,267)	2938 (6,478)	3047 (6,717)	1656 (3,650)		
-3.0 m (-10 ft.)			3253 (7,171)	3024 (6,667)				

## Buckets

A full line of buckets is offered to meet a wide variety of applications. Replaceable cutting edges are available through John Deere Parts. Optional side cutters add 150 mm (6 in.) to bucket widths.

Type Bucket	Bucket Width		Bucket Capacity		Bucket Weight		Bucket Dig Force (ISO)		Arm Dig Force (ISO)		Bucket Tip Radius		Number of Teeth
	mm	in.	m <sup>3</sup>	cu. yd.	kg	lb.	kN	lb.	kN	lb.	mm	in.	
Heavy Duty	610	24	0.31	0.40	287	633	58	13,039	35	7,868	1087	42.80	5
	762	30	0.41	0.53	333	735	58	13,039	35	7,868	1087	42.80	6
	914	36	0.50	0.66	380	837	58	13,039	35	7,868	1087	42.80	7
Ditching	1219	48	0.49	0.64	330	727	69	15,512	37	8,318	907	35.69	0

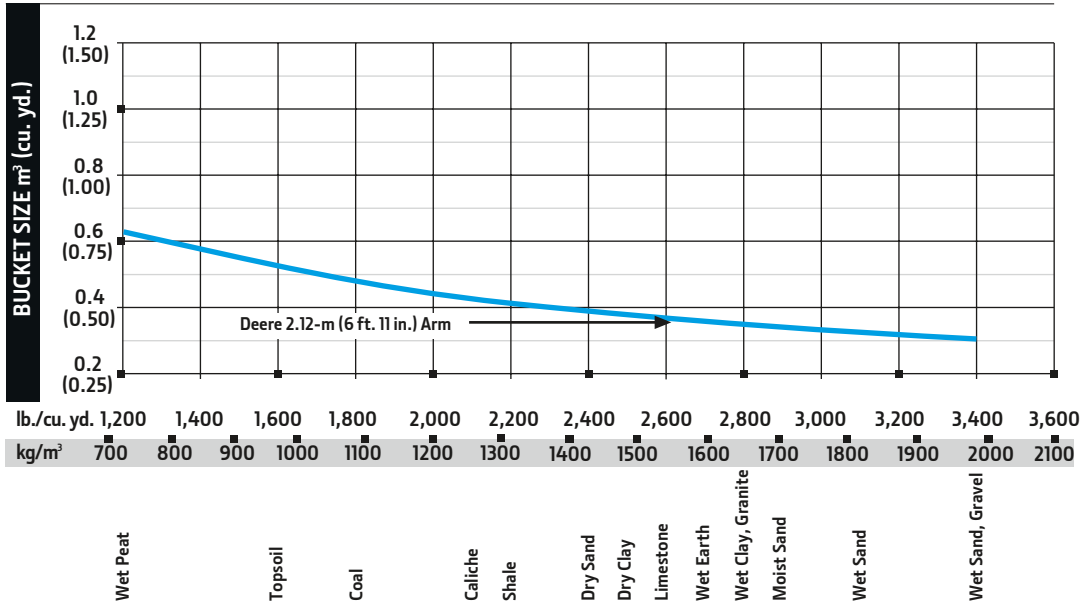


# 85 P-TIER

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## Bucket Selection Guide\*

## 85 P-TIER



\*Contact your John Deere dealer for optimum bucket and attachment selections. These recommendations are for general conditions and average use. Does not include optional equipment such as thumbs or couplers. Larger buckets may be possible when using light materials, for flat and level operations, less compacted materials, and volume loading applications such as mass-excavation applications in ideal conditions. Smaller buckets are recommended for adverse conditions such as off-level applications, rocks, and uneven surfaces. Bucket capacity indicated is SAE heaped.

# Additional equipment

Key: ● Standard ▲ Optional or special  
See your John Deere dealer for further information.

