

**STAFF REPORT  
COUNCIL MEETING OF DECEMBERBER 13, 2011  
BUSINESS ITEM**

**TO: HONORABLE MAYOR AND MEMBERS OF THE TOWN COUNCIL**

**FROM: BRIAN FRAGIAO, DIRECTOR OF PUBLIC WORKS/TOWN ENGINEER**



**DATE: DECEMBER 2, 2011**

**SUBJECT: LOOMIS GOALS – INSTALLING A DIRECTIONAL SIGN ALONG I-80**

**Recommendation:**

1. Continue work on designing and installing a specified sign along I-80 using current General Fund Reserves, or
2. Hold off on this goal until funding can be established or the developments of Loomis Market Place (east edge of I-80) and/or The Village at Loomis (west edge of I-80) begin development and can contribute to the installation of a sign/monument, or
3. Remove this goal. The existing Raley’s sign and Town direction signs are adequate.

**Issue Statement and Discussion:**

Included under the Town’s Goal setting #1, “Establish Downtown Core Business District (Shed to Shed, Horseshoe Bar Rd and Sierra College BLVD Commercial Section) as area of central focus and activity for the Loomis basin by 6-30-14”, item C proposes to install a directional sign along I-80.

Staff is unclear if the sign is to be a directional sign to the downtown or a community Welcome sign for Loomis. The Town currently has the Raley’s sign that states “Welcome to Loomis, A Small Town is like a Big Family” (see photos 1 & 2). The Town also has directional signs from the highway to the downtown and will be installing new signs that include Swetzer Rd Business Park.

Currently, there are two billboard signs along I-80 within the Town's jurisdiction. One is located at the Horseshoe bar Exit (photo 3) and the other is roughly 2000 feet northeast of the Horseshoe Bar Exit (photo 4). Adco Outdoor Company of San Francisco manages the Horseshoe Bar Exit sign and informed me that the sign has a long term agreement with a casino (Atlantis). I was unable to make contact with the other billboard owner, but will assume that the same long term agreement with Silver Legacy is occurring. Therefore, these billboards will probably not work for a permanent sign display and a new location and structure will need to be constructed.

Staff also contacted Caltrans and received information pertaining to sign installation within Caltrans right-of-way covered under Special Project Development Procedures (Attached). In general, the design of the sign must follow Caltrans guidelines and must also be engineered and placed to avoid safety issues vertically and horizontally within Caltrans right-of-way. The main limitation is that the sign must be outside of the clear recovery zone as discussed in the Highway Design Manual. This restriction is to keep the sign as far away from the lanes of travel as possible. The minimum distance from the edge of pavement to an obstacle must be 30 feet or more.

Attached is a vicinity map (photo 5) showing areas that could display future signs. As a reference, the existing billboard signs are 40 feet in width and roughly 10-12 feet tall. The sign sits 3 to 5 feet above the ground. The signs could be smaller, but the visibility of the sign decreases when vehicles are travelling at 70 mph.

In the eastbound direction, there is an opening on the Loomis Market Place property (photo 6). The distance from the edge of the pavement to the fence line (Caltrans right-of-way) varies from 30 to 35 feet along this stretch. Therefore, a sign on Caltrans property in this area would not work, but a sign could be constructed on the Loomis Market Place property. The next location would be at the I-80 eastbound off ramp loop (photo #7). This area would have limited visibility and most drivers wouldn't see it until they passed the exit.

In the westbound direction, there is an open area adjacent to the Village at Loomis property (photo 8). The width from the edge of the highway to the fence line varies from 40 to 45 feet. That would leave 10 to 15 feet of width on Caltrans property to construct a sign. There is plenty of room on the Village at Loomis Development. The last location would be the I-80 westbound off ramp loop (photo 9). This location is similar to the eastbound loop in that there is not enough visibility on the highway.

Photos 10-14 are monument signs approved by Caltrans within Caltrans right-of-way.

Photos 15 – 28 are signs located on State and private property throughout the United States.

Photos 29-35 are monument signs throughout the U.S.

Photo 36-38 is the Town's print that could be used as a Welcome sign.

**CEQA:**

There is no CEQA issues at this time.

**Financial and/or Policy Implications:**

The sign could run \$5,000 to \$50,000 depending on materials used and cost to light the sign. Currently, there is no electricity stubbed out at any of the locations. Volunteer help could lower the cost and the Town may be able to get the signs/monuments at no cost as part of the proposed developments along the highway.

As mentioned in the Caltrans documents, the Town would need to enter into an agreement for maintaining the sign on Caltrans right-of-way.

If the sign is constructed on the adjacent private properties before development occurs, the Town would need to acquire an easement and enter into an agreement with the owner to allow access for construction and maintenance.

## SECTION 8 Community Identification

### General

Caltrans recognizes the effects of transportation facilities on local communities and encourages transportation system improvements that reflect community needs and its values. Caltrans uses a collaborative approach to involve stakeholders early and continuously in the project development process to address livability, economic, aesthetic, environmental, scenic, and cultural expectations.

Community identification is defined as images or text that conveys information about a region, community, or area. There may be a local desire for new and existing transportation facilities to represent the communities in which they are located. Community identification facilitates enhancement of new and existing transportation facilities through collaboration with local communities.

Required engineered highway features, such as, but not limited to, sound walls, retaining walls, bridges, bridge abutments, bridge rails, and slope paving, may provide the opportunity for the placement of visual, graphic, or sculptural representations of a community's identity, including its history, resources, or other defining characteristics.

Community identification will typically be provided and maintained by the local agency.

Community identification differs from Transportation art in that community identification may include text and must be placed on a required engineered highway feature. Refer to [Section 6](#) "Transportation Art" for specific information on Transportation art.

Community identification differs from gateway monuments in that a gateway monument is defined as any freestanding structure or sign, not integral to required highway facilities. Refer to [Section 9](#) "Gateway Monuments" for specific information on the Gateway Monument Demonstration Program.

The following policy and guidelines define and describe Caltrans' process for incorporating the identification of local communities into the transportation system.

### Policy

Caltrans supports the concept of enriching the cultural and visual environment for transportation system users and local communities by using a collaborative approach to

facilitate and coordinate integration of community identification within the State highway right-of-way.

Caltrans will collaborate with the responsible local public agency (e.g., city, county), state or federal agency, tribal government, or non-federally-recognized tribe supporting the proposed community identification. The public agency will issue a resolution or other official document recommending approval of the proposed design of community identification.

A community identifier communicates information about a region, community, or area that may be integrated, painted, or placed as an aesthetic treatment upon required engineered highway facilities. This includes community information placed upon highway facilities such as noise barriers, retaining walls, bridges, bridge abutments, bridge rails, and slope paving, etc. When approved by Caltrans, the name, identifying logo, seal, symbol, or slogan historically associated with the local community may be placed on or adjacent to the community identification. Caltrans retains sole discretion for approval of community identification, including determining the appropriate size, content, colors, and other design elements.

Additional guidance for the placement of community identification on required engineering features is available from DES OTA.

## **Administrative Responsibilities**

### Headquarters

The Principal Landscape Architect, LAP, is responsible for:

- Appointing a Headquarters Community Identification Coordinator;
- Maintaining and clarifying policy and procedures for community identification;
- Monitoring district performance and providing quality assurance of program guidelines; and
- Approving any exceptions to community identification policy.

Where community identification requires an encroachment permit, the Chief, Office of Signs, Delineation, Encroachment Permits, and Outdoor Advertising is responsible for the following:

- Development of encroachment permit forms.

- Maintaining and clarifying encroachment permit policy and encroachment permit procedural requirements.

The DES, OTA and Division of Maintenance, Office of Structures Maintenance and Investigations are responsible for maintaining guidelines for structural and architectural design, and structures maintenance to facilitate the placement of community identification on highway bridge structures, and approval of any exceptions to those guidelines.

### Districts

The District Director is responsible for:

- Early identification of the community's desire to incorporate community identification during the development of new highway projects;
- Facilitating and coordinating the placement of authorized community identification within the transportation right-of-way;
- Reviewing community identification proposals for:
  1. Demonstrated local agency acceptance,
  2. Compliance with state and federal regulations governing Caltrans' operations,
  3. Adequately planned and resourced maintenance of the community identification (if necessary and agreed upon) by the local agency, and
  4. Safety and liability issues for Caltrans, the local agency, and the public.
- Approving or disapproving community identification designs and proposals;
- Issuance of an encroachment permit and/or development of cooperative agreement for the construction and/or installation, maintenance, repair, and removal of approved community identification proposals, if necessary; and
- Monitoring and enforcing encroachment permit or cooperative agreement requirements for the maintenance, restoration, or removal of community identification;

### **Financial Responsibilities**

When the work is proposed by a local public agency, Caltrans will allocate project resources for the design and integration of community identifiers as would normally be allocated for the design of standard aesthetic treatments integrated with engineered highway features. Resources needed for design, implementation, construction (including traffic control, if required), and maintenance of community identification that are over and above what Caltrans would otherwise allocate will be negotiated with the local public agency and documented in the encroachment permit or cooperative agreement.

