

# HCAOG

## 2022 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: **City of Blue Lake**

Project Title: **Blue Lake Truck Route – Greenwood Avenue Complete Streets – Phase 1  
Greenwood Avenue Construction**

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?

**The City of Blue Lake's primary truck route bisects the town and is our primary transportation corridor. The truck route is the primary access to commercial timberlands, several gravel mining operations, an asphalt batch plant, agricultural properties, and various businesses located in the City's business park, which are all located south of town. Along the Greenwood section of the truck route is the Blue Lake Elementary School at one end, and Blue Lake City Hall and the Blue Lake Volunteer Fire Department's primary fire station at the other end. Currently, Blue Lake Elementary School is the most at-risk facility in terms of safety concerns along the truck route because of the school children accessing Blue Lake School, with no bike lanes, and a narrow sidewalk with utility poles located within the sidewalk.**

**The safety improvements that are needed will be combined with minor road rehabilitation projects throughout the truck route. To develop an all-encompassing project, areas with failed pavement and subgrade will be repaired. Several locations have broken, cracked, and rutted wheel paths that deteriorate further each year.**

**Trucks leave Blue Lake Boulevard, turning on to Greenwood Avenue, immediately adjacent to Blue Lake Elementary School. From Blue Lake Boulevard, Greenwood Avenue is approximately 0.25 miles of straight downhill sloping road, a scenario that encourages excessive speeds through the school zone and residential area.**

**As the truck route continues from Greenwood onto Railroad Avenue, it nears the downtown area of Blue Lake where pedestrians are more active. The intersection of Railroad Avenue, Hatchery Road, and South Railroad Avenue is an expansive streetscape with undefined travel lanes and poorly located stop locations and crosswalk, making it complex for vehicles to navigate and unsafe for pedestrians and bicyclists, especially when mixed with truck traffic. This intersection now has an added crossing with the Annie and Mary Trail (separate project), increasing the complexity and need for an improved intersection allowing for multimodal harmony.**

**After the Railroad Avenue and Hatchery Road intersection, the truck route continues along Hatchery Road towards the Mad River Bridge, where the limits of this project end. Along Hatchery Road, there is a poorly located crosswalk that has poor site distance, failing sidewalks, failing sections of road, poor drainage, inadequate bike lanes, and roadway geometrics that encourage speeding.**

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

**The proposed project is in the City of Blue Lake, on the existing truck route. The Project Area includes Greenwood Avenue from Blue Lake Boulevard to Railroad Avenue, Railroad Avenue from Greenwood to Hatchery Road, and Hatchery Road from Railroad Avenue to the Mad River Bridge in Blue Lake, California. All proposed improvements will occur within existing City owned rights-of-way, as shown in "Attachment 2 - Area of Potential Effect (APE)."**

Project Description:

**Please see Attachment 1: Project Description and Project Description Addendum**

Is the project in the 2017 RTP? **Yes.**

Are you requesting State only funding? **No (request greater than \$1M).**

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](http://www.dot.ca.gov/hq/tsip/hseb/crs_maps)

**Yes, The Blue Lake Truck Route (Greenwood/Railroad/Hatchery Road) is a Federal aid eligible road (Major Collector).**

Provide Project Component funding needs:

<b>Project Component</b>	<b>Cost Estimate</b>	<b>STIP Funding Request</b>	<b>Other fund contribution</b>	<b>Allocation Schedule</b>
Environmental Studies & Permits	\$120,000	\$0	\$120,000*	
Plans, Specifications & Estimates	\$200,000	\$70,000	\$130,000*	21/22
Right of Way	\$75,000	\$75,000	\$0	22/23
Construction	\$5,455,000**	\$1,530,000**	\$1,000,000***	22/23
<b>Total</b>	<b>\$5,850,000**</b>	<b>\$1,675,000**</b>	<b>\$1,250,000</b>	<b>22/23</b>

Notes:

- \* 2017 STIP cycle funding
- \*\* This request is for design of the entire route, right of way, and Phase 1 construction of the Greenwood section only, and it also assumes \$1M required for underground utilities provided by PG&E Rule 20A funds
- \*\*\* PG&E Rule 20A funds

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.