<b>85 P Engine</b>
● Auto-idle system
● Batteries (2 – 12 volt)
● Coolant recovery tank
● Single-element air filter
● Electronic engine control
● Enclosed fan guard (conforms to SAE J1308)
● Engine coolant to –37 deg. C (–34 deg. F)
● Fuel filter with water separator
● Full-flow oil filter
● Radiator and oil cooler with dust-protective net
● Glow-plug start aid
● 500-hour engine oil-change interval
● 70% (35 deg.) off-level capacity
● Isolation mounted
<b>Hydraulic System</b>
● Reduced-drift valve for boom down, arm in
● Auxiliary hydraulic valve section
● Spring-applied, hydraulically released automatic swing brake
● 5,000-hour hydraulic oil-change interval
● Auxiliary hydraulics with selector valve
● Control pattern-change valve
▲ Hydraulic filter restriction indicator kit
<b>Undercarriage</b>
● Planetary drive with axial piston motors
● Propel motor shields
● Spring-applied, hydraulically released automatic propel brake
● 2-speed propel with automatic shift
● Upper carrier roller (1)
● Sealed and lubricated track chain
● Undercarriage with blade
▲ Triple semi-grouser shoes, 600 mm (24 in.)
▲ Rubber crawler pads, 450 mm (18 in.)
▲ Rubber belt, continuous, 450 mm (18 in.)
● 2-way backfill blade
▲ 4-way angle blade with float

<b>85 P Upperstructure</b>
● Counterweight, 1408 kg (3,104 lb.)
● Right- and left-hand mirrors
● Vandal locks with ignition key: Cab door / Engine hood / Fuel cap / Service doors
● Remote-mounted fuel filters
<b>Front Attachments*</b>
● Centralized lubrication system
● Dirt seals on all bucket pins
● Oil-impregnated bushings
● Reinforced resin thrust plates
● Tungsten carbide thermal coating on arm-to-bucket joint
● Arm, 2.12 m (6 ft. 11 in.)
▲ Attachment quick-couplers
▲ Buckets: Ditching / Heavy duty / Heavy-duty high capacity / Side cutters and teeth
● Thumb bracket
● Attachment modes and adjustment in main monitor
<b>Operator's Station</b>
● Meets ISO 12117-2 for ROPS
● Adjustable independent control positions (seat-to-pedals)
● AM/FM radio
● Auto climate control/air conditioner with heater and pressurizer
● Built-in operator's manual storage compartment and manual
● Cell-phone power outlet, 12 volt, 60 watt, 5 amp
● Coat hook
● Deluxe cloth, heated, air-suspension seat with adjustable armrests
● Floor mat
● Front windshield wiper with intermittent speeds
● Gauges (illuminated): Engine coolant / Fuel
● Horn, electric
● Hour meter, electric
● Cell-phone holder, USB port, and Bluetooth® calling and audio
● Hydraulic shutoff lever, all controls

<b>85 P Operator's Station (continued)</b>
● Hydraulic warm-up control
● Interior light
● Large cup holder
● Machine Information Center (MIC)
● Mode selectors (illuminated): Power modes (2) / Travel modes (2 with automatic shift) / Work mode (1)
● Multifunction, color LCD monitor with: Diagnostic capability / Multiple-language capabilities / Maintenance tracking / Clock / System monitoring with alarm features: Auto-idle indicator, engine air cleaner restriction indicator light, engine check, engine coolant temperature indicator light with audible alarm, engine oil pressure indicator light with audible alarm, low-alternator-charge indicator light, low-fuel indicator light, fault-code alert indicator, fuel-rate display, wiper-mode indicator, work-lights-on indicator, and work-mode indicator
● Motion alarm with cancel switch (conforms to SAE J994)
● Auxiliary hydraulic control switches in right console lever
● SAE 2-lever control pattern
● Seat belt, 51 mm (2 in.), retractable
● Tinted glass
● Transparent tinted overhead window
● Hot/cold beverage compartment
▲ Seat belt, 76 mm (3 in.), non-retractable
▲ Protection screens for cab front, rear, and side
<b>Electrical</b>
● 50-amp alternator
● Blade-type multi-fused circuits
● Positive-terminal battery covers
● Right rear left 270-deg. camera system with LED surround lighting
<b>Lights</b>
● Work lights: LED / 1 mounted on boom / 1 mounted on frame

