

Project Study Report (PSR)

To Request Programming in the 2022 STIP for:

- Project Approval and Environmental Document (PA&ED)
- Plans, Specifications, and Estimate (PS&E)
- Construction

**Main Street, Trinity Street, and Patrick's Point Drive
Pavement Rehabilitation
City of Trinidad**

APPROVED:

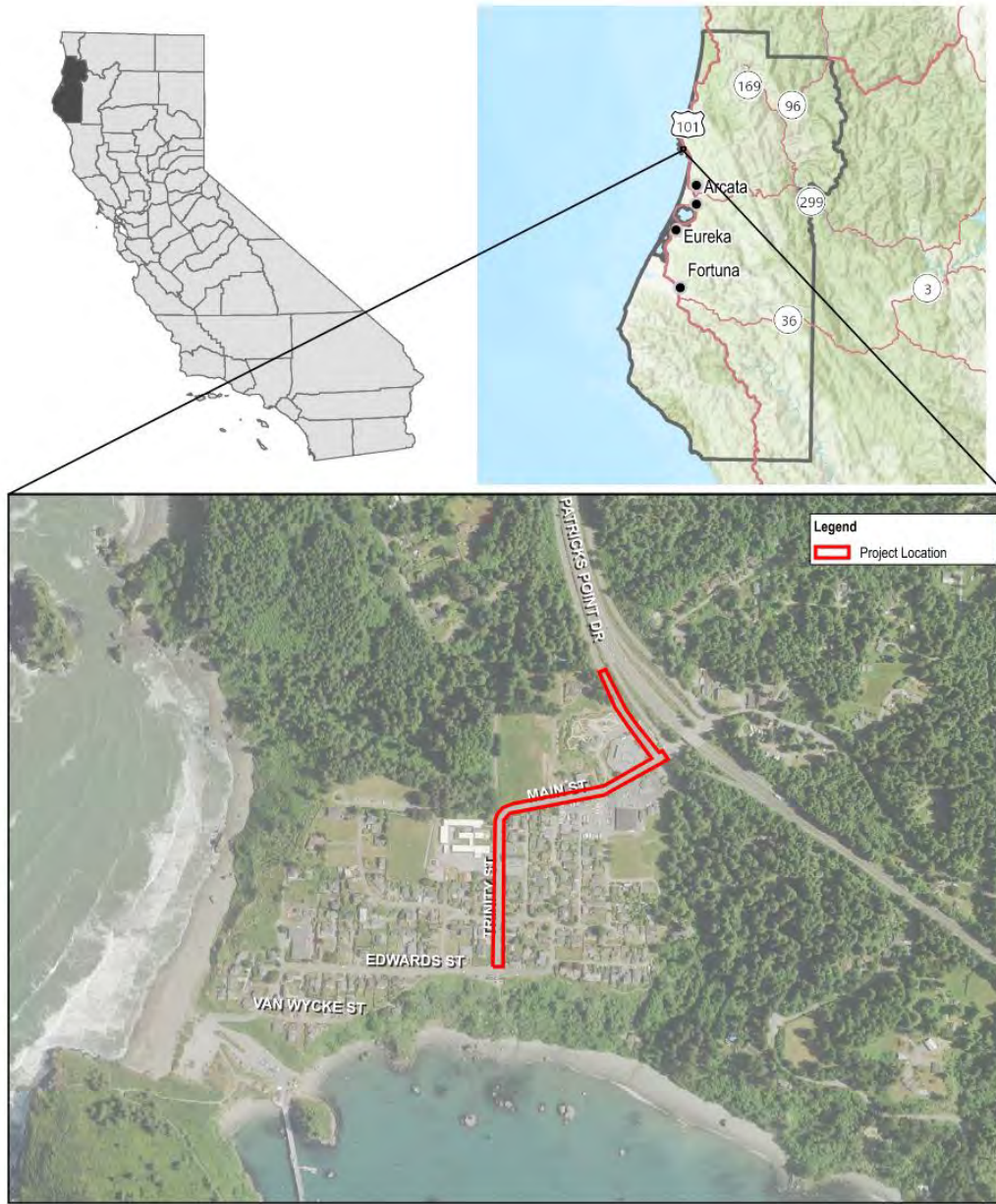


Eli Naffah, Trinidad City Manager

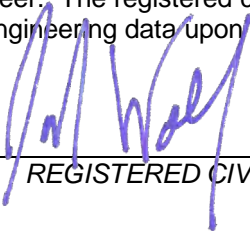
9-15-21

Date

Vicinity Map



This project study report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



REGISTERED CIVIL ENGINEER

9/15/2021

DATE



1. INTRODUCTION

Project Description:

The project includes pavement rehabilitation to Main Street, Trinity Street and Patrick's Point Drive.