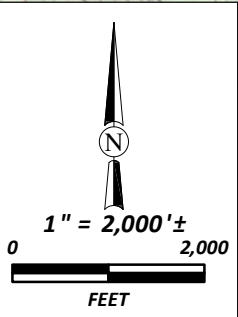
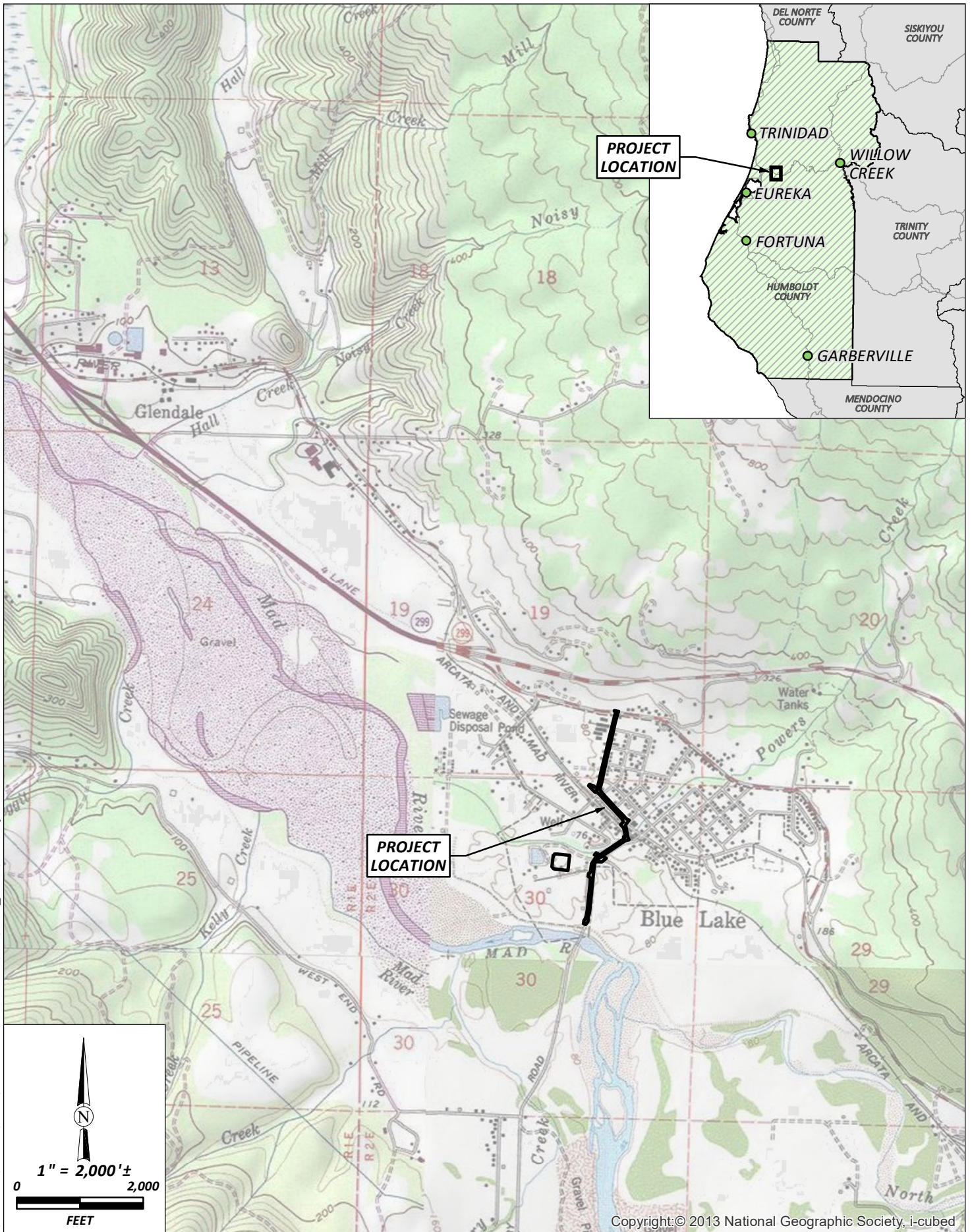
**A map of the Blue Lake Truck Route and project location photos are included.**

**The following Attachments are also included:**

- **Attachment 1: Project Description and Project Description Addendum**
- **Attachment 2: Areas of Potential Effects**
- **Attachment 3: Preliminary Design Plans**
- **Attachment 4: Preliminary Cross Sections**
- **Attachment 5: Project Programming Request (PPR)**



\\Arcata\Projects\GIS-Files\Eureka\2020\020008-BL-TruckRoute\GIS\PROJ\_MXD\ USER: jsousa DATE: 4/3/20, 1:51PM



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City of Blue Lake  
 Truck Route and Pedestrian Improvements  
 Blue Lake, California

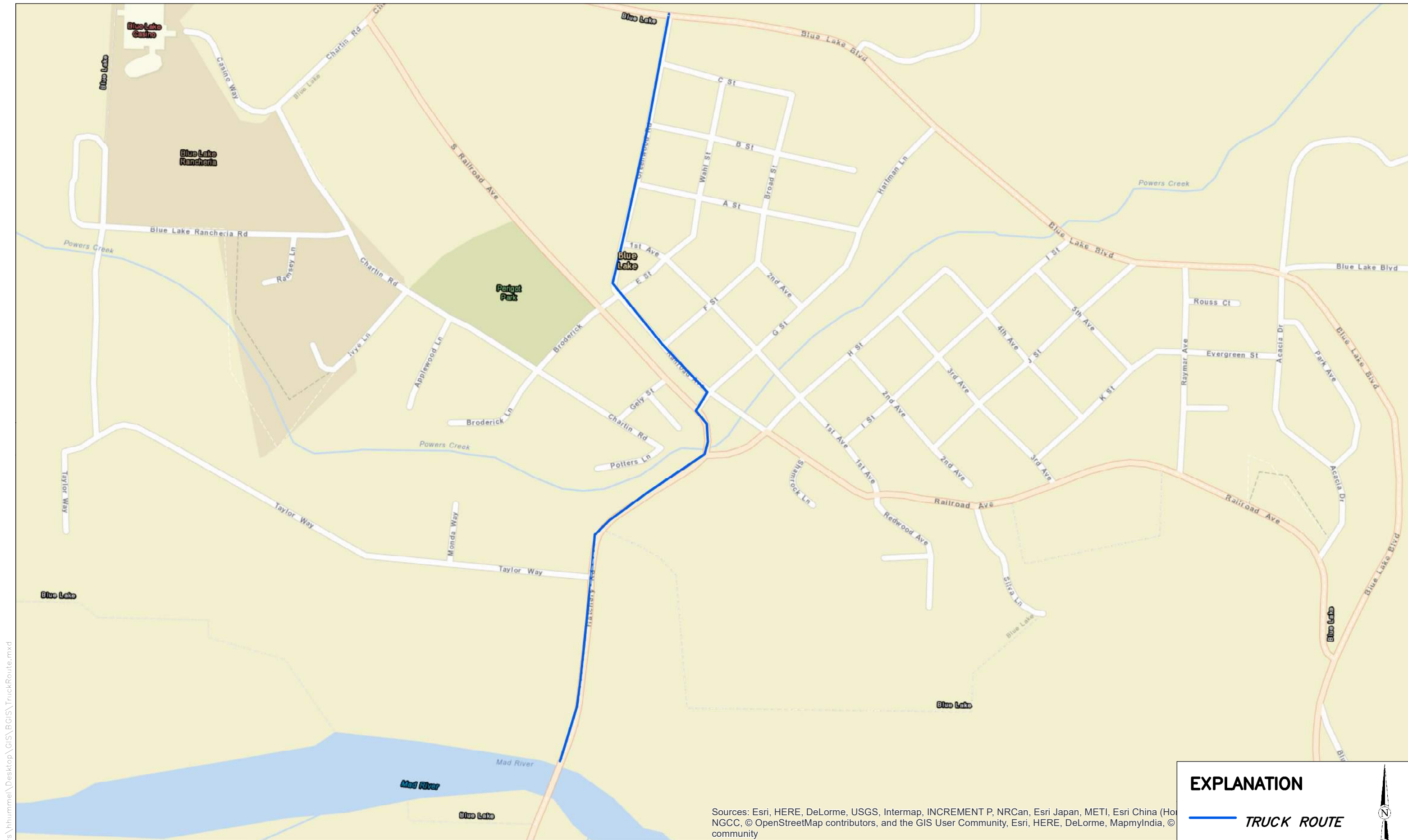
Project Location  
 SHN 002008

April 2020

Fig1\_ProjectLocation

Figure 1





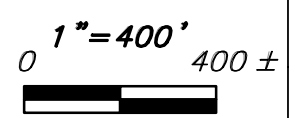


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Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Swatch, Bing, IGN, CC BY-SA, OpenStreetMap contributors, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © community

