

HCAOG
2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) –
PROJECT CANDIDATE FORM

RTIP programming background:

If the project is on a State Highway, a Project Study Report (PSR) is required. If not, a PSR equivalent is required. The PSR equivalent at a minimum must be adequate to define and justify the project scope, cost and schedule. The PSR or PSR equivalent must be submitted with this programming request.

Applicant Agency:

Project Title:

Total Funding Requested:

Of the total funding, amount for active transportation components of project:

Project Purpose: What transportation deficiency will this project address (safety, congestion, operations, plan implementation, etc.)? If a safety project, will the project reduce fatalities or number and severity of injuries?

Project Location (community name, corridor, street name, etc.):

Project Description:

Is the project in the 2022 RTP?

Yes No

Are you requesting State only funding?

Yes No

What community engagement activities have been conducted for this project so far?

To the maximum extent feasible, have complete streets elements been included in the project? Explain.

If a rehabilitation project, is it located on a federal-aid eligible road (higher than a local or minor collector road? Link to Caltrans maps: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps

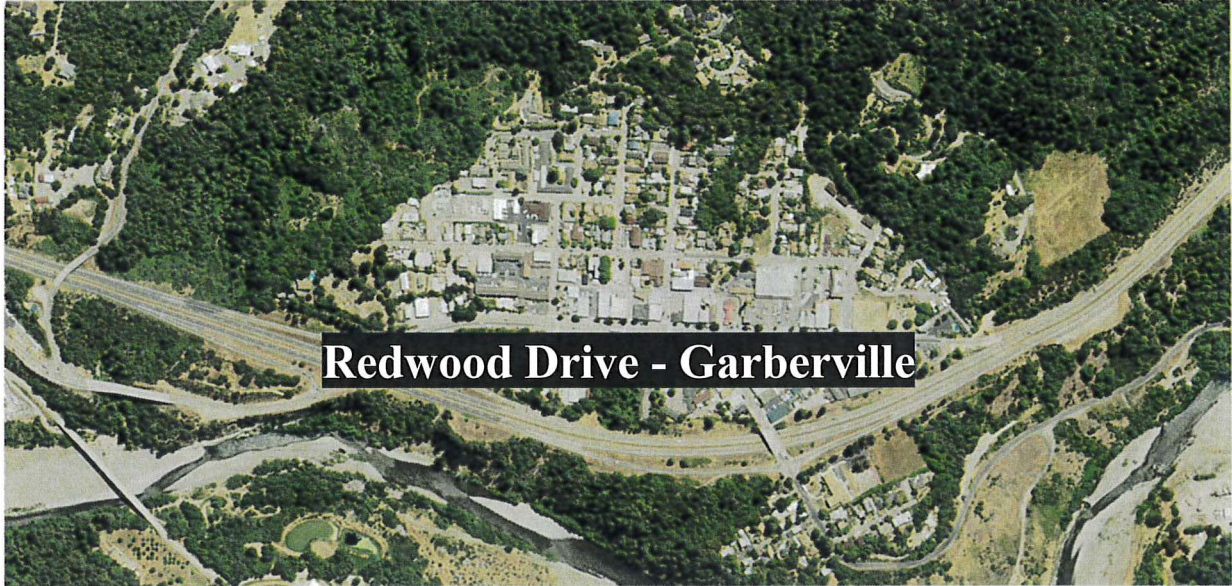
Yes No

Provide Project Component funding needs:

Project Component	Cost Estimate	STIP Funding Request	Other fund contribution	Allocation Schedule
Environmental Studies & Permits	\$	\$	\$	
Plans, Specifications & Estimates	\$	\$	\$	
Right of Way	\$	\$	\$	
Construction	\$	\$	\$	
Total	\$	\$	\$	

Please describe any other relevant information about this project you feel will be useful in project selection. Additional attachments (i.e. maps, photos) may also be included with the submittal.