Project Limits	Main Street – from Trinity Street to Patrick's Point Drive Trinity Street – from Edward's Street to Main Street Patrick's Point Drive – from Main Street to City Limits
Funding Source	RTIP
Type of Facility	Main Street – Major Collector Trinity Street – Major Collector Patrick's Point Drive – Minor Collector
Anticipated Environmental Determination or Document	CEQA CE

2. BACKGROUND

The project has been a longtime priority as Main Street, Trinity Street and Patrick's Point Drive are the primary routes into and through the City of Trinidad and have the highest Average Daily Traffic (ADT). In recent years the pavement condition has significantly deteriorated on these roads and rehabilitation is needed to maintain the function of the system. Where previous projects in the area were focused on improving pedestrian accessibility through the downtown area, this project is focused on rehabilitating the failed roadway pavement and extending the useful life of the facility.

The improvements included in the project were identified as priorities by the City in 2013. The Humboldt County Association of Governments (HCAOG) provided funding to the City at that time to develop planning level designs and cost estimates of the City's proposed transportation projects in order to prepare the City for future RTIP cycles.

3. PURPOSE AND NEED

Purpose:

The purpose of the project is to rehabilitate and extend the useful life of the roadway pavement on Main Street, Trinity Street, and Patrick's Point Drive.

Need:

Portions of Main Street, Trinity Street, and Patrick's Point Drive are exhibiting signs of extreme pavement distress and failure. These streets are the primary backbone of the City's transportation network and pavement failure would result in significant social and economic impacts to the community (including residents, businesses, and visitors).

4. DEFICIENCIES

Patrick's Point Drive was identified to have a Pavement Condition Index (PCI) of 52 (as of 12/31/16). Main and Trinity Streets received a slurry seal in 2015 in an effort to preserve the pavement condition. Since that time the condition of the pavement has significantly degraded with areas exhibiting signs of extreme pavement distress and failure (e.g. rutting and alligator cracking). Of the three roads, the condition of the pavement on Trinity Street is in the poorest condition. If the pavement condition on all roads is not rehabilitated soon, it will continue to deteriorate and ultimately require the entire roadway to be fully reconstructed.

5. CORRIDOR AND SYSTEM COORDINATION

The improvements included in the project were prioritized in the 2014 and 2017 updates to HCAOG's Regional Transportation Plan (RTP), which were adopted following public meetings and public comments.

6. ALTERNATIVES

The following alternatives were identified that fulfill the project's primary purpose of rehabilitating pavement on Main Street, Trinity Street, and Patrick's Point Drive.

No.	Alternative	Estimated Cost
1	Digouts and Overlay on Main Street, Trinity Street and Patrick's Point Drive	\$ 655,000
2	Digouts on Main Street, Trinity Street and Patrick's Point Drive, and overlay on Main Street and Trinity Street	\$ 635,000
3	Digouts on Main Street, Trinity Street and Patrick's Point Drive, and overlay on Trinity Street	\$ 475,000*
4	Digouts on Main Street, Trinity Street and Patrick's Point Drive	\$ 320,000
5	Digouts and Overlay on Trinity Street Only	\$ 300,000

*Preferred Alternative

Because it best meets the purpose and need, Alternative No. 1 (Digouts and Overlay on Main Street, Trinity Street and Patrick's Point Drive) would be the preferred alternative if funding was available. However, because of an expected limitation in the availability of STIP funds to the City of Trinidad, Alternative No. 3 (Digouts on Main Street, Trinity Street and Patrick's Point Drive, and overlay on Trinity Street) was identified as the preferred alternative. Alternative No. 3 fulfills the purpose and need as it completely rehabilitates the pavement on Trinity Street (20 year expected life) and repairs the failed areas on Main Street and Patrick's Point Drive. With Alternative No. 3, additional rehabilitation treatments (e.g. microsurface or HMA overlay) is expected to be required on Main Street and Patrick's Point Drive within the next 10 years.

7. ENVIRONMENTAL COMPLIANCE

The Project meets the definition of a "project" under Section 15378 of the California Environmental Quality Act of 1970, as amended (CEQA). As the "project sponsor," the City of Trinidad would be the CEQA Lead Agency.

This project includes the rehabilitation of existing pavement and other improvements entirely within the existing public right-of-way. It is anticipated that the project will qualify for a CEQA Notice of Exemption (NOE) and that no federal funding will be used and therefore NEPA clearance will not be required (not applicable). The project is located in the California Coastal Zone therefore a Coastal Development Permit (CDP) (City of Trinidad's Coastal Plan jurisdiction) is expected to be required.

8. FUNDING AND PROGRAMMING

Funding:

The project will be funded by the HCAOG RTIP.