Caltrans will assume the administrative costs associated with reviewing community identification proposals, as well as developing, issuing and monitoring the encroachment permit or cooperative agreement for approved community identification projects.

Caltrans may require the local agency provide bonds or other means to ensure maintenance, rehabilitation, and removal of the community identification.

### **Maintenance**

A maintenance agreement (as outlined in *Appendix B* of the *Encroachment Permit Manual*) should be established between the local agency and the Caltrans' maintenance access should be provided from outside the highway right-of-way, wherever possible.

Regularly scheduled maintenance of the community identification must be performed by the permittee or Caltrans, as described in the maintenance agreement, for its projected lifespan, including graffiti removal and restoration work to maintain the integrity of the approved community identification. Graffiti removal must conform to current Caltrans' policies and guidelines that require prompt removal of offensive messages and timely removal of all other graffiti. Maintenance practices must protect air and water quality as required by law.

Caltrans may perform maintenance activities in the area of the community identification, such as litter pickup and other maintenance that is normally associated with the transportation facility or right-of-way, but will not provide maintenance of the community identifier itself if, by encroachment permit or cooperative agreement, it is the requirement of the local public agency.

### **Removal**

Community identification, with maintenance responsibility by the local public agency, which in the opinion of Caltrans becomes a safety or operational concern because it is not adequately maintained or deteriorates to an unacceptable condition, will be removed by the local agency. Caltrans will notify the local agency when it has determined that the community identification requires special attention. In the event the local agency fails to maintain, repair, rehabilitate, or remove the community identification in a timely manner, Caltrans may remove the community identification at any point sixty (60) days following notification of the local agency, and bill the Permittee(s)/local agency for all costs of removal and restoration of the area.

Caltrans reserves the right to remove the community identification due to construction, rehabilitation, or other necessary activities affecting the transportation facilities without any obligation, compensation to, or approval of the local agency. Caltrans should strive to notify the local agency of its intent to remove the community identification to allow for timely removal and salvage by the Permittee(s) (if possible).

Caltrans reserves the right to remove or alter any community identification that presents an immediate safety hazard to the public without delay or advanced notification to the local agency.

### **Guidelines for the Design and Placement of Community Identification**

Proposed community identification must:

- Incorporate a community name, logo, graphic, seal, or slogan that has been associated historically with the community;
- Include, if required by Caltrans, approved protective graffiti coatings;
- Be developed to require low or no maintenance to minimize exposure of workers and others to potential risks;
- Be appropriate to its proposed setting;
- Be in proper scale with its surroundings;
- Be integral with the engineered transportation feature;
- Be composed of materials that are durable for the projected life span of the project;
- Be located where maintenance can be safely performed in conformance with Caltrans' procedures;
- Conform to provisions of the Outdoor Advertising Act;
- Be subject to the review and approval by Caltrans in consideration of design, size, and scale for appropriate integration on urban or rural highway features;
- Be consistent with Division of Maintenance Office of Structures Maintenance and Investigations inspection requirements, including:
  1. Paint used on structures should not fill or obscure cracks. Latex or other flexible type paints may be used on concrete structures only with permission of the Office of Structures Maintenance and Investigations;
  2. Painting of steel structures will only be permitted with written permission from the Office of Structures Maintenance and Investigations;
  3. Paint on concrete structures should avoid load-carrying, stress-bearing structural members such as bridge girders, soffits, columns, and piers;
  4. Community identification must not impair the necessary inspection of bridges, retaining walls, and other structures;



5. To facilitate Caltrans' inspection access to structures, community identification may be placed on removable panels if not an integral part of a structure; and
6. Chipping, blasting, or in any way modifying existing concrete surfaces is prohibited.

Proposed community identification must not:

- Contain religious, political, private, or commercial messages of any sort, including, but not limited to, symbols, logos, business names, trade names, jingles, or slogans;
- Display telephone numbers, street addresses, or Internet addresses;
- Interfere with airspace above the roadway;
- Create a distraction to the motoring public (e.g., the proposed community identification should be large enough to interpret at highway speed, but not be so large that it demands attention from the motorist);
- Adversely affect the structural integrity of existing structures;
- Include reflective or glaring surface finishes;
- Include illumination that impairs or distracts the vision of transportation system users. Other lighting may be permitted. Lighting may be allowed on structures only when approved by Caltrans Structures, in accordance with current requirements;
- Include moving elements (kinetic art) or simulate movement;
- Include images of flags;
- Be freestanding;
- Interfere with official traffic control devices or interfere with the operational right-of-way above the roadway;
- Be placed within the operational right-of-way up on trees, or painted or drawn upon rocks or other natural features;
- Make use of or simulate colors or combinations of colors usually reserved for official traffic control devices described in the American Association of State Highway and Transportation Officials (*AASHTO*) *Manual of Uniform Traffic Control Devices*; and
- Restrict sight distance.

### **Submittal of Community Identification Proposals**

A community identification proposal must be supported by the local agency that has jurisdiction in the area where the community identification will be incorporated with the transportation feature.

The local agency will provide Caltrans an adopted resolution or other official documentation that describes:

- The local agency's jurisdiction in the vicinity of the project site;
- The local agency's approval of the community identification content;
- Funding responsibility;
- The local agency's commitment to ensure maintenance of the community identification, including timely graffiti removal, repair, and removal (or restoration) of the community identification as needed; and
- A proposed schedule for commencing and completing project installation, if by separate permit.

The local agency will adhere to and maintain compliance with Caltrans' rules, regulations, and any additional requirements Caltrans may apply to the project.

Community identification proposals associated with existing transportation facilities should be submitted to the district Office of Encroachment Permits for circulation, review and approval. Community identification proposals associated with new transportation facilities should be submitted to the district Cooperative Agreements office for review and approval through Caltrans' project development process.

### **Procedures for Processing Community Identification Proposals by Local Agencies**

The proposed site for integration of community identification will be reviewed and approved by Caltrans for safety and environmental considerations prior to approval of an encroachment permit or cooperative agreement. Safety determinations affecting highway operation, maintenance or tort liability may be documented in a permit engineering evaluation report (PEER) or by other means.

Additional criteria and conditions may be applied to a project, as determined appropriate by the district.

Community identification proposals must be reviewed for compliance with this policy.

The approval of a community identification proposal must be made with due consideration to safety (e.g., location, potential for motorist distraction, accessibility for maintenance), aesthetics, community support, and maintainability.

As a courtesy, Caltrans may suggest alternative locations when it is necessary to deny the issuance of an encroachment permit or cooperative agreement due to site conditions.

Community identification proposals must include:

1. The local agency's support of the community identification through an adopted resolution or other official documentation;
2. A full description of the proposed community identification, including location, construction and installation techniques, details necessary to convey construction methods, and proposed materials, including, but not limited to, paint and protective coatings;
3. Specifications for proposed materials, including Material Data Sheets;
4. A scaled drawing and/or model (Caltrans may furnish necessary site data);
5. Construction schedule;
6. Project cost estimate;
7. Traffic control plan and provisions if required; and
8. Maintenance plan and schedule, if required.

Community identification proposals that require review for structural stability or involve the modification of existing Caltrans' structures must include design plans stamped by an appropriately licensed engineer. These proposals will be submitted by the district to the Division of Maintenance Office of Structures Maintenance and Investigations for review.

Following review and approval by the district, the proposal and approval documents will be submitted to the district permit engineer for processing. Permit applications for community identification should be reviewed by district landscape architecture, maintenance (including field maintenance and Headquarters Structures Maintenance and Investigations), Structures Design Safety, environmental, and other appropriate units.

If, at any time during the process, the district recommends any changes or withholds concurrence on a project not yet approved, the proposal may be returned to the local public agency for revision. Once Caltrans approves a community identification proposal, no changes will be allowed to the community identification without prior written approval of the district.

Proposals for the placement of community identification must comply with this policy. Exceptions to this policy must be submitted to and approved by the Principal Landscape Architect, LAP.

## **SECTION 6 Transportation Art**

### **General**

Caltrans recognizes the effects of transportation facilities on local communities, and encourages the integration of these facilities into their surroundings to enhance and reflect the aesthetic, environmental, scenic, and cultural values of the affected community. Caltrans collaborates with local stakeholders to enhance existing transportation facilities to meet the goals and expectations of both the local community and the public-at-large.

The design of the transportation system should reflect community values and characteristics that may be achieved through enhancements that include art. The Transportation Art Program provides a way for Caltrans to permit enhancement of existing transportation facilities by local communities and artists. Transportation art may include graphic or sculptural artwork, either freestanding or placed on required engineering features (such as noise barriers, retaining walls, bridges, bridge abutments, bridge rails, or slope paving) that expresses something special about a community's history, resources, or character.