PROJECT STUDY REPORT



To
Request Programming in the 2024-2026 Fiscal Year Capital Support for:

- Environmental Studies and Document
- Preliminary Design
- Right of Way
- Construction

On: Redwood Drive (6B 105)

For Vehicle, Bicycle, and Pedestrian Improvements in Garberville
Between PM 0.00 and PM 0.50

APPROVAL RECOMMENDED:


PROJECT MANAGER 10/6/2023

APPROVED:


PUBLIC WORKS DIRECTOR

10/6/23
tjAT

This Project Study Report has been prepared under the direction of the following Registered Engineer. The registered Civil Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.



Tony R. Seghetti
REGISTERED CIVIL ENGINEER



DATE



**PROJECT STUDY REPORT
VEHICLE, BICYCLE, AND PEDESTRIAN IMPROVEMENTS ON
REDWOOD DRIVE IN GARBERVILLE**

INTRODUCTION

This project consists of the environmental studies, preliminary engineering, right of way, and construction of vehicle, bicycle, and pedestrian improvements on Redwood Drive from the southerly terminus (Post Mile 0.00) at SH101 to the SH101 on-ramp at the north end of Garberville (Post Mile 0.50). This Project Study Report (PSR) establishes the schedule and budget for the environmental studies, preliminary engineering, right of way, and construction needed for the community of Garberville while adhering to the guidelines of the Complete Streets Act.

BACKGROUND

Redwood Drive is the old Highway 101 corridor. Highway usage was discontinued in the 1960's when the freeway alignment was constructed on an alternate alignment. The community of Garberville has grown and the use of Redwood Drive has become congested with all modes of users. The Complete Streets Act requires that California cities and counties adopt transportation plans that accommodate all users of roadways including pedestrians, public transit, bicyclists, the elderly, motorists, and the disabled. The aim of the Garberville project is to improve, retrofit and reconstruct existing sidewalks and roads and to provide safe and convenient travel by all users.

PURPOSE AND NEED

Redwood Drive has the highest average daily traffic load in Southern Humboldt. Current counts in the reach addressed by this project study report are approximately 9,800 vehicles per day.

An average of 5 accidents occurs annually on this stretch of road, making it one of the higher accident zones in the County road system.

The County has completed improvements on all other sections of Redwood Drive including a bridge project over Bear Gulch which replaced a narrow, functionally obsolete concrete arch bridge with a wider bridge and capable of handling the growth of motorist, pedestrian and bicyclist usage. The Garberville portion of Redwood Drive is characterized by pedestrian and vehicular congestion, deteriorating roadway surface, insufficient pedestrian facilities, higher speeds due to on/off ramps, and a budding business hub for much of the greater southern Humboldt area. A complete streets solution has an opportunity to improve the safety of the business loop corridor that is shared by motorists, bicyclists and pedestrians.

ALTERNATIVES

The project development phase will analyze the complete streets objectives and develop alternatives. Project development will seek community and business participation to further develop the goals and objectives. Community support is essential to the design.

Objectives of the Redwood Drive, Garberville Project (Complete Streets Act):

- Balanced Mode Share/Complete Streets
- Economic Vitality
- Efficient & Viable Transportation System
- Environmental Stewardship
- Equitable & Sustainable Use of Resources
- Safety

ANALYSIS OF PROPOSAL

Preliminary design will require a topographic survey of existing roadway features within the right of way. Analysis and design of ADA curb ramps and intersection treatments will be performed and implemented for appropriate locations on the alignment.

The following is a summary of the estimate of project costs:

<i>Environmental Studies</i>	<u>\$ 50,000</u>
<i>Preliminary Engineering</i>	<u>\$ 1,200,000</u>
<i>Right of way</i>	<u>\$ 50,000</u>
<i>Construction</i>	<u>\$ 9,500,000</u>

Requested Allocation Total \$ 10,800,000

SYSTEM PLANNING

Redwood Drive is the principal access to Southern Humboldt County's largest community. The portion of roadway that is the subject of this PSR remains in nearly the same condition as when it transitioned from use as Highway 101 in the 1960's. In the intervening period of time the population of Southern Humboldt has grown significantly.

This project promotes a balanced multi-modal access for all users and seeks to eliminate barriers for disabled users. In addition to providing an inter-connected transit, pedestrian and bicycle facilities, users of Redwood Drive will enjoy safer access to business and community functions.

