

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 **Main Street is a federal-aid route,
the others are not.**

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 (PSR)

To Request Programming in the 2024 STIP for:

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

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

APPROVED:

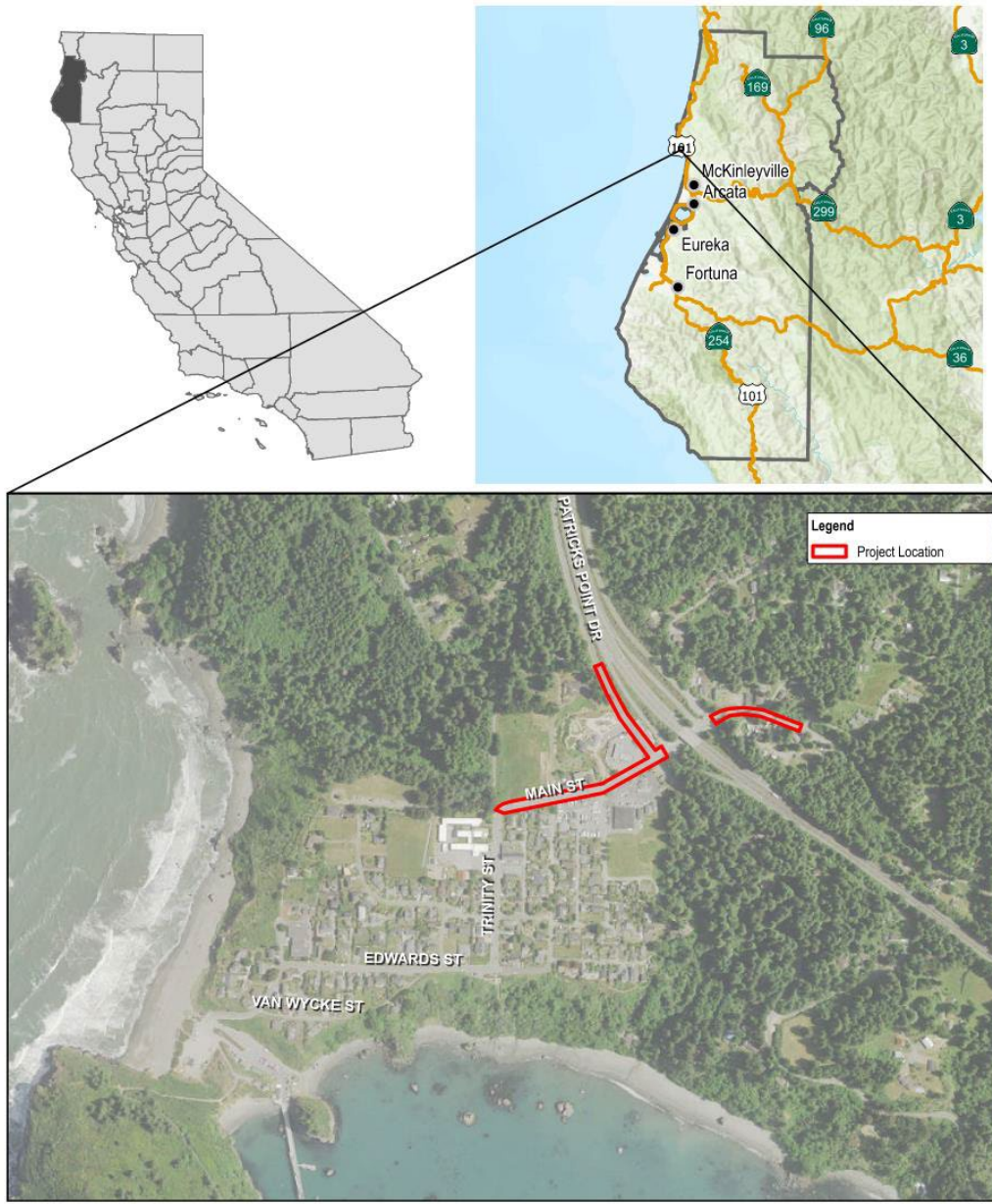


Eli Naffah, Trinidad City Manager

9-25-23

Date

Vicinity Map



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 Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 StatePlane California 1 FIPS 0401 Feet