Transportation art is provided and maintained by a local agency.

Transportation art differs from gateway monuments in that a gateway monument is defined as any freestanding structure or sign that may include text. See [Section 9- "Gateway Monuments"](#) for specific information on the Gateway Monument Demonstration Program.

Transportation art differs from community identification in that community identification may include text. Community identification must be placed on a required engineered highway feature while transportation art may be either freestanding or placed on a required engineering feature. See [Section 8- "Community Identification"](#) for specific information.

### **Policy**

Caltrans supports the concept of enriching the cultural and visual environment of transportation system users and local communities by facilitating and coordinating the placement of artwork by others, within the State highway right-of-way, through the encroachment permit process.

The permit applicant for transportation art must be the responsible local public agency (e.g., city, county), tribal government, or non-federally-recognized tribe supporting the proposed art and representing the community where the art will be placed. The public agency will issue a resolution recommending approval of the proposed transportation art and requesting authority to install that work on State right-of-way. A “double permit” (as described in Caltrans’ *Encroachment Permits Manual*) is required of an artist, contractor, or other individual for the installation, maintenance, and removal of the artwork.

Guidance for placement of Transportation art on required engineering features is available from Division of Engineering Services (DES) Office of Transportation Architecture (OTA).

## **Administrative Responsibilities**

### Headquarters

The Principal Landscape Architect, Landscape Architecture Program (LAP), is responsible for:

- Appointing a Headquarters transportation art coordinator;
- Maintaining and clarifying policy and procedures for the Transportation Art Program; and
- Monitoring district performance and providing quality assurance of program guidelines.

The Chief, Office of Signs, Delineation, Encroachment Permits, and Outdoor Advertising is responsible for:

- Development of encroachment permit and special provisions forms for this program; and
- Maintaining and clarifying encroachment permit policy and encroachment permit procedural requirements.

The DES, OTA and Division of Maintenance Office of Structures Maintenance and Investigations are responsible for maintaining guidelines for structural and architectural design and structures maintenance to facilitate the placement of transportation art on highway bridge structures, and approval of any exceptions to those guidelines.

### Districts

The district Director is responsible for:

- Appointing a district transportation art coordinator;
- Facilitating and coordinating the placement of authorized transportation art by others within the transportation right-of-way;
- Reviewing transportation art proposals for
  - Demonstrated community acceptance,
  - Compliance with federal and state laws and regulations and guidance governing Caltrans' operations,
  - Adequacy of planned and resourced maintenance for the art by the Permittee(s), and
  - Safety and liability issues for Caltrans, the artist, and the public.
- Approving transportation art proposals for placement within the right-of-way;
- Issuance of an encroachment permit for the construction and/or installation, maintenance, repair and removal of approved transportation art proposals; and
- Monitoring and enforcing permit requirements for the maintenance, restoration, or removal of transportation art by others.

### **Financial Responsibilities**

Caltrans will assume the administrative costs associated with reviewing transportation art proposals and issuing and monitoring encroachment permits for approved artwork projects.

All other costs, including labor, materials, supplies, and traffic control (if required) for design, engineering, testing, construction, installation, maintenance, and removal of the transportation art will be borne by the Permittee(s).

Caltrans may require the permittee(s) to provide bonds or other means to ensure maintenance, rehabilitation, and removal of art.

### **Maintenance**

Transportation art must be kept clean and in good repair. The permittee(s) must perform regularly scheduled maintenance, as described in the maintenance plan, of the transportation art for its projected lifespan, including graffiti removal and restoration work to maintain the integrity of the approved artwork. Graffiti removal must conform to the Caltrans' current policies and guidelines that require prompt removal of offensive messages and timely removal of all other graffiti. Maintenance practices must protect air and water quality as required by law.

## **Removal**

Transportation art that becomes a safety or operational concern due to the lack of adequate maintenance (in the opinion of Caltrans), or deteriorates to a condition beyond the ability of the Permittee(s) to repair, must be removed by the Permittee(s). Caltrans will notify the Permittee(s) when it has determined that the art requires special attention. In the event the Permittee(s) fails to maintain, repair, rehabilitate, or remove the art in a timely manner, Caltrans may remove the art at any point (60) days following notification of the Permittee(s) and bill the Permittee(s) for all costs of removal and restoration of the site area.

Caltrans reserves the right to remove the transportation art prior to the end of its projected lifespan due to construction, rehabilitation, or other necessary activities affecting the transportation facilities without any obligation, compensation to, or approval of the Permittee(s) or artist(s). Caltrans should strive to notify the Permittee(s) of its intent to remove the transportation art to allow for timely removal and salvage by the Permittee(s) or artist(s).

Caltrans reserves the right to remove or alter any art that presents an immediate safety hazard to the public without delay or advanced notification to the Permittee(s) or artist(s).

## **Ownership and Copyrights**

Transportation art located within Caltrans' right-of-way will be considered a benefit to the people of California and will become property of the State. However, any copyright claimed by the artist(s) may be retained by the artist(s), with the expressed expectation that Caltrans reserves the right to reproduce artwork for promotional purposes without paying compensation, regardless of copyright status.

The artist(s) and local agency must agree to relinquish all other rights, statutory or implied, to the transportation art.

## **Artist and Sponsor Recognition**

When approved by Caltrans, the name, identifying logo, or symbol of the artist, local agency, and/or financial sponsor may be placed on or adjacent to the transportation art and is not considered to be "text." Caltrans retains sole discretion for determining the appropriate size, content, colors, and other elements of the artist and/or sponsor recognition. Logos and symbols for artist or sponsor recognition must be provided and maintained by the Permittee(s).

## Design Guidelines for Transportation Art

Proposed transportation art must:

1. Be appropriate to its proposed setting;
2. Be in proper scale with its surroundings;
3. Not create a distraction to the motoring public (e.g., the proposed art should be large enough to interpret at highway speed, but not be so large that it demands attention from the motorist);
4. Be composed of materials that are durable for the projected life span of the project;
5. Be located where the Permittee(s) can safely perform required maintenance as specified in the encroachment permit and in conformance with Caltrans' procedures;
6. Be fully funded for design, installation, maintenance, and removal by others for its projected life span;
7. Conform to provisions of the Outdoor Advertising Act;
8. Not be placed in median areas of controlled-access highways (freeways and expressways);
9. Not imitate, obscure, or interfere with traffic control devices;
10. Not interfere with airspace above the roadway;
11. Not be placed within State highway right-of-way up on trees, rocks or other natural features;
12. Not adversely affect existing structures, drainage patterns or storm water runoff quality, landscaping, natural vegetation, or other planting;
13. Be located outside of the clear recovery zone (as defined in the Highway Design Manual). Transportation art must be placed as far from the traveled way or edge of roadway as is practical, with consideration for the visibility of the art;
14. Not make use of or simulate colors or combinations of colors usually reserved for official traffic control devices described in the American Association of State Highway and Transportation Officials (AASHTO) Manual of Uniform Traffic Control Devices (MUTCD);
15. Not include reflective or glaring surface finishes;
16. Not include illumination that impairs or distracts the vision of transportation system users. Other lighting may be permitted. Lighting may be allowed on structures only when approved by Division of Maintenance Office of Structures Maintenance and Investigations, in accordance with current requirements;
17. Not include blinking or intermittent lights;
18. Not include moving elements (kinetic art) or simulate movement;
19. Not restrict sight distance;
20. Not include any form of advertising that would be in conflict with the Outdoor Advertising Act;



21. Not display text, flags, religious, political, or commercial symbols;
22. Not include commercial symbols, except as allowed in “Artist and Sponsor Recognition”;
23. Be designed to minimize ongoing maintenance needs. Caltrans-approved protective graffiti coatings may be required by Caltrans;
24. Be consistent with Division of Maintenance Office of Structures Maintenance and Investigations inspection requirements, including:
  - Paint used on structures should not fill or obscure cracks. Latex or other flexible type paints may be used on concrete structures only with written permission from the Office of Structures Maintenance and Investigations;
  - Painting of steel structures will only be permitted with written permission from the Office of Structures Maintenance and Investigations;
  - Painted art on concrete structures should avoid load-carrying, stress-bearing structural members, including, but not limited to bridge girders, soffits, columns, and piers. Wing walls and abutments are preferred locations for painted art;
  - Artwork must not impair the necessary inspection of bridges, retaining walls and other structures;
  - To facilitate Caltrans’ inspection access to structures, mural art may be placed on removable panels; and
  - Chipping, blasting, or in any way modifying existing concrete surfaces is prohibited.

### **Submittal of Artwork Proposals**

A transportation art proposal should be supported by the local agency that has jurisdiction in the area where the artwork will be placed.

The local agency will ensure that the proposal is developed in cooperation with the community immediately impacted by the artwork. The local agency will provide an opportunity for public comment on the proposed artwork.