**EXPLANATION**

 **TRUCK ROUTE**

City of Blue Lake  
Truck Route  
Blue Lake, California

Blue Lake  
Truck Route  
SHN 017003.300

November 2017

TruckRoute

Figure 1



Greenwood Avenue, looking north.



South Railroad Avenue at the intersection with H Street and Hatchery Road, looking east.





Intersection of Hatchery Road, South Railroad Avenue, and H Street, looking west.



Intersection of Hatchery Road, S. Railroad Avenue, and H Street, looking north.





Hatchery Road and Taylor Way, looking north.



Hatchery Road, looking south.

## **Attachment 1 – Project Description**

# **Blue Lake Truck Route Complete Streets Project**

**September 15, 2021**

### **Project Need**

The City of Blue Lake’s primary truck route bisects the town and is our primary transportation corridor. The truck route is the primary access to commercial timberlands, several gravel mining operations, an asphalt batch plant, agricultural properties, and various businesses located in the City’s business park, which are all located south of town. Along the Greenwood section of the truck route is the Blue Lake Elementary School at one end, and Blue Lake City Hall and the Blue Lake Volunteer Fire Department’s primary fire station at the other end. Currently, Blue Lake Elementary School is the most at-risk facility in terms of safety concerns along the truck route because of the school children accessing Blue Lake School, with no bike lanes, and a narrow sidewalk with utility poles located within the sidewalk.

The safety improvements that are needed will be combined with minor road rehabilitation projects throughout the truck route. To develop an all-encompassing project, areas with failed pavement and subgrade will be repaired. Several locations have broken, cracked, and rutted wheel paths that deteriorate further each year.

Trucks leave Blue Lake Boulevard, turning on to Greenwood Avenue, immediately adjacent to Blue Lake Elementary School. From Blue Lake Boulevard, Greenwood Avenue is approximately 0.25 miles of straight downhill sloping road, a scenario that encourages excessive speeds through the school zone and residential area.

As the truck route continues from Greenwood onto Railroad Avenue, it nears the downtown area of Blue Lake where pedestrians are more active. The intersection of Railroad Avenue, Hatchery Road, and South Railroad Avenue is an expansive streetscape with undefined travel lanes and poorly located stop locations and crosswalk, making it complex for vehicles to navigate and unsafe for pedestrians and bicyclists, especially when mixed with truck traffic. This intersection now has an added crossing with the Annie and Mary Trail (separate project), increasing the complexity and need for an improved intersection allowing for multimodal harmony.

After the Railroad Avenue and Hatchery Road intersection, the truck route continues along Hatchery Road towards the Mad River Bridge, where the limits of this project end. Along Hatchery Road, there is a poorly located crosswalk that has poor site distance, failing sidewalks, failing sections of road, poor drainage, inadequate bike lanes, and roadway geometrics that encourage speeding.

### **Project Location and Limits**

The proposed project is in the City of Blue Lake, on the existing truck route. The Project Area includes Greenwood Avenue from Blue Lake Boulevard to Railroad Avenue, Railroad Avenue from Greenwood to Hatchery Road, and Hatchery Road from Railroad Avenue to the Mad River Bridge in Blue Lake, California. All proposed improvements will occur within existing City owned rights-of-way, as shown in “Attachment 2 - Area of Potential Effect (APE).”

### **Proposed Complete Streets Improvements**

Below is a description of the Complete Streets improvements proposed along each road segment of the Blue Lake truck route from Blue Lake Boulevard to the Mad River Bridge on Hatchery Road. The description corresponds with the preliminary plans shown in “Attachment 3 – Preliminary Design Plans” and “Attachment 4 – Preliminary Cross Sections.”

## **Attachment 1 – Project Description**

Traffic calming measures and pedestrian improvements will be implemented on Greenwood Avenue to reduce vehicle speeds. Some of these calming measures include the addition of mountable curbs, chokers, raised crosswalks and traditional crosswalks with bulb outs, a widened sidewalk on western side of Greenwood Avenue to provide safe access for school children, and planting of trees. In addition, road rehabilitation measures will be implemented to extend the useful life of the road section.

Traffic calming measures and pedestrian improvements along Railroad Avenue will include new curb ramps, chokers, raised crosswalk with chokers, and narrower travel lanes at the corner of Greenwood Road and Railroad Avenue. There will also be road rehabilitation measures that are implemented on Railroad Avenue.

Hatchery Road will receive improvements including pedestrian, traffic calming, street improvements, and rehabilitation measures. The intersection of Hatchery Road, Railroad Avenue, and South Railroad Avenue will be re-designed to provide clear direction to drivers. The crosswalk on the turn next to H Street will be relocated to the west to a location more visible to westbound traffic. Traffic calming measures and other pedestrian improvements will include vegetated islands and trees to segregate bike traffic, raised crosswalks, and raised crosswalks with bulb-outs. There are two locations along Hatchery Road that water ponds during saturated conditions. Re-grading the road in these areas will require minor cut/fill of base and subgrade material. Curb and gutter will be added along the east side of Hatchery Road.