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

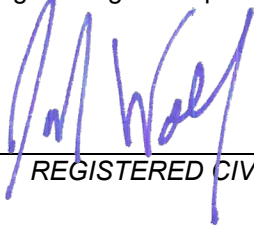
Project No. 11194120-01
 Revision No. -
 Date Sep 2023

Vicinity Map

FIGURE 1

N:\US\Eureka\Projects\06\11194120\GIS\Map\Deliverables\11194120_STP2024.aprx - 11194120_01_Vicinity_RevA Print date: 19 Sep 2023 - 12:31 Data source: World Topographic Map - labelless; California State Parks, Ext, HERE, Garmin, FAD, NOAA, USGS, Bureau of Land Management, EPA, NPS, World Hillshade, Ext, USGS, Created by jstar2

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

9/25/2023

DATE



1. INTRODUCTION

Project Description:

The project includes pavement rehabilitation to Main Street, Patrick's Point Drive, and Westhaven Drive in the City of Trinidad.

Project Limits	Main Street – from Trinity Street to SB US101 Ramps Patrick's Point Drive – from Main Street to City Limits Westhaven Drive – from NB US101 Ramps to City Limits
Funding Source	RTIP
Type of Facility	Main Street – Major Collector Patrick's Point Drive – Minor Collector Westhaven Drive – Minor Collector
Anticipated Environmental Determination or Document	CEQA CE

2. BACKGROUND

The project has been a longtime priority as Main Street, Patrick's Point Drive, and Westhaven 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, Patrick's Point Drive, and Westhaven Drive, and to improve pedestrian accessibility in downtown Trinidad.

Need:

Portions of Main Street, Patrick's Point Drive, and Westhaven 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). The existing sidewalk on the southside of Main Street is very narrow (~3.5' wide), and does not conform with accessibility standards.

4. DEFICIENCIES

Patrick's Point Drive was identified to have a Pavement Condition Index (PCI) of 57 (as of 6/23/22), while Westhaven Drive had a PCI of 37 (10/25/22). Main Street 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). If the pavement condition on the 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, 2017 and 2022 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, Patrick's Point Drive, and Westhaven Drive.

No.	Alternative	Estimated Cost
1	<ul style="list-style-type: none">• Replace/widen sidewalk and driveways on south side of Main Street• Replace curb ramps at Ocean Avenue• Digouts, Milling, and Repaving on Main Street and Patrick's Point Drive, and Overlay on Westhaven Drive	\$ 800,000*
2	<ul style="list-style-type: none">• Replace curb ramps at Ocean Avenue• Digouts, Milling, and Repaving on Main Street and Patrick's Point Drive, and Overlay on Westhaven Drive	\$ 680,000
3	<ul style="list-style-type: none">• Digouts on Main Street and Patrick's Point Drive, and Overlay on Westhaven Drive	\$ 325,000

**Preferred Alternative*

Because it best meets the purpose and need, Alternative No. 1 (Replace sidewalk, driveways, and curb ramps on south side of Main Street, pavement digouts, milling, and repaving on Main Street and Patrick's Point Drive and overlay on Westhaven Drive) is the preferred alternative. Alternatives No. 2 and No. 3 only partly fulfill the purpose and need as they only repair the failed areas on Main Street and Patrick's Point Drive but omits pedestrian accessibility improvements (e.g. sidewalk, driveway, and curb ramp retrofits). 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) may 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	23/24	24/25	25/26	26/27	27/28	28/29+	Future	Total
Component	In thousands of dollars (\$1,000)									
PA&ED Support			43							43
PS&E Support			47							47
Right-of-Way										0
Construction				710						710
Total			90	710						800

9. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Year)
PROGRAM PROJECT	12/2023
BEGIN ENVIRONMENTAL (PA&ED) PHASE	8/2024
COMPLETE ENVIRONMENTAL DOCUMENT (CEQA CE)	12/2024
END ENVIRONMENTAL PHASE (PA&ED MILESTONE)	2/2025
BEGIN DESIGN (PS&E) PHASE	4/2025
END DESIGN PHASE (RTL MILESTONE)	10/2025
BEGIN RIGHT-OF-WAY PHASE	N/A
END RIGHT-OF-WAY PHASE	N/A
BEGIN CONSTRUCTION PHASE	12/2025
END CONSTRUCTION PHASE	12/2026
BEGIN CLOSEOUT PHASE	1/2027
END CLOSEOUT PHASE	6/2027

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

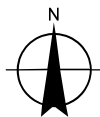
- A. Location Map
- B. Representative Project Photos
- C. Engineer's Estimate

Main Street, Patrick's Point Drive, and
Westhaven Drive Pavement Rehabilitation

Attachment A - Location Map



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

Project No. 11194120-01
 Revision No. -
 Date Sep 2023

Vicinity Map

FIGURE 1

Attachment B - Representative Project Photos





Westhaven Drive



Attachment C - Engineer's Estimate

Planning Level Cost Estimate

Agency: City of Trinidad

Project Name: Main Street, Patrick's Point Drive, and Westhaven Drive Pavement Rehabilitation

Project Location: Trinidad, California

Date of Estimate: 9/25/2023

Item No.	Description	Quantities				Units	Unit Cost	Total
		Main Street	Patrick's Point Drive	Westhaven Drive	Total			
1	Mobilization (10%)	--	--	--	1	LS	\$40,000	\$40,000
2	Temporary Traffic Control (10%)	--	--	--	1	LS	\$40,000	\$40,000
3	Minor Items (5%)	--	--	--	1	LS	\$20,000	\$20,000
4	Construction Area Signs	--	--	--	1	LS	\$5,000	\$5,000
5	Water Pollution Control	--	--	--	1	LS	\$4,000	\$4,000
6	Minor Concrete - Curb and Gutter	317	0	0	317	LF	\$65	\$20,605
7	Minor Concrete - Sidewalk	1585	0	0	1585	SF	\$25	\$39,625
8	Minor Concrete - Curb Ramps & Driveways	690	0	0	690	SF	\$30	\$20,700
9	Replace Asphalt Concrete Surfacing	30	20	0	50	CY	\$600	\$30,000
10	Cold Plane Asphalt Concrete (2.5" Depth)	3680	1300	0	4980	SY	\$10	\$49,800
11	Cold Plane Asphalt Concrete (Conform Grind)	0	325	347	672	SY	\$10	\$6,720
12	Hot Mix Asphalt (Type A)	537	190	0	726	TON	\$220	\$159,775
13	Hot Mix Asphalt (1.5" Overlay)	0	28	122	150	TON	\$220	\$33,096
14	Shoulder Backing	0	325	480	805	LF	\$5	\$4,025
15	Raise Manhole to Grade	1	0	0	1	EA	\$1,500	\$1,500
16	Raise Utility Cover to Grade	6	0	0	6	EA	\$1,000	\$6,000
17	6-Inch Thermoplastic Traffic Stripe	970	760	1920	3650	LF	\$2	\$7,300
18	Thermoplastic Pavement Marking	322	58	36	416	SF	\$15	\$6,240

Construction Capital Subtotal	\$495,000
Construction Contingency (25%)	\$123,750
Construction Capital Total	\$618,750

Total Project Costs	
E&P (PA&ED)	\$43,000
PS&E	\$48,000
Right of Way	\$0
Construction Engineering	\$90,000
Construction Capital Total	\$618,750
Total Project Cost	\$799,750
Call	\$800,000