The responsible local agency will secure and document acceptance from the community immediately impacted by the artwork. Such community acceptance may vary, but must ensure that those most affected have an opportunity to express support or opposition to the proposal.

The method of community review will be determined by the responsible applicant local agency, with guidance provided by the district transportation art coordinator. The appropriate method for community review will depend on the nature of the artwork, and may range from developing a signed petition to conducting a noticed public meeting.

The local agency will provide Caltrans an adopted resolution that describes:

1. The local agency's jurisdiction in the vicinity of the project site;
2. The date of public consideration and comment of the proposed art;
3. The local agency's approval of the artwork content;
4. The project's projected life span;
5. The local agency's commitment to ensure maintenance of the artwork, including timely graffiti removal/repair, and removal (or restoration) of the artwork at the end of its life span; and
6. A schedule for commencing and completing project installation.

The artist(s) and local agency will adhere to and remain in compliance with Caltrans' rules, regulations, and any additional restrictions Caltrans may apply to the transportation art project, when working within the State highway right-of-way.

The name, address and telephone number of each person working within the right-of-way to construct, maintain, rehabilitate, or remove art will be provided to Caltrans as part of the permit application initially, and thereafter as changes occur.

Transportation art proposals should be submitted to the district transportation art coordinator. Transportation art proposals will be processed by Caltrans through the encroachment permit process.

### **Procedures for Processing Transportation Art Proposals**

The proposed site for installation of transportation art must be reviewed and approved by Caltrans for safety and environmental considerations prior to approval of an encroachment permit. Safety determinations affecting highway operation, maintenance or tort liability may be documented in a permit engineering evaluation report (PEER) or by other means. Caltrans has sole responsibility for approval of transportation art sites. The local agency and Caltrans must review and approve the proposed transportation art prior to issuance of an encroachment permit.

Additional criteria and permit conditions may be applied to a project as determined appropriate by the district.

Transportation art proposals will be reviewed for compliance with this policy.

The approval of a transportation art proposal must be made with due consideration to safety (location, potential for motorist distraction, accessibility for maintenance, etc.), aesthetics, community support, and maintainability.

As a courtesy, Caltrans may suggest alternative locations when it is necessary to deny the issuance of an encroachment permit due to site conditions.

Transportation art proposals must include:

1. The local agency adopted resolution in support of the art;
2. A resumé of the artist's work and background;
3. A full description of the proposed artwork, including location, proposed life span, construction and installation techniques, details necessary to convey construction methods, and proposed materials, including, but not limited to, paint and protective coatings;
4. Specifications for proposed materials, including Material Data Sheets;
5. A scaled drawing and/or model. Caltrans may furnish necessary site data;
6. Construction schedule;
7. Project cost estimate;
8. Traffic control plan and provisions, when required; and
9. Maintenance plan and schedule.

Proposals that involve freestanding art, or involve the modification of existing Caltrans' structures, must include design plans stamped by an appropriately licensed engineer. These proposals will be submitted by the district transportation art coordinator to the Office of Structures Maintenance and Investigations for review.

Following review and approval by the district transportation art coordinator, the proposal and approval documents will be submitted by the district transportation art coordinator to the district permit engineer for processing. Permit applications for transportation art should be reviewed by district Landscape Architecture, maintenance (including field maintenance and Division of Maintenance Office of Structures Maintenance and Investigations) Structures Design, Safety, Environmental and other appropriate units.

The district transportation art coordinator should send an informational copy of the art proposal, approval documents, permit and as-built information to the Headquarters transportation art coordinator, LAP.

If, at any time during the process the district recommends any changes to or withholds concurrence on a project not yet approved, that proposal may be returned to the artist(s)

for revisions. Once a permit is approved, no changes will be allowed to the art without prior written approval of the district transportation art coordinator and the district permit engineer.

## SECTION 9 Gateway Monuments

### Definition

A gateway monument is defined as any freestanding structure or sign, not integral or otherwise required for the highway facility that communicates the name of a region, community, or area.

### Statutory Authority

Authority for Caltrans to control encroachments within the State highway right-of-way is contained in the *Streets and Highways Code, Chapter 3*.

*Title 23 – Code of Federal Regulations*, which states in part that all real property, including air space, within the right-of-way boundaries of a project shall be devoted exclusively to public highway purposes, governs Caltrans. Caltrans is responsible for preserving such right-of-way free of all public and private installations, facilities or encroachments, except for those with which Federal Highway Administration's (FHWA's) Administrator must approve. FHWA has delegated authority to Caltrans to allow utility encroachments on access controlled highway right-of-way. As gateway monuments are non-utility encroachments, Caltrans does not have the express authority to approve their placement within the State's right-of-way.

### Policy

Refer to the *Design Memo titled Gateway Monument Demonstration Program* and the *Encroachment Permits Manual* for specific information on the Gateway Monument Demonstration Program.



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Looking From WEST BOUND I-80

#1



Google earth



Looking From HORSESHOE BAR Rd.

# 2



Alan S. Hart Freeway

US Census Bureau  
©2014 Google  
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32°05'47.72" N 121°11'22.73" W elev 335 ft

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Eye alt 335 ft

I-80 EASTBOUND @ HORSESHOE BAR BILLBOARD

#3





Alan S. Hart Freeway

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US Census Bureau

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Google earth

feet  
meters



I-80 EASTBOUND, 1950' EAST OF HORSESHOE BAR BILLBOARD

# 4



## VICINITY MAP

- ORANGE HIGHLIGHTED AREAS ARE LOCATIONS A SIGN COULD BE LOCATED.

#5



I-80 EASTBOUND ADJACENT TO "LOOMIS MARKET PLACE" DEVELOPMENT.

#6



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I-80 EASTBOUND OFF RAMP LOCATION

#7



I-80 WEST BOUND ADJACENT TO "THE VILLAGE @ LOOMIS"  
DEVELOPMENT

#8



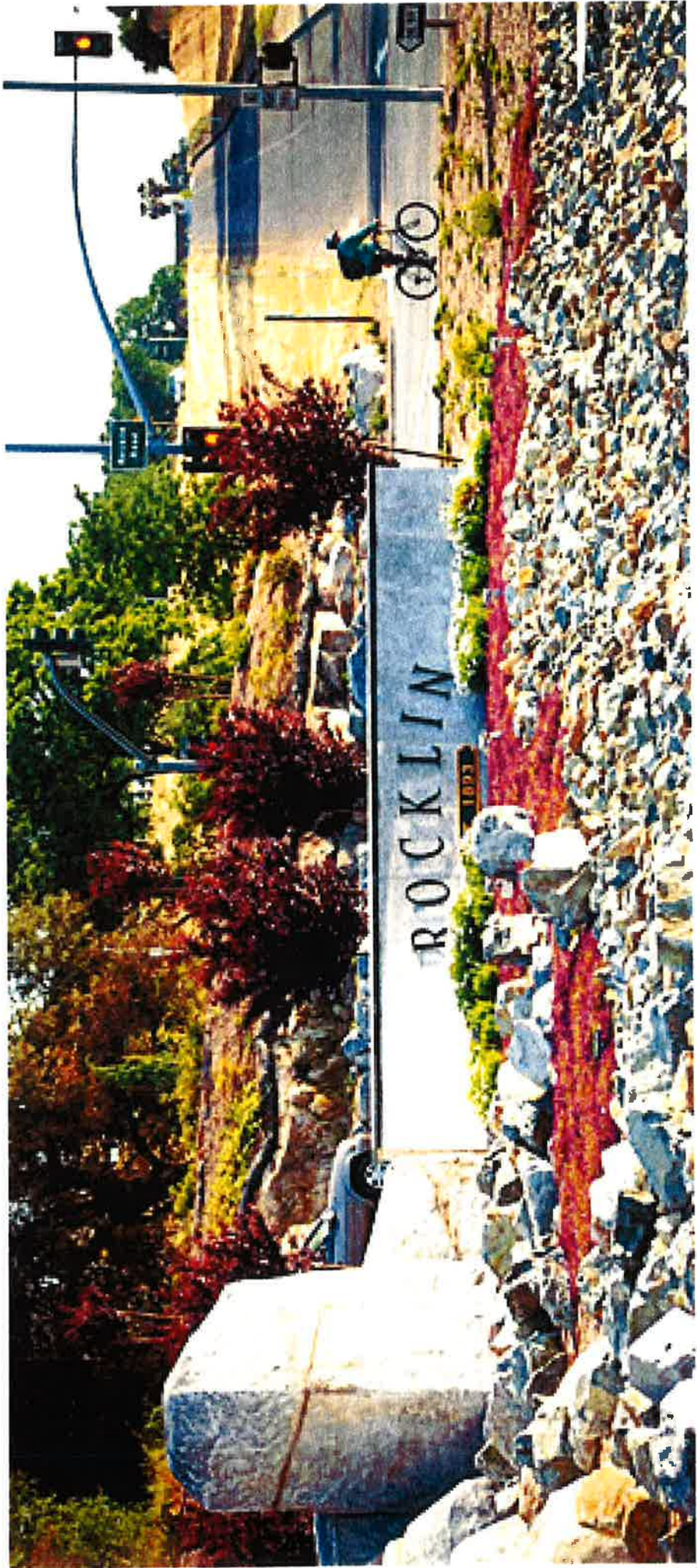
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feet  
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I-80 WESTBOUND OFF RAMP LOCATION