The bulk of the truck route has a Pavement Condition Index less than 70 and ranges in condition from fair to poor. Road rehabilitation measures include digouts in areas that have shown signs of subgrade failure, combined with an overlay. Digouts will entail excavation of the existing pavement, road base, and subgrade material. Digouts are not anticipated to exceed 24 inches in depth, they will require filling with aggregate base and re-paving. Road geo-textile may be used to reduce depth of excavation in digouts. These measures will be implemented at various locations throughout the project limits. An overlay along the entire project length will extend the life of existing asphalt that has not shown signs of failure yet. Striping of center lines, bike lanes, and crosswalks will be included.

There will also be miscellaneous pedestrian improvements along the entire project. These include lighting, installation of a concrete sidewalk to replace the existing asphalt walkway along Hatchery Road, curb ramps where required, and bulb outs or chokers where needed. Exact locations are still to be determined.

### **Proposed Storm Drain Repairs**

As part of the proposed project, the City of Blue Lake proposes two storm drain repairs within the project APE. Information about the storm drain improvements was submitted to Caltrans as an addendum to the project description in January 2021. Please refer to the addendum attached to this project description for a thorough description of the proposed storm drain repairs.

### **Staging and Access**

At times, one-way controlled traffic may be required during working hours; however, two-way traffic should be restored by the end of each working day and through the weekend.

Staging of material and equipment may be able to occur on City owned lots adjacent to the project limits (see “Attachment 2 - Area of Potential Effect”). The contractor will be responsible for finding additional staging areas from private landowners if additional staging is required.



## **Attachment 1 – Project Description**

### **Disposal and Borrow Sites**

Contractor will be required, through the contract, to remove all waste material (asphalt grindings, concrete, aggregate) from the project area and recycle/dispose of the materials according to State and Federal regulations at approved site(s).

# Blue Lake Truck Route Complete Streets Improvement Project

## Project Description Addendum

The following narrative provides information related to two storm drain improvements that are to be included with the Blue Lake Truck Route Complete Streets Improvement Project (see Figure 1).

### **Storm Drain Improvement #1**

The City of Blue Lake proposes to repair an existing storm drain pipe along a section of Hatchery Road (see Figure 2).

#### **Existing Condition and Need for Improvement**

Signs of the storm drain pipe's failure are evident at several locations along Hatchery Road. As indicated in the attached photos, cracks and depressions have formed on the surface of the roadway and adjacent sidewalk (see Photos 1 and 2). Based on the evidence of surficial failure, it is assumed that the pipe joints are separated and cracked.

The subject storm drain pipe is a 6 in. high-density polyethylene (HDPE) pipe located beneath the western sidewalk of Hatchery Road, near the intersection of Hatchery Road, South Railroad Avenue, and H Street (see Photo 1). The storm drain pipe extends approximately 72 feet, beginning at an existing drainage inlet (i.e. drop inlet) and ending at an existing corrugated metal pipe (CMP) arch culvert. The HDPE pipe is connected to a vitrified clay pipe (VCP) stubbed into and protruding from the sidewall of the CMP arch culvert (see Photos 3 and 5). At its apex, the CMP arch culvert is approximately 6 feet in height from the surface of the streambed. The CMP arch culvert is approximately 12 feet in diameter. The outlet of the subject storm drain pipe is approximately 5 feet above the surface of the stream bed, and approximately 4 ½ feet from the outlet of the CMP arch culvert.

The bottom of the CMP arch culvert is composed of natural river run cobble forming the streambed for Powers Creek, which passes below South Railroad Avenue (see Photos 4 & 5). Powers Creek is a low-gradient tributary to the Mad River. Powers Creek runs from the northeast to the southwest, through the City of Blue Lake before eventually converging with the Mad River. Powers Creek typically flows approximately nine months of the year. Between July and October annually, the streambed of Powers Creek remains dry.

#### **Proposed Storm Drain Improvement**

The proposed improvement will occur within the footprint of the previously identified horizontal Area of Potential Effect (APE). Improvement of the existing storm drain pipe and drop inlet will be replaced via direct bury. A trench approximately 4 feet wide will be excavated to a maximum depth of approximately 5 feet below the existing road grade. The proposed storm drain pipe will be either a 12 in. corrugated HDPE pipe (ADS N-12). The drop inlet will be a Caltrans TYPE GO drainage inlet (Caltrans std plans D74B). Class 2 aggregate base will be installed around the proposed pipe. See Attachment 1 (Typical Storm Drain Details) for additional information regarding the preliminary storm drain design.

The footprint of the proposed storm drain pipe improvement is located in the City ROW. Minor vegetation pruning/trimming may be required along an existing fence line near the top of the CMP arch culvert and adjacent to the western sidewalk of Hatchery Road. Construction equipment will not be required to enter Powers Creek and will operate from within the City ROW to complete the proposed improvement. Disturbance to the CMP arch culvert will be minimal and limited to that which is necessary to remove the existing failed storm drain pipe and install the new pipe. The bed, bank, and channel of Powers Creek will not be disturbed as a result of the proposed improvement. The proposed storm drain pipe improvement will be completed between July and October when the streambed of Powers Creek is dry.

## **Storm Drain Improvement #2**

The City of Blue Lake proposes to repair an additional existing storm drain pipe along a section of Hatchery Road (see Figure 3).

### **Existing Condition and Need for Improvement**

The City of Blue Lake has observed ponding within the section of roadway near the storm drain pipe. Inspection of the storm drain pipe has revealed that it is undersized, leading to substandard drainage conditions.

The 6 in. storm drain pipe is located beneath the western sidewalk of Hatchery Road, between Taylor Way and the Mad River Levee (see Photo 6). The storm drain pipe extends approximately 24 feet, beginning at an existing drainage inlet (i.e. drop inlet) and daylighting into an existing drainage ditch (see Photo 7). Stormwater discharge from the subject storm drain pipe flows south through the drainage ditch and successive storm drain pipes towards a large vegetated swale. The vegetated swale flows west for approximately 2,090 feet parallel with the Mad River Levee, and eventually converges with the Mad River. The drainage ditch and vegetated swale downstream of the storm drain pipe are adequately sized and functional.