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Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan at test conditions specified per ISO 9249. No derating is required up to 3050-m (10,000 ft.) altitude. Specifications and design subject to change without notice. Wherever applicable, specifications are in accordance with SAE standards. Except where otherwise noted, these specifications are based on a unit with standard equipment; 0.28-m<sup>3</sup> (0.37 cu. yd.), 750-mm (30 in.), 211-kg (465 lb.) bucket; 2.12-m (6 ft. 11 in.) arm; 1408-kg (3,104 lb.) counterweight; full fuel tank; and 75-kg (165 lb.) operator.



ME85PAU (23-08)



**JOHN DEERE**



△ TAGALONG

# TRAIL KING



# TKTLP

LOW PROFILE TILT

## LOOKING FOR MORE?

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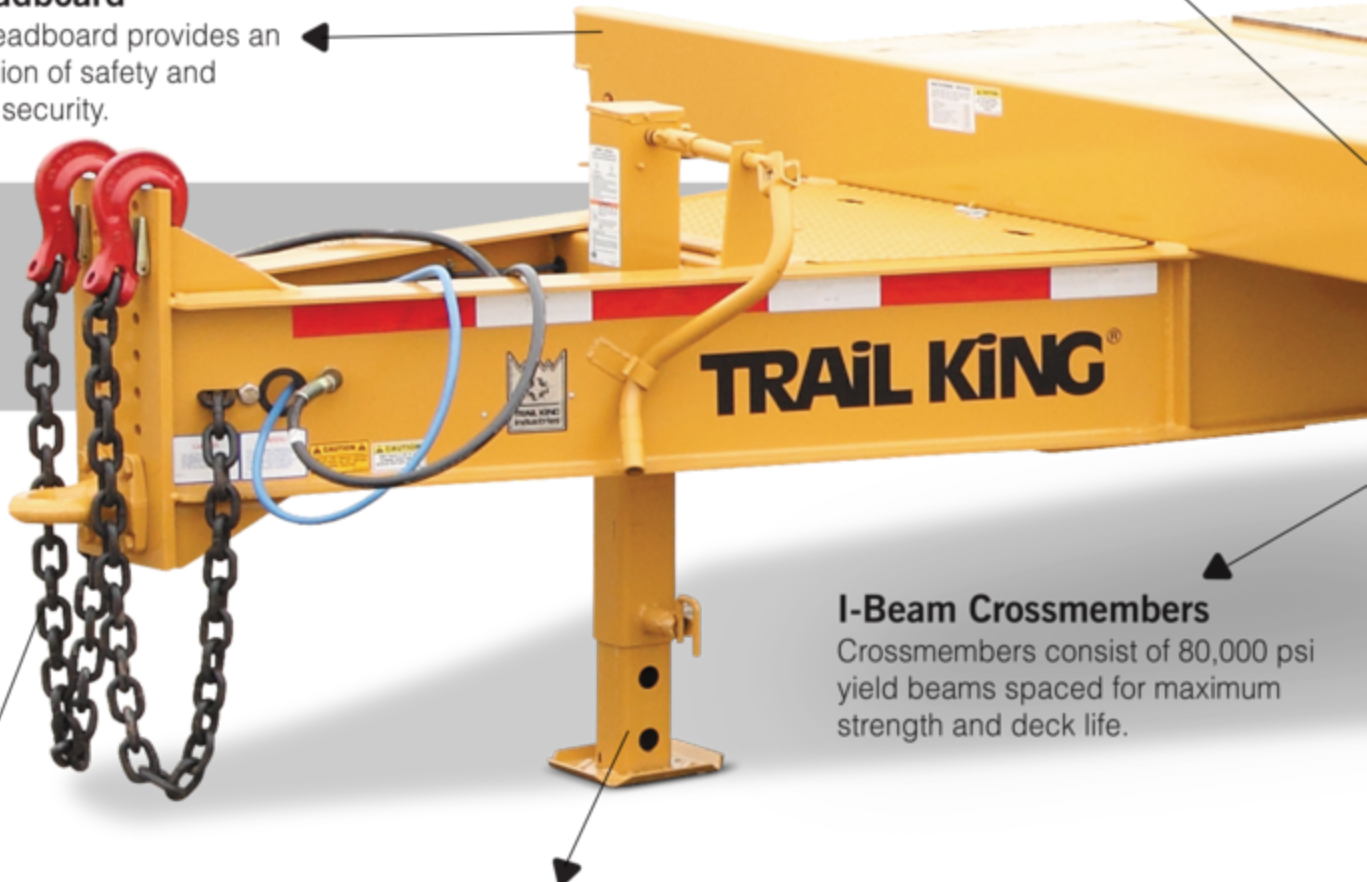