#9



#10

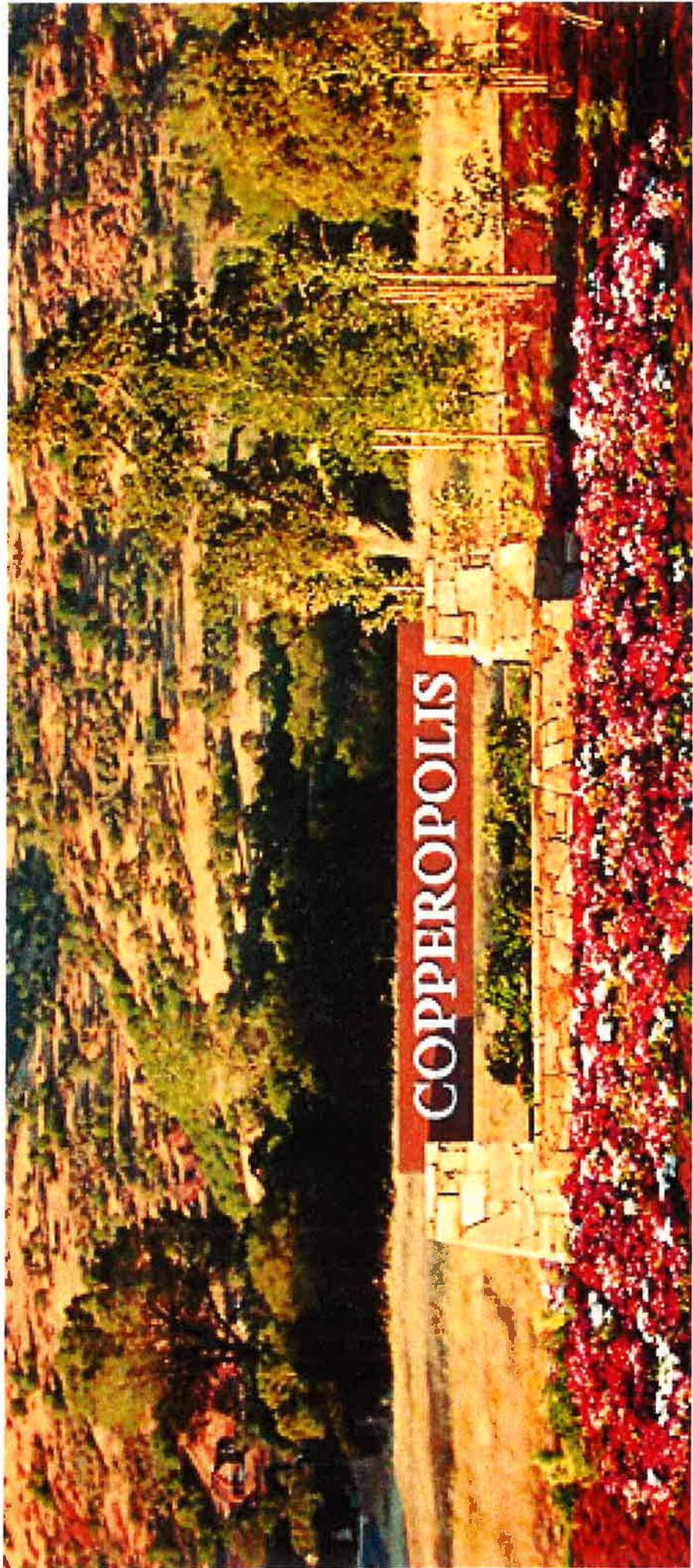


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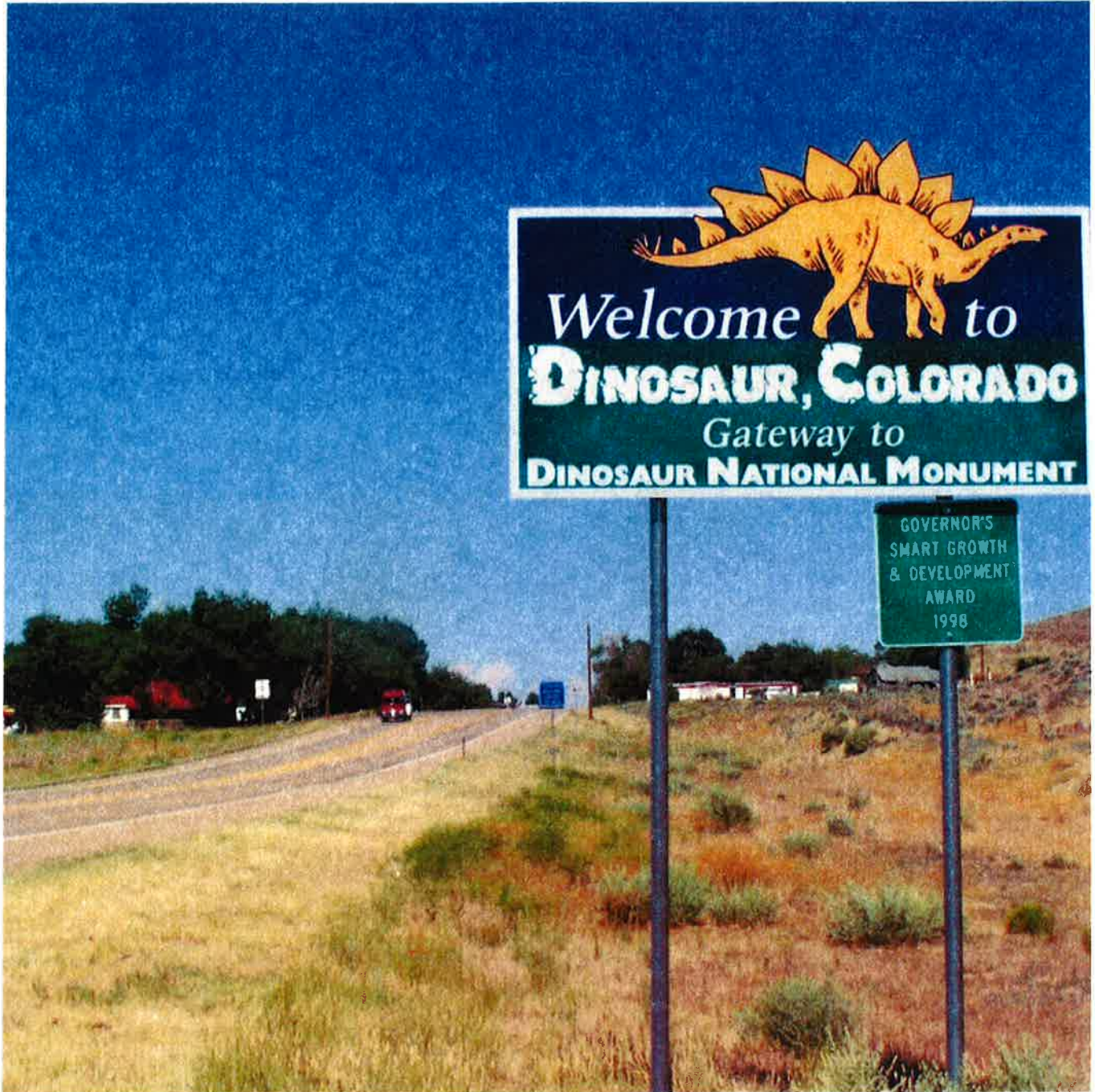