HAZARDOUS MATERIALS/WASTE

There are no known hazardous waste sites within or immediately adjacent to the bounds of the proposed project.

TRAFFIC MANAGEMENT PLAN

The width of the existing roads and right of way will allow for traffic to be detoured to one side or the other during shoulder work. Construction activities can be staged and scheduled so that traffic control will create minimal inconvenience to the motoring public and community events.

Public notification of pending construction in local media in conjunction with electronic message signs will also be used to advertise construction activities and allow the public to select alternative routes to avoid the construction area.

ENVIRONMENTAL CLEARANCE

The proposed project is in urbanized area so impacts to the environment will be limited. The proposed project does not increase the motorist capacity of the roadway.

Environmental documents will be prepared in compliance with the California Environmental Quality Act (CEQA). Preliminary indications are that this project would qualify for Categorical Exemption, but contingencies are in place to prepare Initial Study documentation as necessary. Public meetings and public input will be recorded and included in environmental documentation.

FUNDING/SCHEDULING

This proposal seeks sufficient **state-only** funds to cover the project costs, but the County will accept Federal funds as necessary. The following is a tentative milestone schedule for the completion of the project:

Project Study Report Approved		03/22/24
Begin Environmental (PA&ED) Phase & Project Development Phase		06/01/24
Circulate Draft Environmental Document	Document Type CE	08/01/24
End PA&ED		08/30/24
Design (PS&E) Phase		09/01/24
Right of Way		10/01/25
Construction		04/01/26