### Safety Headboard

The safety headboard provides an extra dimension of safety and load-hauling security.

### Brighter Penny Lights

PC-rated lamps spread the light 90 degrees on each side, providing more light output.



### Safety Chains

Heavy-duty safety chains with GVWR-rated grab hooks are built tough for longevity.

### I-Beam Crossmembers

Crossmembers consist of 80,000 psi yield beams spaced for maximum strength and deck life.

### Drop Leg Jack

Bolt-on 12,000-lb jack with drop leg.



### Adjustable Hitch

Accommodate a wide variety of towing vehicles with an adjustable 4-bolt hitch, rated for the full GVWR of the trailer.

### Protected Electrical System

Rubber-mounted, shock-proof sealed lights and rubber mounted grommets for all wiring through the frame.

### Adjustable Platform Lock

Adjustable platform lock mechanism and safety lock pin keep your deck from accidentally tilting while in transport mode.





# FIRST-RATE DESIGN RELIABLE PERFORMANCE

Trail King's Tilt trailer is equipped to haul medium to heavy duty equipment with easy loading and unloading. The TKTLP features a high-performing suspension system, strong steel main frame, and platform cushioning cylinders for smooth and secure travel over long distances and rough terrain.

## Popular Options

- 25K Single 2-speed landing gear
- Dual air deck locks operated with one switch (requires air supply)
- Air operated approach plates (requires air supply)
- (2) Strobe lights in tail channel with switch
- Hold valve for tilt bed



Find your nearest rep: [www.TrailKing.com/find-a-rep](http://www.TrailKing.com/find-a-rep)

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**Heavy-Duty Bent D-Rings**  
Forged D-rings to handle even your toughest hauling requirements.



## STANDARD FEATURES



**Cushioning Cylinders**  
Dual platform cushioning cylinders make loading and unloading a smooth operation.



**Break-Away System**  
Sealed electric break-away system on TKT24LP models with electric brakes located in tongue area.



**Deck Counterweights**  
Smoother tilt operation with built-in counterweights.

**Oak Decking**  
All models come with 1.5" nominal oak decking that is double screwed to crossmembers to prevent cupping.



**Fold-Down Approach Plate**  
Fold-down approach plate meets U.S. Federal under-ride protection requirements. It also achieves the lowest possible load angles and extra protection for tail lights.