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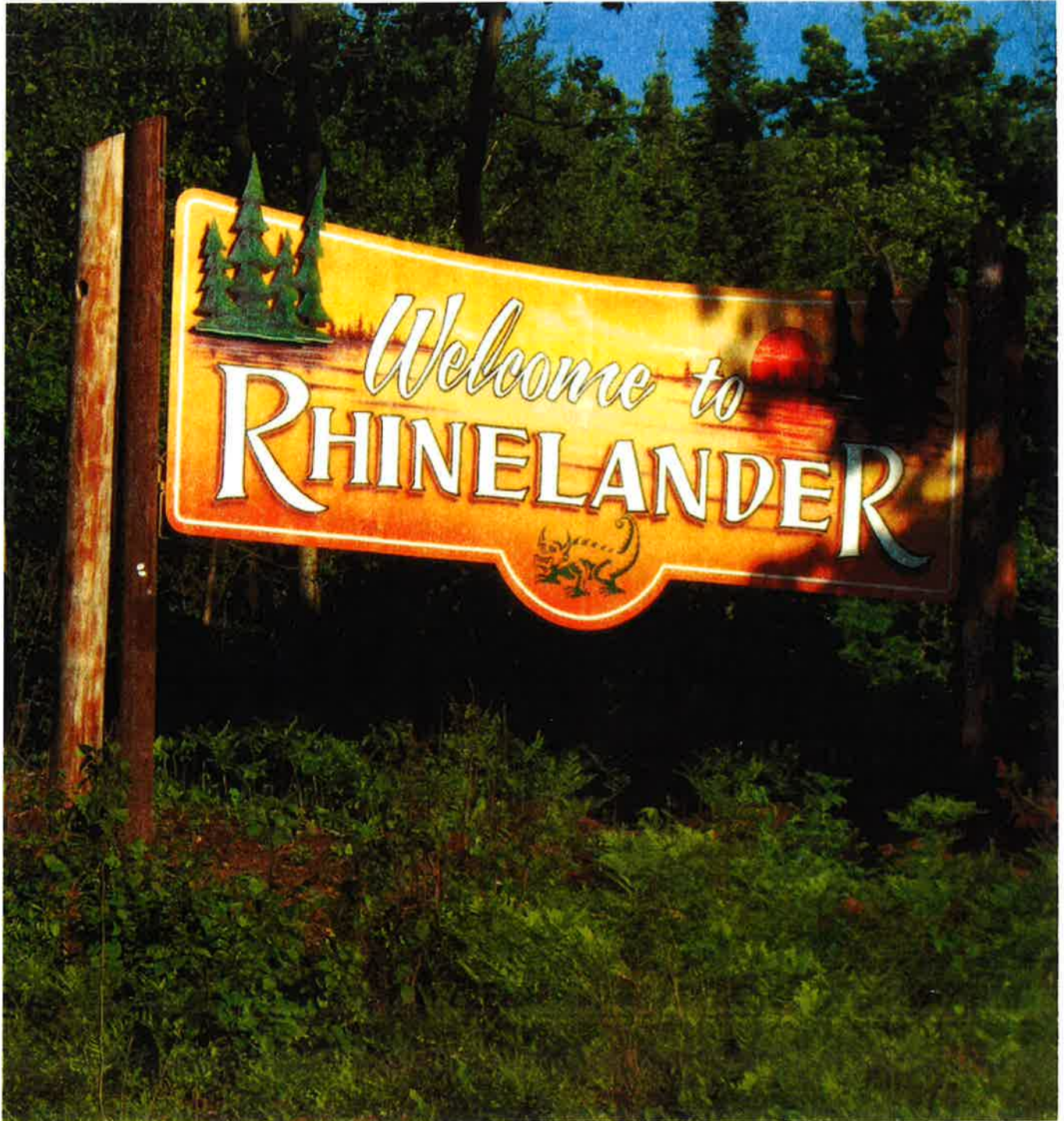
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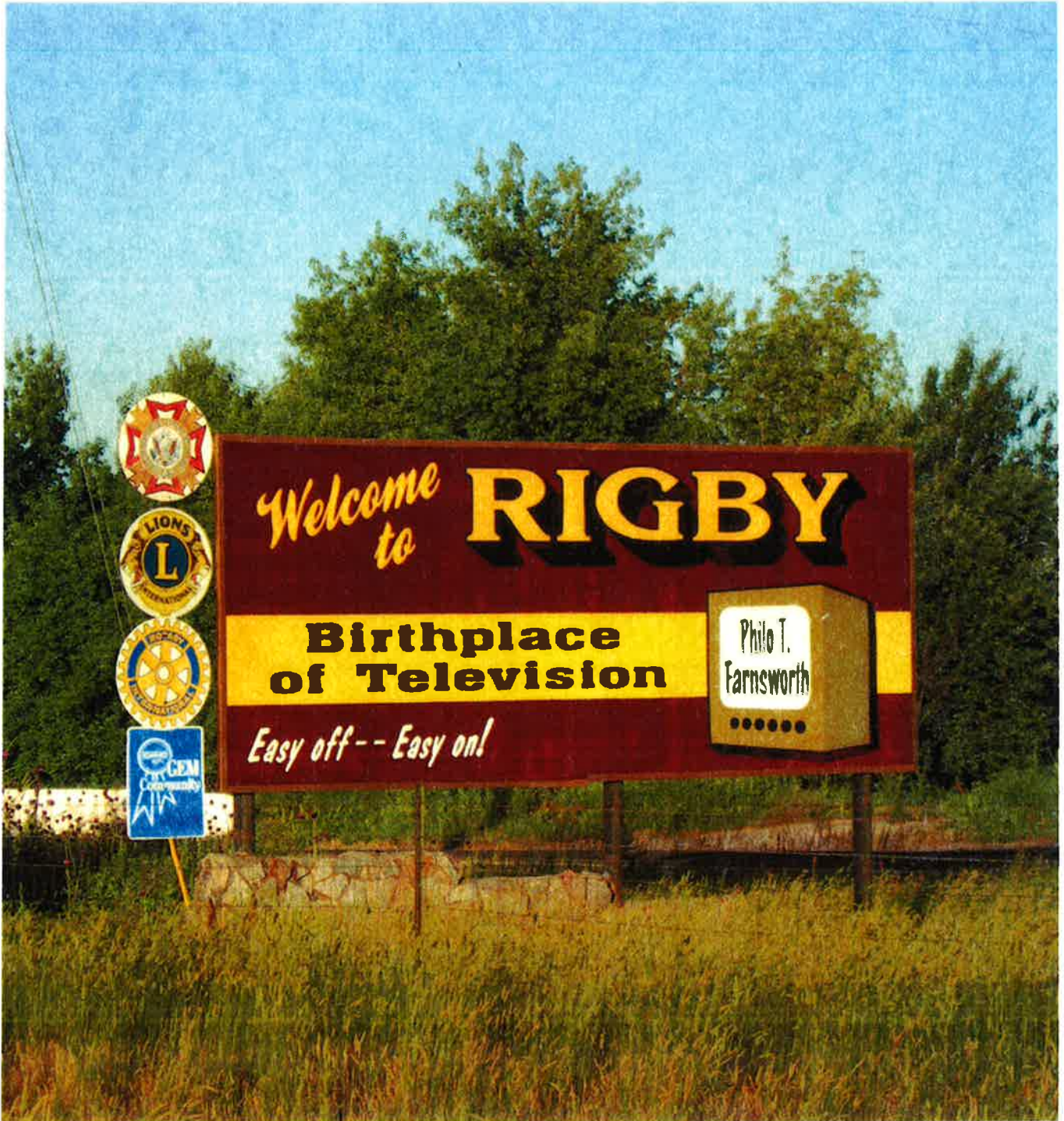
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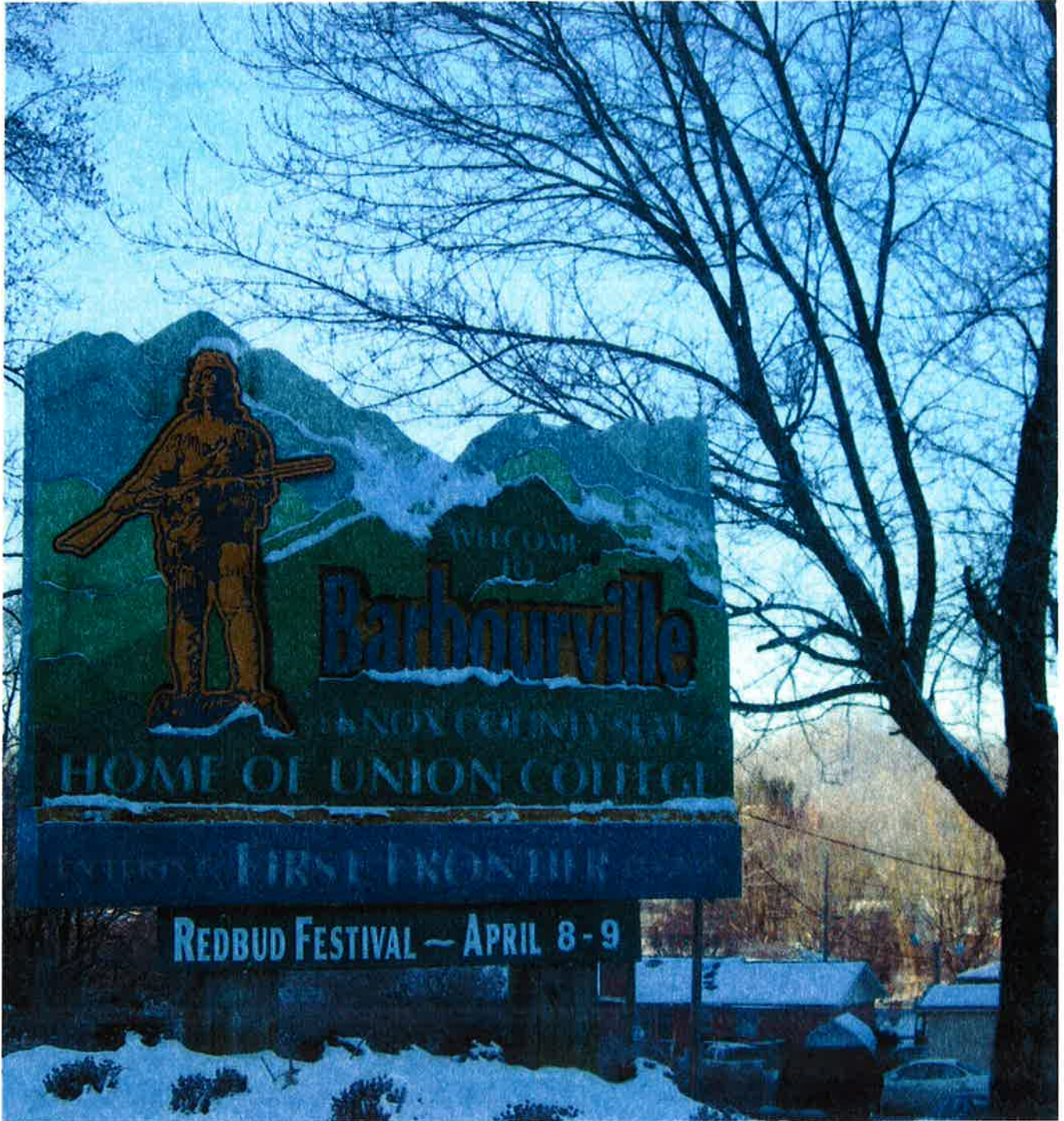