### **Proposed Storm Drain Improvement**

The proposed improvement will occur within the footprint of the previously identified horizontal APE. Improvement of the existing storm drain pipe and drop inlet will be replaced via direct bury. A trench approximately 2.5 feet wide will be excavated to a maximum depth of approximately 4 feet below the existing grade. The proposed storm drain pipe will be a 12 inch HDPE storm drain pipe. The drop inlet will be a Caltrans TYPE GO drainage inlet (Caltrans std plans D74B). Class 2 aggregate base will be installed around the proposed pipe and drop inlet. See Attachment 1 (Typical Storm Drain Details) for additional information regarding the preliminary storm drain design.

Minor amounts of sod would be removed along the alignment of the storm drain. No construction activities will occur within the drainage ditch or vegetated swale downstream of the subject storm drain pipe.



**Photo 1.** Drainage Inlet (Storm Drain Improvement #1)



**Photo 2.** Surface Failure Along Alignment (Storm Drain Improvement #1)



**Photo 3.** Outlet of VCP stubbed into CMP sidewall (Storm Drain Improvement #1)



**Photo 4.** Inlet of CMP Arch Culvert (Storm Drain Improvement #1)





**Photo 5.** Outlet of CMP Arch Culvert (Storm Drain Improvement #1)



Outlet of VCP

**Photo 6:** Drainage Inlet (Storm Drain Improvement #2)



Outlet to Strom  
Drain Pipe

Drainage Inlet to  
Storm Drain Pipe

**Photo 7: Drainage Ditch (Storm Drain Improvement #2)**





# Figure 1

Proposed Storm Drain Improvements



Google Earth

© 2020 Google

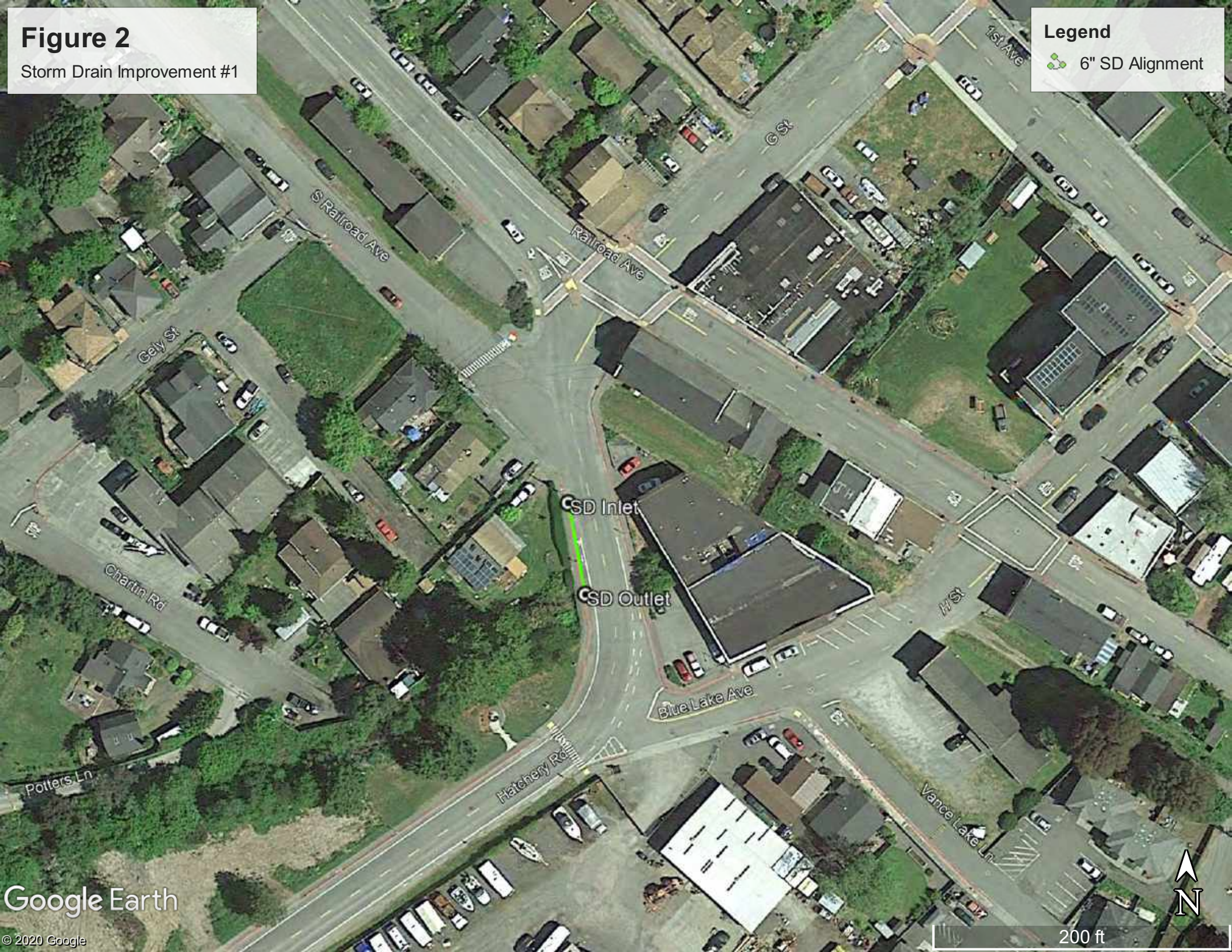
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# Figure 2