# TRAIL KING TILT

## NOT YOUR AVERAGE ANGLE



<b>TKTLP STANDARD EQUIPMENT:</b>	<b>TKT24LP</b>	<b>TKT40LP</b>	<b>TKT50LP</b>
Payload Capacity	24,000 lb.	40,000 lb.	50,000 lb.
5' Tongue Length	X	X	X
Pintle Eye Hitch (Adjustable Height)	19.5" to 30.5"	18.5" to 30"	18.5" to 30"
12,000 lb. HD Jack with Spring Foot	X	X	X
Deck Length (Stationary / Tilt)	4' Stat / 24' Tilt	4' Stat / 24' Tilt	6' Stat / 24' Tilt
Deck Width	102"	102"	102"
Loaded Deck Height	34"	33"	33"
Structural Steel Main Frame	X	X	X
1.5" Oak (Raised) Decking	X	X	X
(12) D-Rings: (4) on Stat - (8) on Tilt	X	X	X
12 Degree Tilted Deck Slope	X	X	X
Hydraulic Cushioning Cylinder	2	2	2
Manual Deck Lock	X	X	X
Fold-Down Approach & Under Ride Protection	X	X	X
Floor Plate on the Approach & Fold-Down	0.25"	0.25"	0.25"
Axles	(2) 12,000 lb.	(2) 22,500 lb.	(3) 22,500 lb.
Suspension	Hutch 9700	Hutch 9700	Hutch 9700
Brakes	Electric	12.25" x 7.5"	12.25" x 7.5"
ABS	N/A	4S2M	4S2M
Dual Steel Disc Wheels (8 Hole)	6" x 16"	6.75" x 17.5"	6.75" x 17.5"
Tires	235/80R x 16	215/75R x 17.5	215/75R x 17.5
Safety Chains with Grab Hooks	X	X	X
Lockable Toolbox	X	X	X
Headboard	X	X	X
Registration Holder	X	X	X
LED Lights	X	X	X
Rubber Mounted Sealed Lights w/ Sealed Harness System	X	X	X
Electrical System per DOT Regulations	X	X	X
Muds Flaps	X	X	X
Red and White Conspicuity Markings	X	X	X
2-Part Epoxy Primer & Polyurethane Topcoat	X	X	X

# PROTECT YOUR INVESTMENT COMPREHENSIVE SUPPORT UNMATCHED SERVICE



From financing a trailer, to a complete refurbishment at our Factory Service Center, Trail King is there to keep your team hauling, day in and day out. Our trusted network of dealers and certified experts are ready to assist you.

## △ PARTS

**KEEP YOUR TEAM HAULING.** Instantly access over 10,000 on-hand parts and a variety of online tools. All Trail King Certified dealers, fleets, and service facilities can place same-day shipping orders for convenient and efficient ordering. Customers looking for more information can contact a local Trail King dealer or submit direct inquiries to [parts@trailing.com](mailto:parts@trailing.com).

## △ REFURB

**PROTECT YOUR INVESTMENT.** Extend the life of your trailer and increase future resale value by restoring it through Trail King's factory refurbishment program. Customers can request a free estimate for comprehensive refurbishments or specified repairs by visiting [trailing.com/refurb-service](http://trailing.com/refurb-service). Our expert technicians specialize in Trail King equipment, but we also welcome other trailer brands.

## △ FINANCE

**100% EQUIPMENT FINANCING!** Competitive rates and flexible terms are designed to make a Trail King purchase affordable, convenient, and secure. Trail King's innovative payment program operates with an understanding of the changing demands businesses face. Our full suite of financing structures, including Loans, Finance Leases, and TRAC Leases, makes it easier than ever before to own a Trail King trailer.

## TRAIL KING IS BUILDING SUCCESS.

Trail King Industries, Inc., headquartered in Mitchell, SD, is the leading manufacturer of open deck and materials hauling trailers for the asphalt paving, construction, commercial hauling, agriculture, and specialized transport industries.

Over the years, Trail King has always kept one thing a top priority, our customers' success. Our trailers are customized for unique challenges and together we can create a solution that is just right for your team.

**We don't just build trailers. We design hauling solutions.**

GSA



[trailing.com/TKTLP](http://trailing.com/TKTLP)

300 East Norway Ave. Mitchell, SD 57301 | 800-843-3324 | [trailing.com](http://trailing.com)

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**Quote Id:** 31095116

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Prepared For:  
**TOWN OF PARADISE**

Prepared By: **LARA RUBEN**

Pape Machinery, Inc.  
2850 El Centro Road  
Sacramento, CA 95833

Tel: 916-922-7181  
Fax: 916-922-4532  
Email: [rlara@papemachinery.com](mailto:rlara@papemachinery.com)