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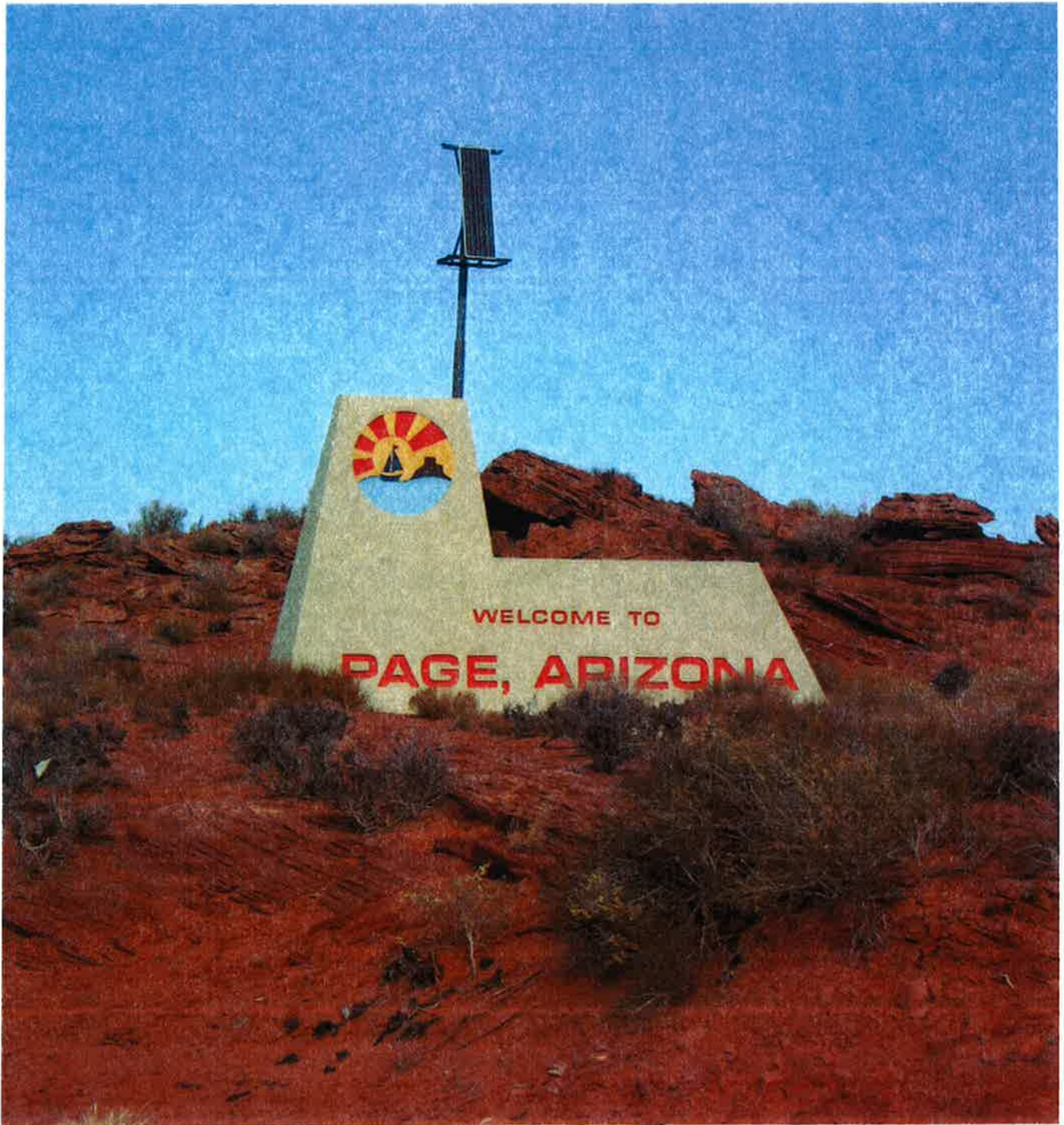
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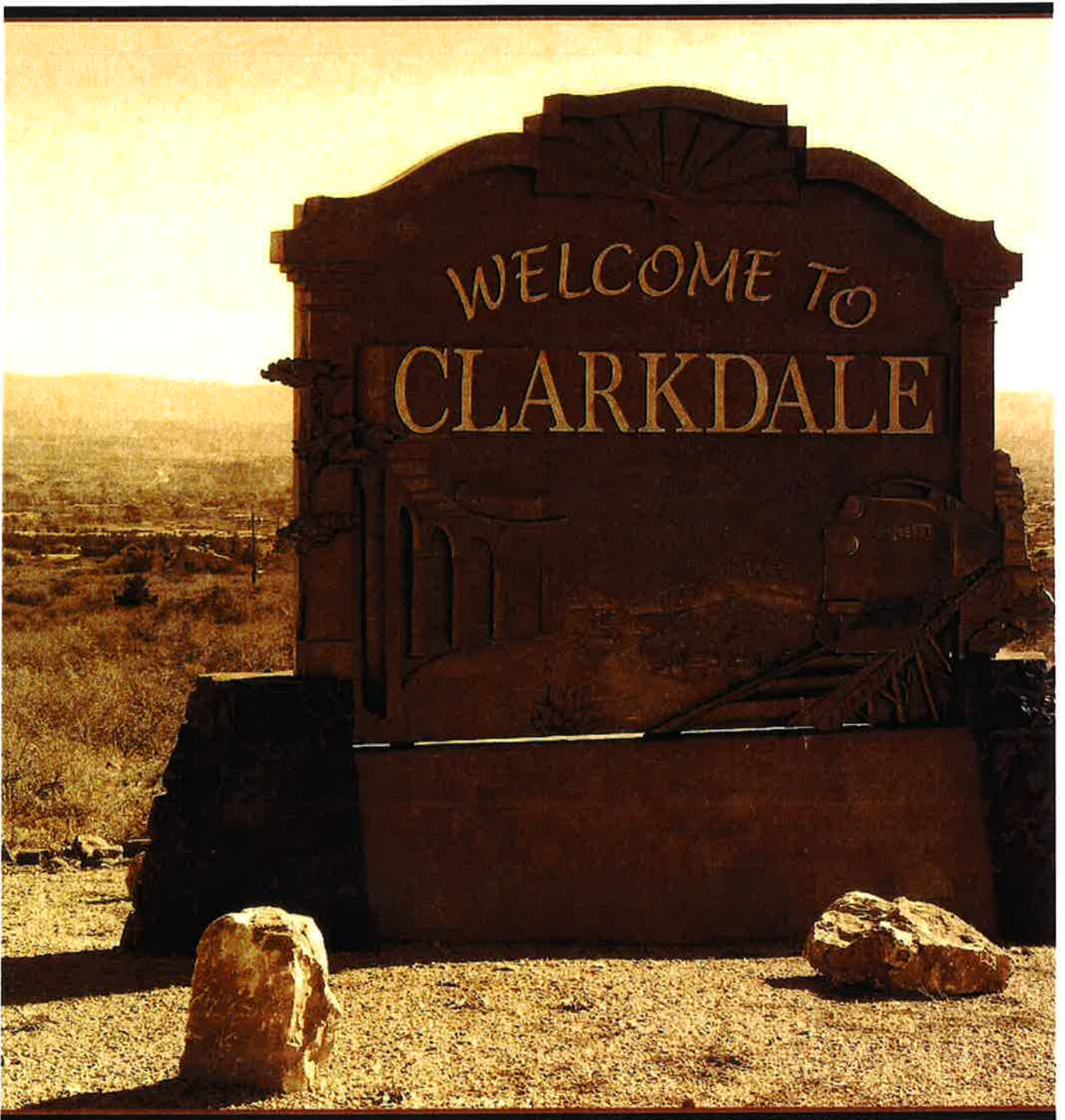
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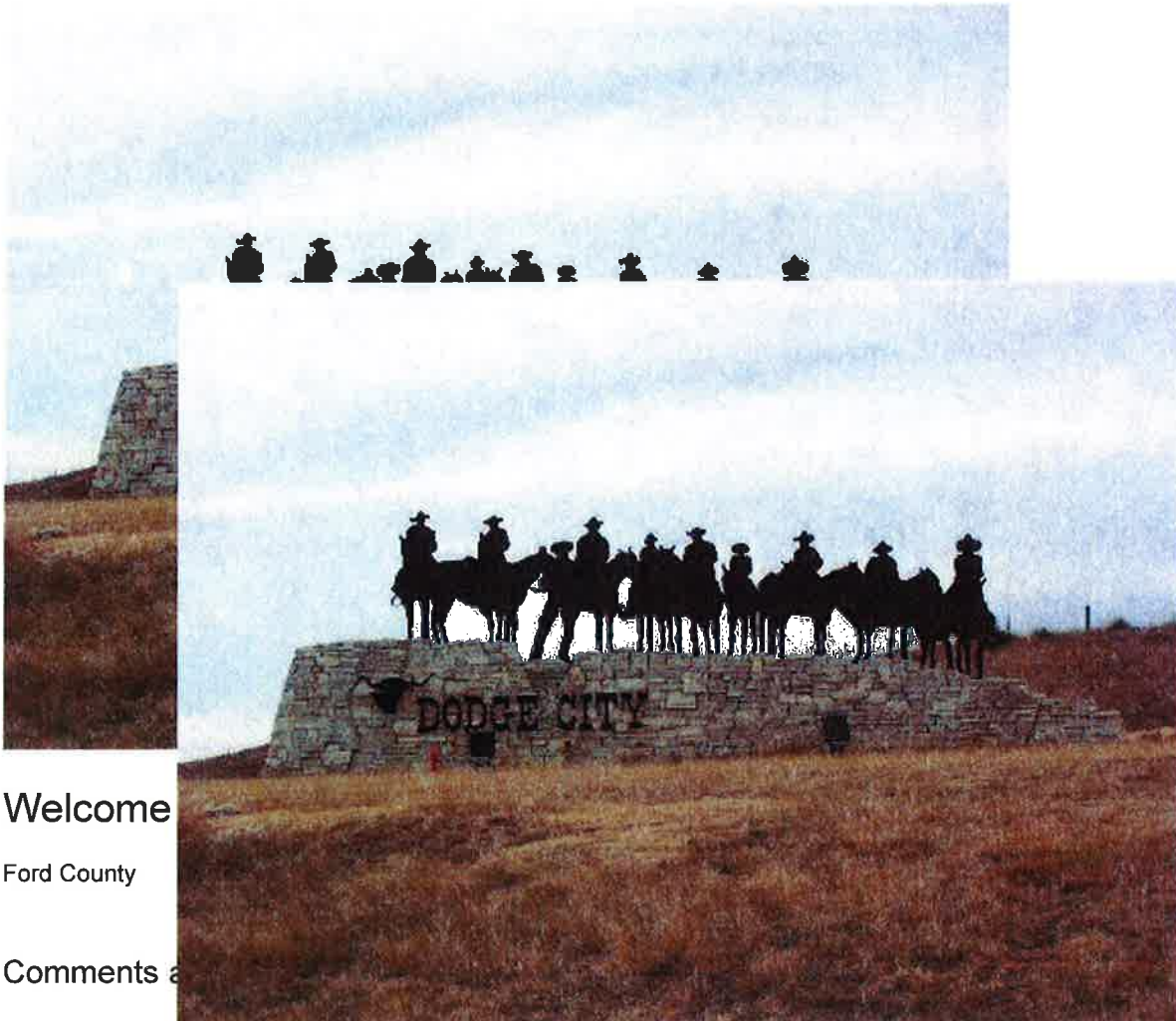