Programming:

Fund Source	Fiscal Year Estimate								
HCAOG RTIP	Prior	21/22	22/23	23/24	24/25	25/26	26/27+	Future	Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support			29						29
PS&E Support			29						29
Right-of-Way									0
Construction				417					417
Total			58	417					475

9. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Year)
PROGRAM PROJECT	12/2021
BEGIN ENVIRONMENTAL (PA&ED) PHASE	8/2022
COMPLETE ENVIRONMENTAL DOCUMENT (CEQA CE)	12/2022
END ENVIRONMENTAL PHASE (PA&ED MILESTONE)	2/2023
BEGIN DESIGN (PS&E) PHASE	4/2023
END DESIGN PHASE (RTL MILESTONE)	10/2023
BEGIN RIGHT-OF-WAY PHASE	N/A
END RIGHT-OF-WAY PHASE	N/A
BEGIN CONSTRUCTION PHASE	12/2023
END CONSTRUCTION PHASE	12/2024
BEGIN CLOSEOUT PHASE	1/2025
END CLOSEOUT PHASE	6/2025

10. EXTERNAL AGENCY COORDINATION

The project requires the following agency coordination:

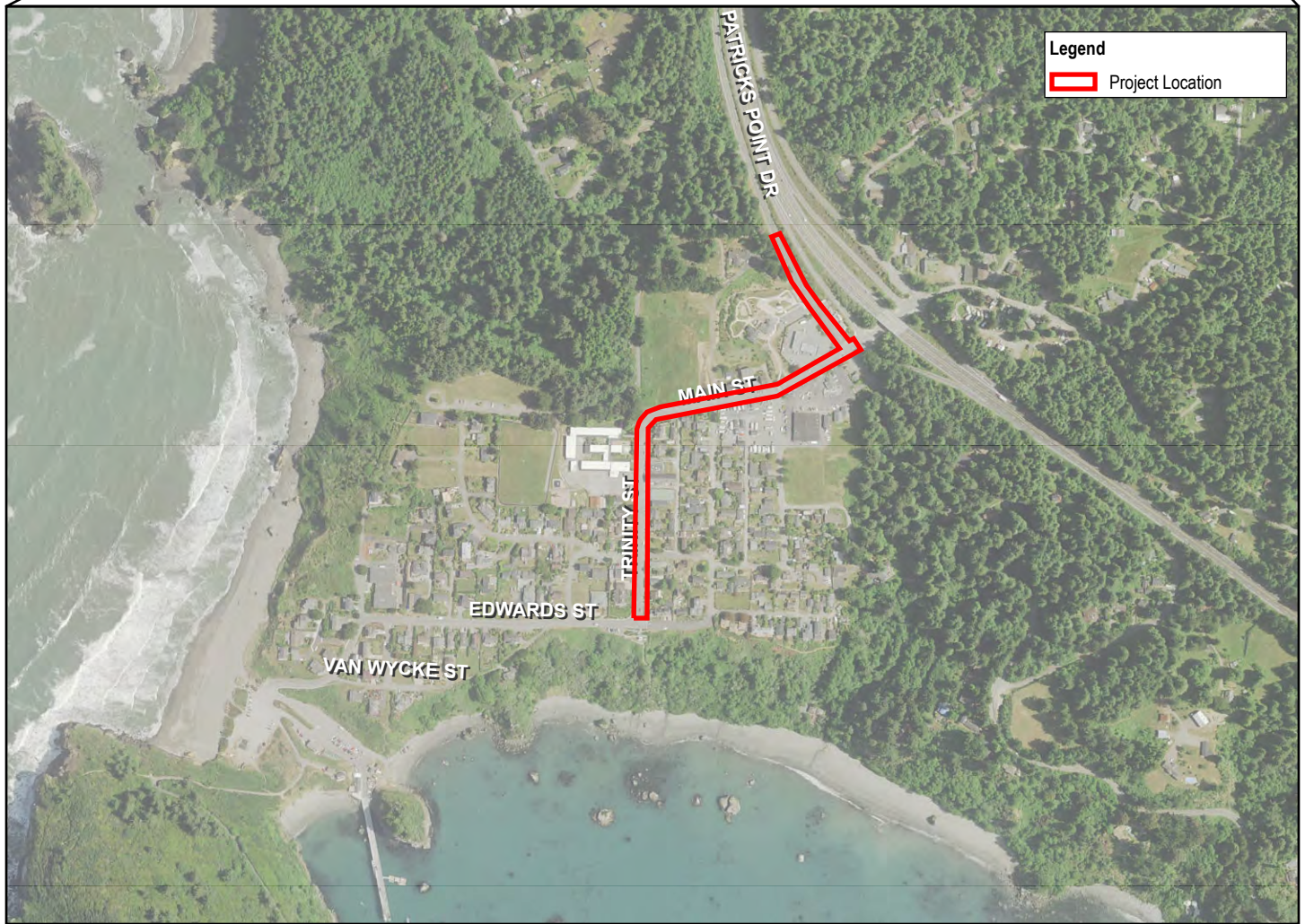
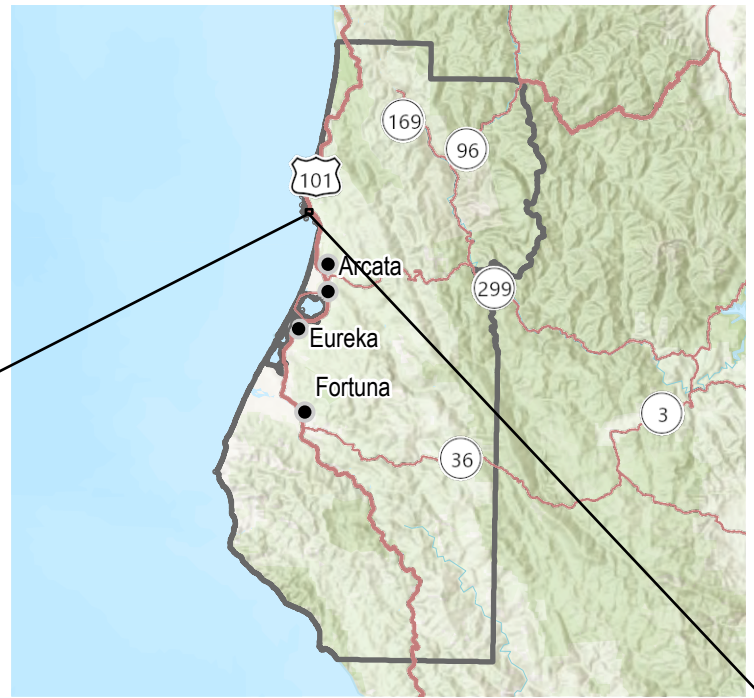
Local Coastal Program