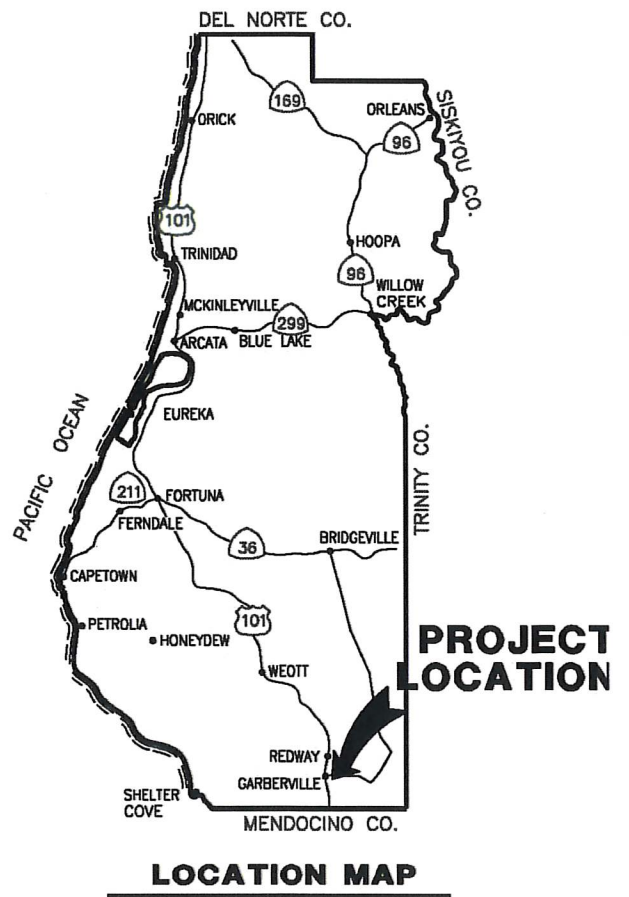
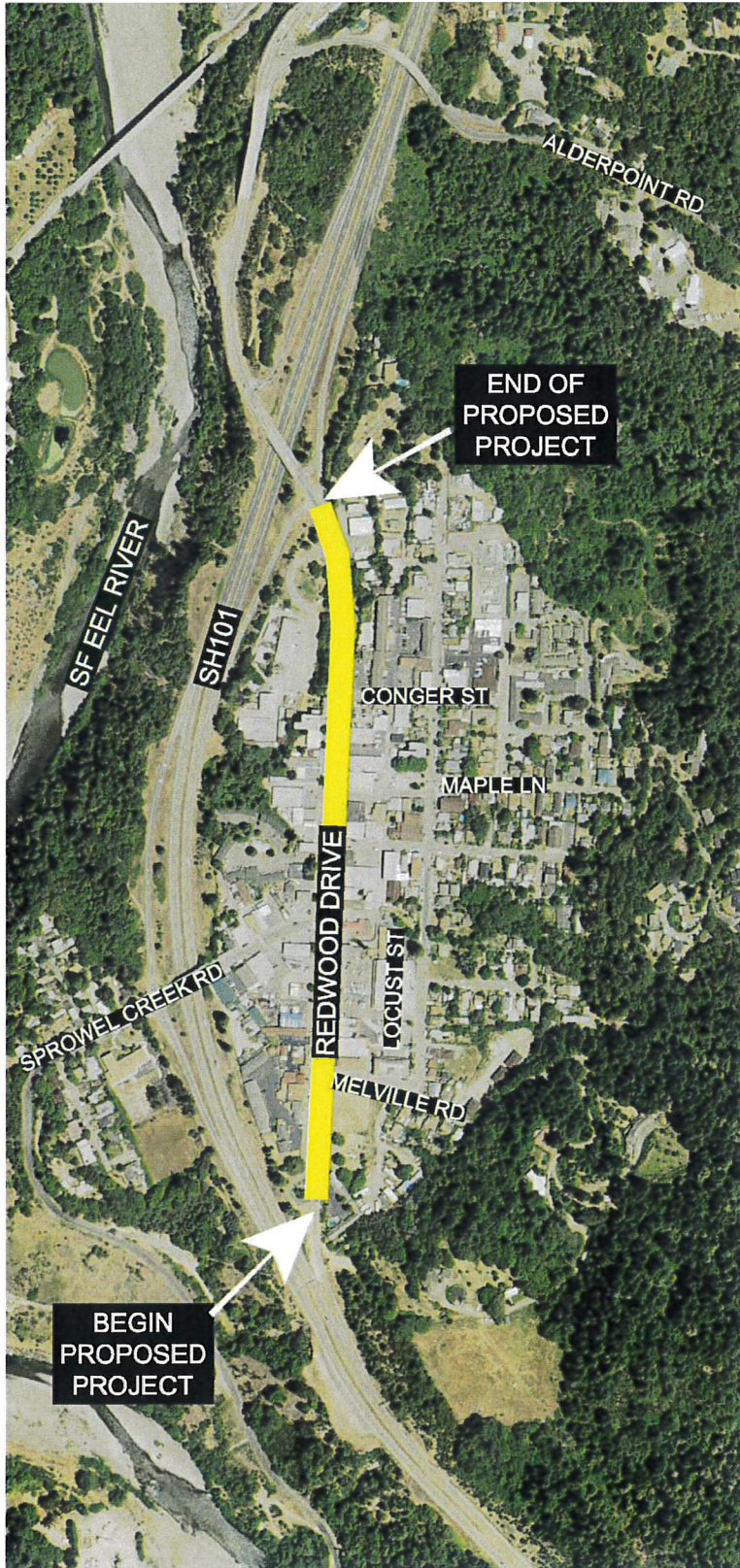
RESPONSIBLE AGENCY

Agency: Humboldt County Department of Public Works
Contact Person: Tony Seghetti
Phone No.: (707) 445-7377
Address: 1106 Second Street
Eureka, CA 95501