Storm Drain Improvement #1

**Legend**  
6" SD Alignment

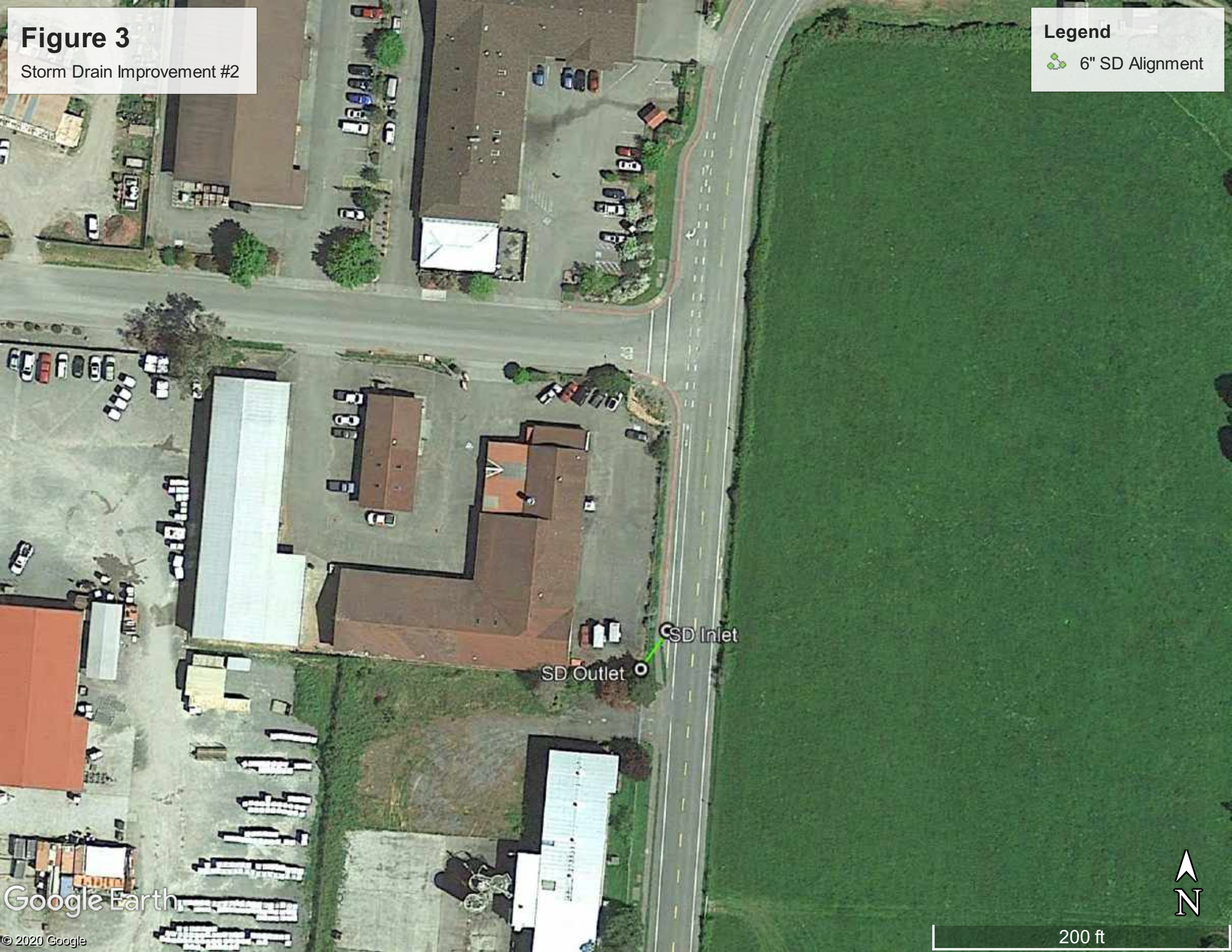




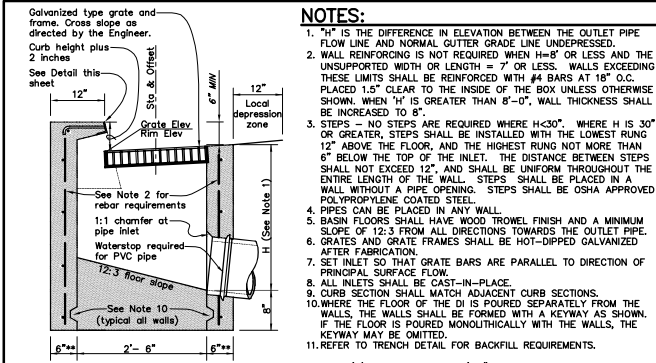
# Figure 3

Storm Drain Improvement #2

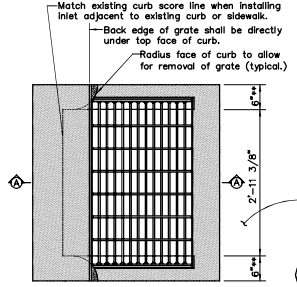
**Legend**  
6" SD Alignment



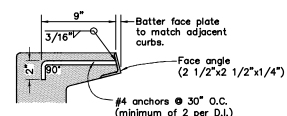
# ATTACHMENT 1: TYPICAL STORM DRAIN DETAILS