**Quote Summary**

**Prepared For:**  
TOWN OF PARADISE  
5555 SKYWAY  
PARADISE, CA 95969

**Prepared By:**  
LARA RUBEN  
Pape Machinery, Inc.  
2850 El Centro Road  
Sacramento, CA 95833  
Phone: 916-922-7181  
rlara@papemachinery.com

*This sale is subject to Papé's Terms and Conditions of Sale effective on the date hereof, which are incorporated in full by this reference. The Terms and Conditions of Sale are available at [www.pape.com/terms](http://www.pape.com/terms), and will also be sent by mail or e-mail to the purchaser upon request.*

**Quote Id:** 31095116  
**Created On:** 04 June 2024  
**Last Modified On:** 24 July 2024  
**Expiration Date:** 02 September 2024

<b>Equipment Summary</b>	<b>Selling Price</b>	<b>Qty</b>	<b>Extended</b>
TRAIL KING TKT24LP	\$ 49,641.73 X	1 =	\$ 49,641.73
<b>Equipment Total</b>			<b>\$ 49,641.73</b>

**Quote Summary**

Equipment Total	\$ 49,641.73
CA Tire	\$ 14.00
SubTotal	\$ 49,655.73
Sales Tax - (7.75%)	\$ 3,847.23
<b>Total</b>	<b>\$ 53,502.96</b>
Down Payment	(0.00)
Rental Applied	(0.00)
<b>Balance Due</b>	<b>\$ 53,502.96</b>

# Selling Equipment



MACHINERY

Quote Id: 31095116

Customer: TOWN OF PARADISE

## TRAIL KING TKT24LP

Hours: 0

Stock Number:

Code	Description	Qty
11329	**TKT24LP Tilt Trailer; 24,000 lbs. capacity	1

**Notice:** When operated in California, any off-road diesel vehicle may be subject to the California Air Resources Board In-Use Off-road Diesel Vehicle Regulation. It therefore could be subject to retrofit or accelerated turnover requirements to reduce emissions of air pollutants. For more information, please visit the California Air Resources Board website at:

<http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>.



Quote Id: 31084026

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Prepared For:  
**TOWN OF PARADISE**



Prepared By: **LARA RUBEN**

Pape Machinery, Inc.  
2850 El Centro Road  
Sacramento, CA 95833

Tel: 916-922-7181  
Fax: 916-922-4532  
Email: [rlara@papemachinery.com](mailto:rlara@papemachinery.com)



**Quote Summary**

**Prepared For:**  
TOWN OF PARADISE  
5555 SKYWAY  
PARADISE, CA 95969

**Prepared By:**  
LARA RUBEN  
Pape Machinery, Inc.  
2850 El Centro Road  
Sacramento, CA 95833  
Phone: 916-922-7181  
rlara@papemachinery.com

*This sale is subject to Papé's Terms and Conditions of Sale effective on the date hereof, which are incorporated in full by this reference. The Terms and Conditions of Sale are available at [www.pape.com/terms](http://www.pape.com/terms), and will also be sent by mail or e-mail to the purchaser upon request.*

**Quote Id:** 31084026  
**Created On:** 03 June 2024  
**Last Modified On:** 24 July 2024  
**Expiration Date:** 02 September 2024

<b>Equipment Summary</b>	<b>Selling Price</b>	<b>Qty</b>	<b>Extended</b>
JOHN DEERE 85 P-Tier Excavator *85P (8230FF) - Prepaid JD Protect - Papé+ **Parts Only** (Const) - 0 to 2000hrs [J000001--]	\$ 155,611.17 X	1 =	\$ 155,611.17
<b>Sub Total</b>			<b>\$ 155,611.17</b>
FAE BL1/EX-75 Mulch Head	\$ 26,853.66 X	1 =	\$ 26,853.66
<b>Equipment Total</b>			<b>\$ 182,464.83</b>