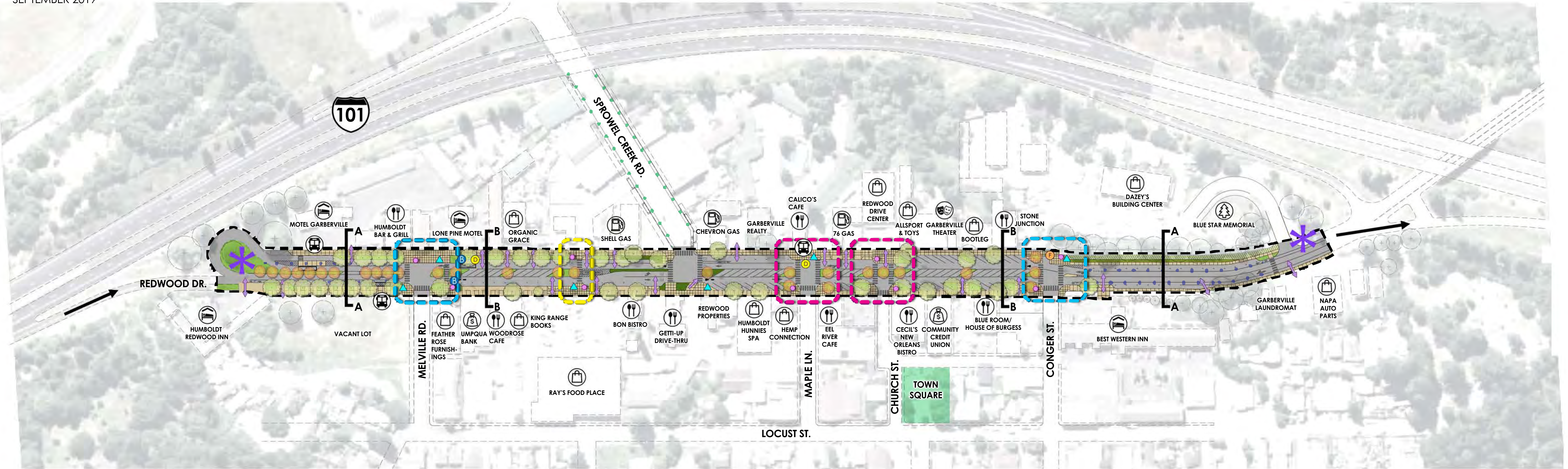
ATTACHMENTS

Figure 1 Project Location Map
Figure 2 Conceptual Plan

FIGURE 1 – PROJECT LOCATION MAP