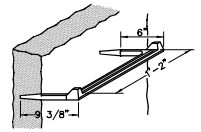
**SECTION A-A**



**DRAINAGE INLET PLAN**



**FACE ANGLE ANCHOR DETAIL**



**STEP TYPICAL SECTION**

**NOTE:**  
ALL GRATES CALTRANS TYPE 24-12X BICYCLE PROOF (ADA COMPLIANT).

**DETAIL 1**  
N/S  
VAR  
(TYPE GO DRAINAGE INLET)  
CALTRANS STD PLANS D74B

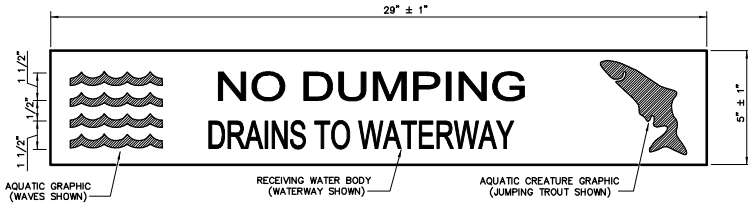
- NOTES:**
1. "H" IS THE DIFFERENCE IN ELEVATION BETWEEN THE OUTLET PIPE FLOW LINE AND NORMAL GUTTER GRADE LINE UNDEPRESSED.
  2. WALL REINFORCING IS NOT REQUIRED WHEN H=8" OR LESS AND THE UNSUPPORTED WIDTH OR LENGTH = 7" OR LESS. WALLS EXCEEDING THESE LIMITS SHALL BE REINFORCED WITH #4 BARS AT 18" O.C. PLACED 1.5" CLEAR TO THE INSIDE OF THE BOX UNLESS OTHERWISE SHOWN. WHEN "H" IS GREATER THAN 8"-0", WALL THICKNESS SHALL BE INCREASED TO 8".
  3. STEPS - NO STEPS ARE REQUIRED WHERE H<30". WHERE H IS 30" OR GREATER, STEPS SHALL BE INSTALLED WITH THE LOWEST RUNG 12" ABOVE THE FLOOR, AND THE HIGHEST RUNG NOT MORE THAN 6" BELOW THE TOP OF THE INLET. THE DISTANCE BETWEEN STEPS SHALL NOT EXCEED 12", AND SHALL BE UNIFORM THROUGHOUT THE ENTIRE LENGTH OF THE WALL. STEPS SHALL BE PLACED IN A WALL WITHOUT A PIPE OPENING. STEPS SHALL BE OSHA APPROVED POLYPROPYLENE COATED STEEL.
  4. PIPES CAN BE PLACED IN ANY WALL.
  5. BASIN FLOORS SHALL HAVE WOOD TROWEL FINISH AND A MINIMUM SLOPE OF 12:3 FROM ALL DIRECTIONS TOWARDS THE OUTLET PIPE.
  6. GRATES AND GRATE FRAMES SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION.
  7. SET INLET SO THAT GRATE BARS ARE PARALLEL TO DIRECTION OF PRINCIPAL SURFACE FLOW.
  8. ALL INLETS SHALL BE CAST-IN-PLACE.
  9. CURB SECTION SHALL MATCH ADJACENT CURB SECTIONS.
  10. WHERE THE FLOOR OF THE DI IS POURED SEPARATELY FROM THE WALLS, THE WALLS SHALL BE FORMED WITH A KEYWAY AS SHOWN. IF THE FLOOR IS POURED MONOLITHICALLY WITH THE WALLS, THE KEYWAY MAY BE OMITTED.
  11. REFER TO TRENCH DETAIL FOR BACKFILL REQUIREMENTS.
- \*\* WHEN "H" IS GREATER THAN 8"-0", WALL THICKNESS SHALL BE INCREASED TO 8".

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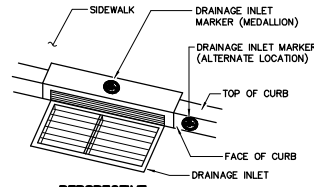
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**PRELIMINARY**

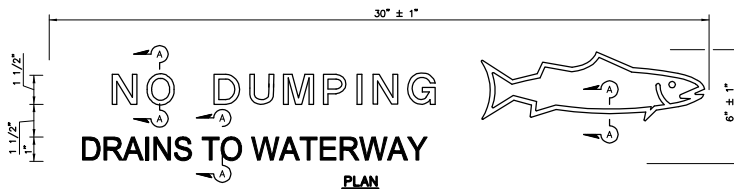
# ATTACHMENT 1: TYPICAL STORM DRAIN DETAILS



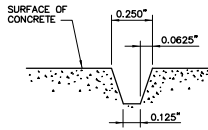
**PLAN**  
**DRAINAGE INLET MARKER**  
**(PREFABRICATED THERMOPLASTIC)**



**PERSPECTIVE**  
**DRAINAGE INLET MARKER (MEDALLION)**  
**ON DRAINAGE INLET**

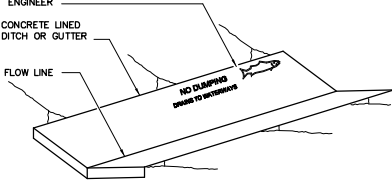


**PLAN**  
**DRAINAGE INLET MARKER**  
**(STAMPED CONCRETE IMPRINT)**

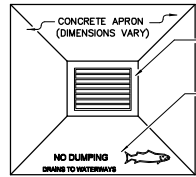


**SECTION A-A**  
**STAMPED CONCRETE**  
**IMPRINT DETAIL**

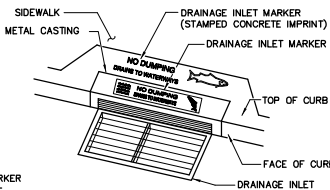
DRAINAGE INLET MARKER  
(STAMPED CONCRETE IMPRINT OR  
PREFABRICATED THERMOPLASTIC)  
LOCATIONS AS SHOWN ON THE  
PLANS OR AS DIRECTED BY THE  
ENGINEER



**PERSPECTIVE**  
**DRAINAGE INLET MARKER ON**  
**CONCRETE LINED DITCH**



**PLAN**  
**DRAINAGE INLET MARKER ON**  
**DRAINAGE INLET APRON**



**PERSPECTIVE**  
**DRAINAGE INLET MARKER ON**  
**DRAINAGE INLET**

**DETAIL 1**  
*N/S*

(DRAINAGE INLET MARKERS)  
CALTRANS STD PLANS D71



LETTERS 1/2"  
AQUATIC CREATURE GRAPHIC (FROG SHOWN)  
RECEIVING WATER BODY (WATERWAYS SHOWN)  
**PLAN**  
**DRAINAGE INLET MARKER**  
**(MEDALLION)**

SAVED: 2/17/2017 1:30 PM CNEWELL PLOTTED: 2/23/2017 4:01 PM CHRIS D. NEWELL

VERIFY SCALES  
BY VISUAL CHECKING  
ON ORIGINAL DRAWING  
IF NOT ONE INCH ON  
DRAWING, VERIFY  
SCALES ACCORDINGLY

CONSULTING ENGINEERS  
& GEOLOGISTS, INC.  
WWW.SJW-ENRGS.COM  
10000 W. UNIVERSITY BLVD.  
DALLAS, TX 75241-8665



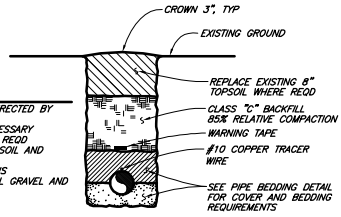
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**PRELIMINARY**

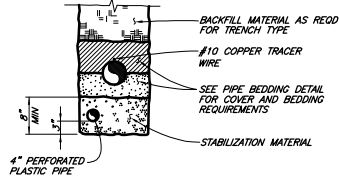
# ATTACHMENT 1: TYPICAL STORM DRAIN DETAILS