<b>Quote Summary</b>	
*Travel Included	\$ 182,464.83
Equipment Total	\$ 182,464.83
SubTotal	\$ 182,464.83
Sales Tax - (7.75%)	\$ 14,141.02
<b>Total</b>	<b>\$ 196,605.85</b>
Down Payment	(0.00)
Rental Applied	(0.00)
<b>Balance Due</b>	<b>\$ 196,605.85</b>

# Selling Equipment


**MACHINERY**
**Quote Id:** 31084026

**Customer:** TOWN OF PARADISE

## JOHN DEERE 85 P-Tier Excavator

**Hours:**
**Stock Number:**

Code	Description	Qty
8230FF	85 P EXCAVATOR BASE MACHINE	1
Standard Options - Per Unit		
0202	Destination Code - United States	1
0259	English Customer Delivery Packet	1
0402	Configuration 2	1
Dealer Attachments		
BYT13647	Front Window Guard, Polycarbonate	1
-	New PSM QC,HPG	1
-	New PSM BKT,24"HD DIG W/PINS	1
8P3-BHD-12	New PSM BKT,12"HD DIG W/PINS	1
HKX	Hydraulic Kit	1

## FAE BL1/EX-75 Mulch Head

**Equipment Notes:**
**Hours:** 0

**Stock Number:**

Code	Description	Qty
013223075	BL1/EX-075 VT Universal mulcher for excavator	1

**Notice:** When operated in California, any off-road diesel vehicle may be subject to the California Air Resources Board In-Use Off-road Diesel Vehicle Regulation. It therefore could be subject to retrofit or accelerated turnover requirements to reduce emissions of air pollutants. For more information, please visit the California Air Resources Board website at:

<http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>.

CORNING FORD

Source: REPEAT

Salesperson: TROY SPADE

Price	131,570.00
Taxable A.M.O.	498.00
Document Processing Charge	85.00
Emissions Testing Charge	0.00
Sales Tax	10,241.86
Non-Tax A.M.O.	0.00
Service Contract	0.00
Subtotal	142,394.86
DMV Fees	0.00
State Emissions Certification or Exemption Fee	0.00
California Tire Fee	8.75
Electronic Veh Reg or Transfer Charge	33.00
Total Insurance	0.00
Total	142,436.61
Amount Financed	142,436.61
Finance Charges	0.00
Total of Payments	142,436.61

Trade	0.00
Payoff	0.00
Net Trade	0.00
Cash Down	0.00
Deferred Down	0.00
Rebate	0.00
Total Down	0.00

APR	0.00
Term	1
Monthly Payment	142,436.61
Final Payment of	

*OUT THE DOOR*

\*\*\* BUYER \*\*\*

TOWN OF PARADISE  
5555 SKYWAY  
PARADISE, CA 95969-4931

Date of Birth: \_\_\_\_\_  
Home Phone Number: (530) 872-6982  
Work Phone Number: \_\_\_\_\_  
County: BUTTE  
Email: cnicoletti@townofparadise.com

\*\*\* CO-BUYER \*\*\*

Date of Birth: \_\_\_\_\_  
Home Phone Number: \_\_\_\_\_  
Work Phone Number: \_\_\_\_\_  
County: \_\_\_\_\_  
Email: \_\_\_\_\_

\*\*\* PURCHASE \*\*\*

\*\*\* TRADE 1 \*\*\*

\*\*\* TRADE 2 \*\*\*

Stock Number 10831  
Year 2024  
Make FORD  
Model F750  
Body Style UT  
Color WHITE  
Trim GRAY  
Key 1 Number  
Key 2 Number  
Weight 14,660  
License  
Odometer 5  
VIN 1FDXF7DE1RDF01069  
Cylinders 8  
Vehicle Type NEW