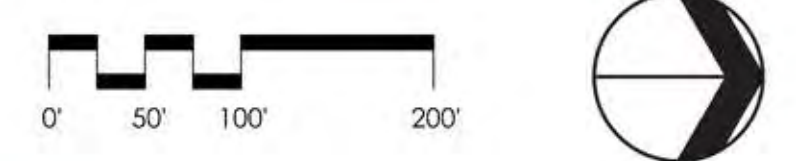


LOCATION MAP



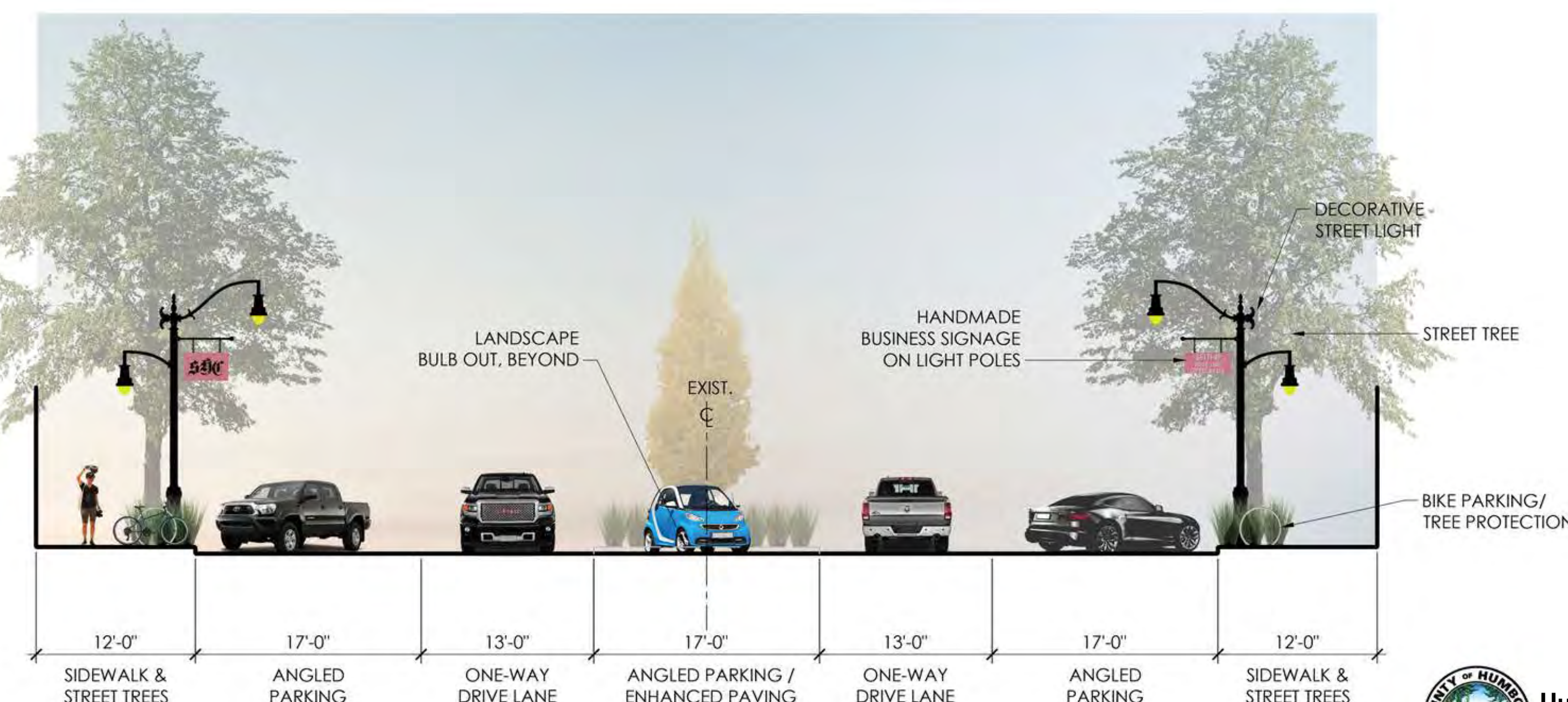
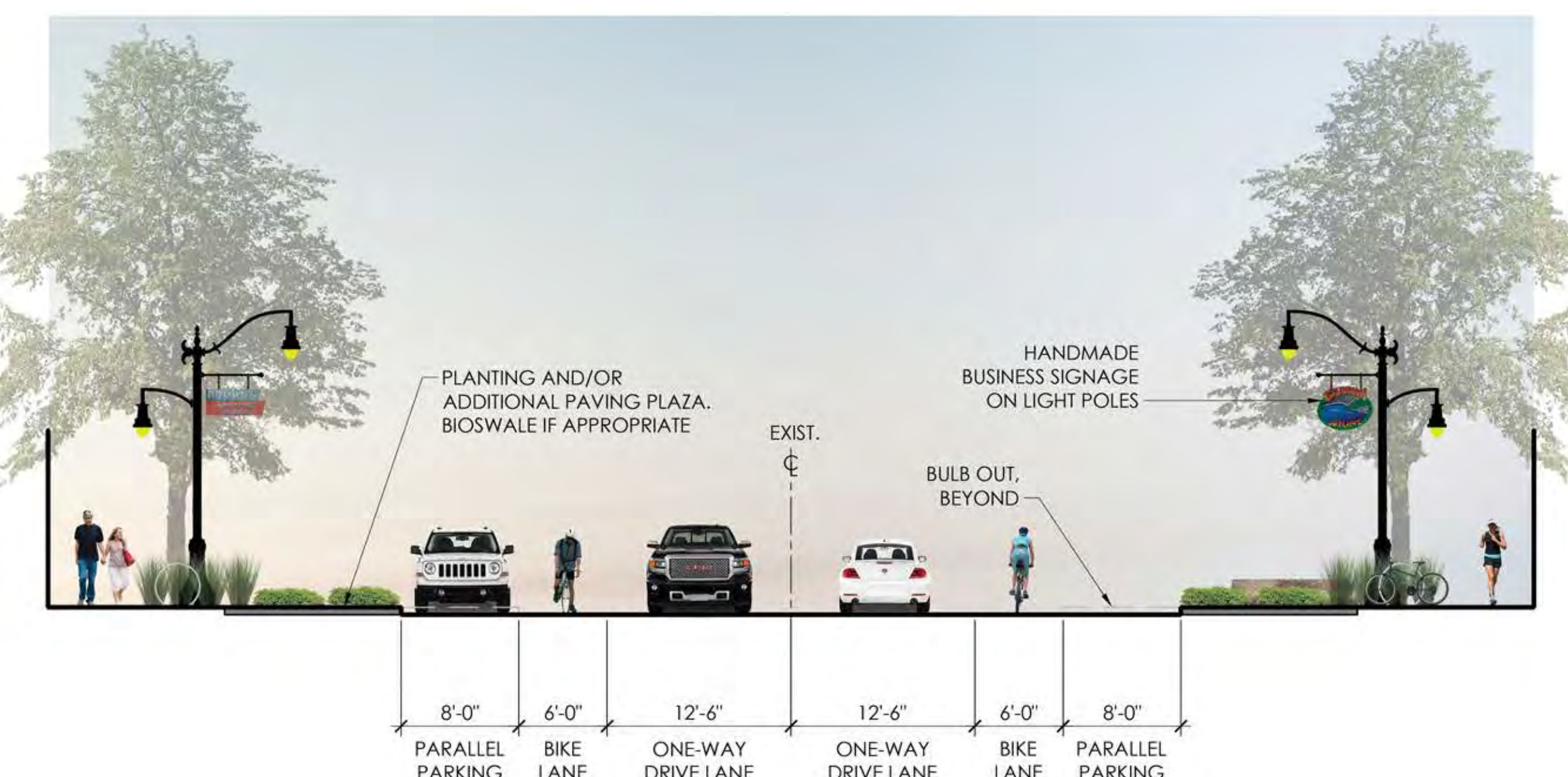
LEGEND