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Welcome to Dodge City, Kansas

By J. Stephen Conn Favorite Comment

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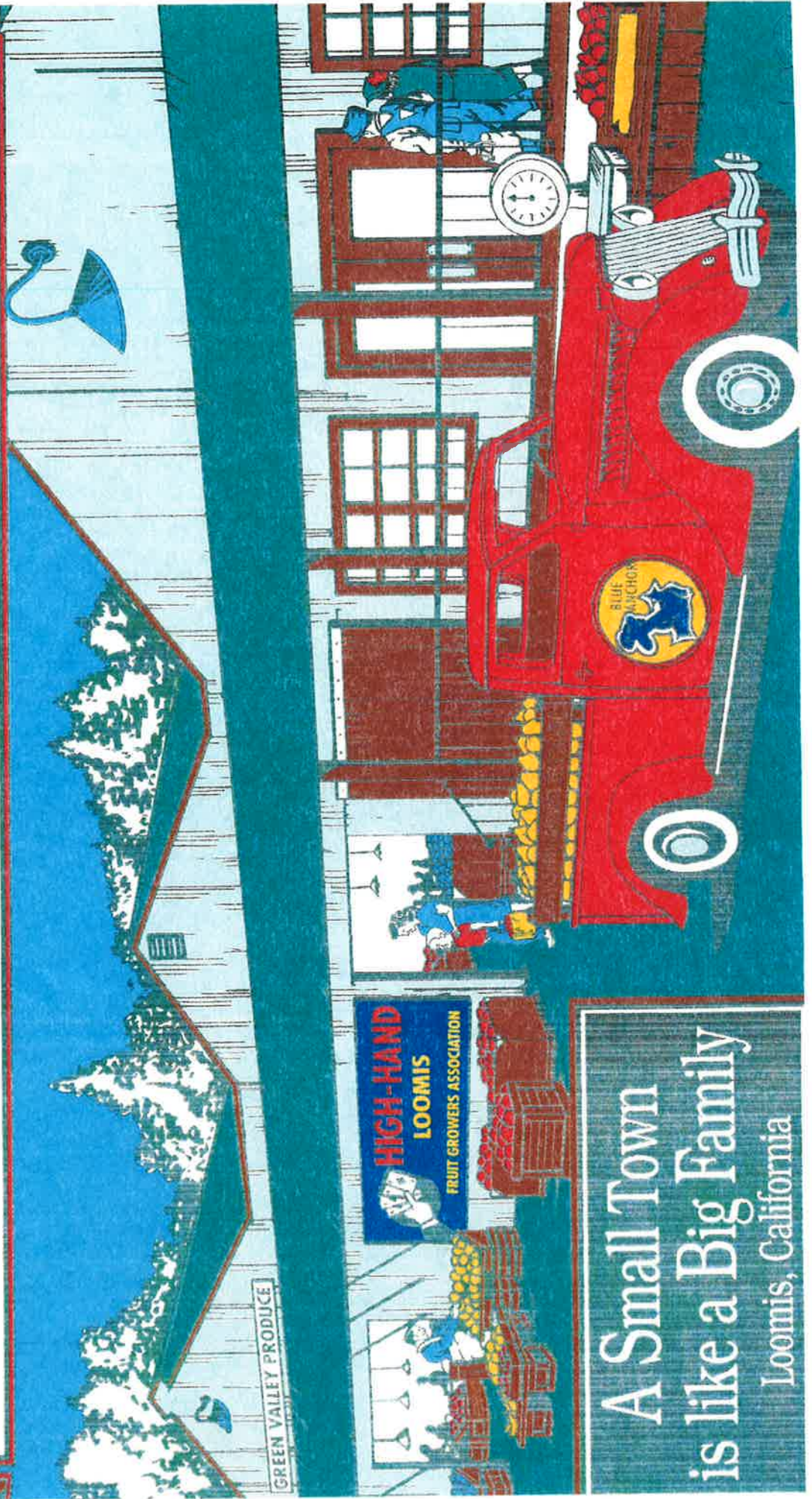
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# 35



# WELCOME TO LOOMIS

A FRIENDLY OLD FASHIONED RURAL COMMUNITY



#36



Alan S. Hart Freeway

I-80 EASTBOUND ADJACENT TO "LOOMIS MARKET PLACE" DEVELOPMENT.

#37



Hart Freeway

WELCOME TO LOOMIS

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Google

36°48'17.78"N 121°11'01.75"W elev: 315 ft

Eye alt: 393 ft

I-80 WEST BOUND ADJACENT TO "THE VILLAGE @ LOOMIS" DEVELOPMENT

#30