*F750 Water Truck*

\*\*\* BANK \*\*\*

NONE

CA

\*\*\* INSURANCE \*\*\*

2024  
 F750 Water Truck  
 ENOVEN NFPA  
 2000 Water Tank

\*131,570-  
 + Fees

STK # 10831

	Suggested Retail Price	
F75M REGULAR CAB DOCK HGT	79355	00
158" WHEELBASE		NC
2024 MODEL YEAR		
YZ OXFORD WHITE		
NE STEEL GRAY VINYL 30/0/30		
PREFERRED EQUIPMENT PKG. 600A		
.SINGLE, 21K CAP OPEN		
.FUEL TANK - 50 GALS ALUMINUM		
.REAR SEAT DELETE		
.AM/FM RADIO W/CLOCK		
.AUXILIARY SWITCH (4)		
.FT WH 22.5X8.25 10H PWD CT DS		
.RR WH 22.5X8.25 10H PT STL DS		
99E 6.7L POWER STROKE DSL 300 HP	1995	00
.10 SPEED AUTO TRANS DIESEL		
T2B GDYR 11R22.5G FUEL MAX RSA		NC
X6D 6.50 AXLE RATIO		NC
158 TRAILER CONNECTIONS	365	00
159 TRLR CONCT SOCKET-COMBINED-AIR	100	00
17W WI-FI 4G LTE HOTSPOT DELETE	20	00-
18A ELEC STABILITY CONTROL DELETE	290	00-
21A PRE DELIVERY INSPECTION		NC
214 4 RADIO SPEAKERS	30	00
314 SHIP-THRU MANNING		NC
425 50 STATE EMISSIONS		NC
43P FRONT AXLE - 12K CAPACITY	525	00
54C XL2020 MANUAL BLACK 102"	90	00
55M JUMP START STUD	90	00
55P 110V AC OUTLET	100	00
59C BODY BUILDER WIRING	135	00
60A SYNTEHTIC FRT WHL BEARING LUBE	50	00
607 SYN LUBE, REAR AXLE	100	00
61D FRONT SUSPENSION - 12K CAP	305	00
62H AIR DRYER	120	00
67A AIR BRAKES W/TRACTION CONTROL	2530	00
N 30/0/30 DR AIR VINYL	395	00
90A INTERIOR APPEARANCE GROUP	735	00
90E EXTERIOR APPEARANCE GROUP	730	00
.CHROME FRONT BUMPER		
.CHROME GRILLE		
90P POWER EQUIPMENT GROUP		NC
961 REAR SHOCK ABSORBERS	165	00
DISCOUNTED EQUIPMENT		
GDYR 11R22.5G FUEL MAX RTD	140	00
TOTAL OPTIONS/OTHER	8390	00
TOTAL VEHICLE & OPTIONS/OTHER	87745	00
DESTINATION & DELIVERY	2295	00
<b>TOTAL FOR VEHICLE</b>	<b>90040</b>	<b>00</b>

FUEL CHARGE

SHIPPING WEIGHT 11242 LBS.



Ord	Shp	Description	Unit Price	Ext. Price
		<ul style="list-style-type: none"> <li>release adjustable fan type spray heads with individual cab controls</li> <li>- Rear spray bar with two (2) Bertolini quick release adjustable fan type spray heads with individual cab controls</li> <li>- Driver and Passenger side spray with Bertolini quick release spray heads and nozzles with individual cab controls</li> <li>- Pressure outlet group: (1) 1.5" quarter turn ball valve at driver side, (1) 1.5" quarter turn ball valve at rear spray bar, (1) 2.5" quarter turn ball valve at rear spray bar, and (1) 3/4" quarter turn ball valve at rear spray bar (NFPA REQUIREMENT)</li> <li>- Anti-hammer stand pipe on rear spray bar</li> <li>- 1/2" X 50' manual rewind hose reel mounted to end of tank</li> <li>- Spray head control through console mounted in cab</li>   <li>- Suction loading with self-priming reservoir and storage tubes in passenger side fender with (2) 10' sections of hose including stainer valve and 4' extension hose (NFPA REQUIREMENT)</li>   <li>- Spring mounted to chassis</li> <li>- Exterior of tank assembly prepped, cleaned, primed, and Painted White</li> <li>- Installed and Certified</li> </ul>		

# 10831

**REMIT TO:** Enoven Manufacturing Inc  
5125 Caterpillar Rd  
Redding, CA 96003