- | | | | | | |
|-----------------|---------------|---|--|--|---|
| FUEL STATION | PARK | PROJECT BOUNDARY | ENHANCED INTERSECTION WITH TRANSITION PLAZA
- BIKE FACILITIES (PARKING, MAINTENANCE STAND, ETC.)
- DRINKING FOUNTAIN
- BENCHES, TRASH RECEPTACLES
- BULB-OUTS & MEDIAN REFUGE AS APPLICABLE
- WAYFINDING SIGNAGE
- FLIER & PUBLICATION KIOSK | ENHANCED INTERSECTION
- ENHANCED CROSSWALK PAVING
- BULB-OUTS & MEDIAN REFUGE
- BENCHES, TRASH RECEPTACLES
- FLIER & PUBLICATION KIOSK | GATEWAY/WELCOME PLAZA
- GATEWAY SIGNAGE
- VISITOR INFORMATION KIOSK (MAP, LOCAL BUSINESSES, LODGING, RESTAURANTS, ETC.)
- SHORT-TERM PARKING |
| HOTEL | BANK | BIKE ROUTE | MID-BLOCK CROSSWALK
- PEDESTRIAN DEMAND SIGNAL OR RAPID FLASHING BEACON
- ENHANCED CROSSWALK PAVING
- BULB-OUTS & MEDIAN REFUGE | ENHANCED PAVING | WAYFINDING SIGNAGE |
| RESTAURANT/CAFE | ENTERTAINMENT | FUTURE BIKE ROUTE | SCHOOL BUS STOP | LANDSCAPE AREA | FLIER/INFORMATION KIOSK |
| RETAIL | BUS STOP | DELIVERY/LOADING ZONE (DEDICATED SPACE - 20 MINS) | FOOD TRUCK PULL-OUT SPACE (PERMITTED OPERATION ZONE THROUGH COUNTY) | BIOTREATMENT LANDSCAPE | STREET CANOPY TREE |
| | | | | SLOPE STABILIZATION | ACCENT TREE |
| | | | | | DRIVEWAY |



A - PARALLEL PARKING SECTION

B - ANGLED PARKING SECTION



GARBERVILLE COMPLETE STREET - REDWOOD DRIVE