California Public Resources Code Division 20 (California Coastal Act)
Coastal Development Permit

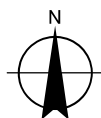
11. ATTACHMENTS

- A. Location Map
- B. Representative Project Photos
- C. Engineer's Estimate

Attachment A - Location Map



Paper Size ANSI A
0 220 440 660 880
Feet
Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California 1 FIPS 0401 Feet



City of Trinidad
Main Street, Trinity Street, and Patrick's Point Drive
Pavement Rehabilitation

Project No. 11194120-01
Revision No. -
Date Sep 2021

Vicinity Map

FIGURE 1

Attachment B - Representative Project Photos









Attachment C - Engineer's Estimate

Planning Level Cost Estimate

Agency: City of Trinidad

Project Name: Main Street, Trinity Street, Patrick's Point Drive Rehabilitation

Project Location: Trinidad California

Date of Estimate: September 15, 2021

Item No.	Description	Quantities				Units	Unit Cost	Total
		Trinity Street	Main Street	Patrick's Point Drive	Total			
1	Mobilization (10%)	--	--	--	1	LS	\$23,000	\$23,000
2	Temporary Traffic Control (10%)	--	--	--	1	LS	\$23,000	\$23,000
3	Minor Items (5%)	--	--	--	1	LS	\$12,000	\$12,000
4	Construction Area Signs	--	--	--	1	LS	\$5,000	\$5,000
5	Water Pollution Control	--	--	--	1	LS	\$3,000	\$3,000
6	Replace Asphalt Concrete Surfacing	92	84	68	244	CY	\$500	\$122,000
7	Cold Plane Asphalt Concrete - Conform Grinding	1147	0	0	1147	SY	\$15	\$17,205
8	Hot Mix Asphalt Overlay	301	0	0	301	TON	\$175	\$52,675
9	Raise Manhole to Grade	4		0	4	EA	\$1,500	\$6,000
10	Raise Utility Cover to Grade	6	6	0	12	EA	\$1,000	\$12,000
11	6-Inch Thermoplastic Traffic Stripe	910	970	760	2640	LF	\$2	\$5,280
12	Thermoplastic Pavement Marking	370	322	58	750	SF	\$10	\$7,500
		Construction Capital Subtotal						\$289,000
		Construction Contingency (25%)						\$72,250
		Construction Capital Total						\$361,250
Total Project Costs								
E&P (PA&ED)								\$29,000
PS&E								\$29,000
Right of Way								\$0
Construction Engineering								\$55,000
Construction Capital Total								\$361,250
Total Project Cost								\$474,250
Call								\$475,000