## NOTES:

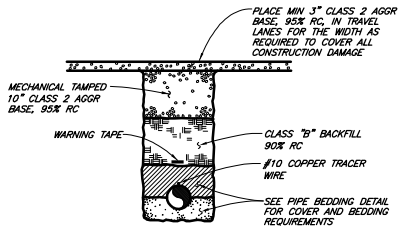
1. CROWN AS DIRECTED BY ENGINEER
2. PROVIDE NECESSARY DRAINAGE AS REQD
3. REPLACE TOPSOIL AND RESEED PER SPECIFICATIONS
4. CLEAN UP ALL GRAVEL AND SPOILS



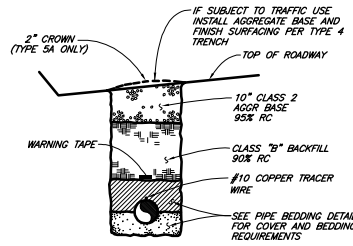
**CROSS COUNTRY AREAS**



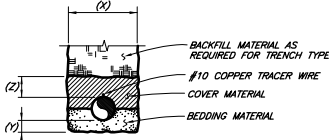
**SUB-SURFACE TRENCH DRAINAGE**



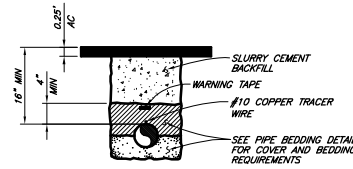
**TYPE 4**  
GRAVELLED STREETS AND ROADS



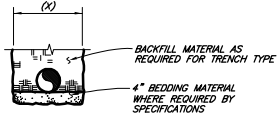
**TYPE 5A AND 5B**  
SHOULDER AREAS



**ALL OTHER PIPE**



**PIPE WITH LESS THAN 24" COVER**



**DUCTILE IRON PIPE**

**TYPICAL PIPE BEDDING DETAIL**

## TRENCH DIMENSION CHART

PIPE SIZE	(X)		(Y)	(Z)
	TRENCH WIDTH (MIN)	TRENCH WIDTH (MAX)	BEDDING (MIN)	COVER (MIN)
4"	18"	30"	4"	6"
6"	18"	30"	6"	8"
8"	21"	32"	6"	10"
10"	24"	36"	8"	12"
12"	26"	36"	8"	12"
15"	30"	42"	8"	12"
18"	32"	44"	8"	12"
21"	36"	48"	8"	12"
24"	42"	48"	8"	12"
36"	66"	78"	18"	12"

## NOTES:

1. WIDER TRENCHES MAY REQUIRE HIGHER STRENGTH PIPE AND/OR SPECIAL BEDDING.
2. DIFFERING TRENCH WIDTHS REQUIRE PRIOR APPROVAL OF THE ENGINEER.
3. EXISTING SURFACING MATERIALS AND THICKNESS VARY. PORTLAND CEMENT CONCRETE PAVEMENT MAY BE COVERED BY ASPHALT CONCRETE PAVEMENT OVERLAY.
4. JETTING NOT ALLOWED ON THIS PROJECT.
5. SEE SPECIFICATIONS SECTION 31 00 00 EARTHWORK FOR BEDDING, COVER, AND BACKFILL MATERIALS.
6. WARNING TAPE SHALL INDICATE TYPE OF UTILITY, IE, WATER, SEWER, STORM DRAIN.

**DETAIL 1**  
NTS

SAVED: 2/17/2017 1:30 PM CNEWELL PLOTTED: 2/23/2017 4:01 PM CHRIS D. NEWELL

VERIFY SCALES  
ON  
DRAWING  
IF NOT ONE INCH ON  
SCALE  
SCALES ACCORDINGLY

**CONSULTING ENGINEERS & GEOLOGISTS, INC.**  
WWW.SWENSON.COM  
707-441-8665  
EUREKA, CA 95501

**SWENSON**

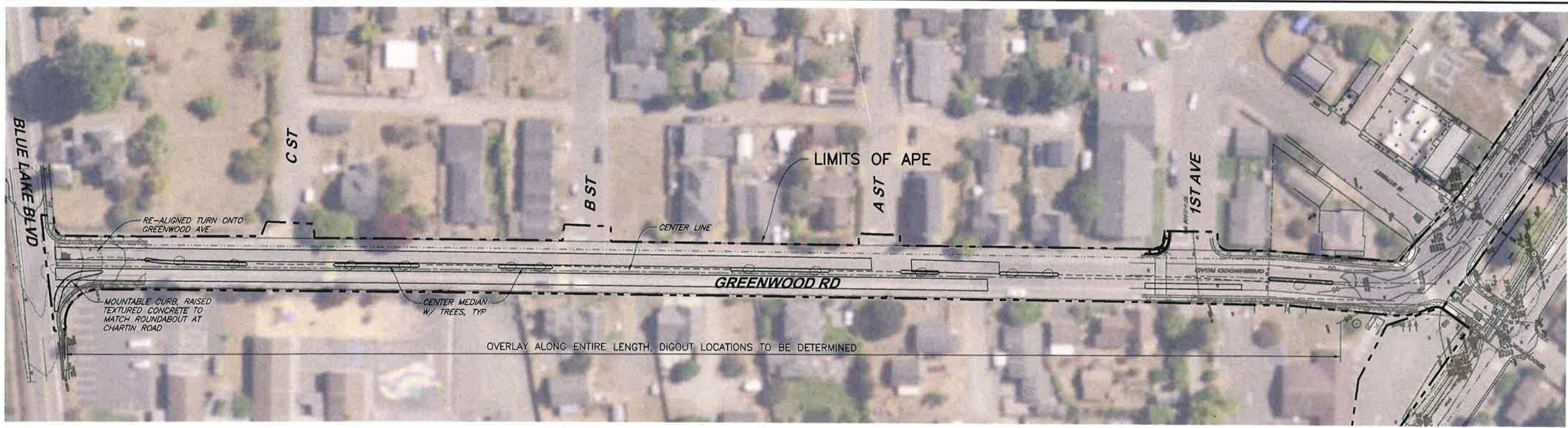
NO.	DATE	REVISION	BY

SHEET  
**C-19**

SEQ  
DATE  
PROJ. NO.

**PRELIMINARY**

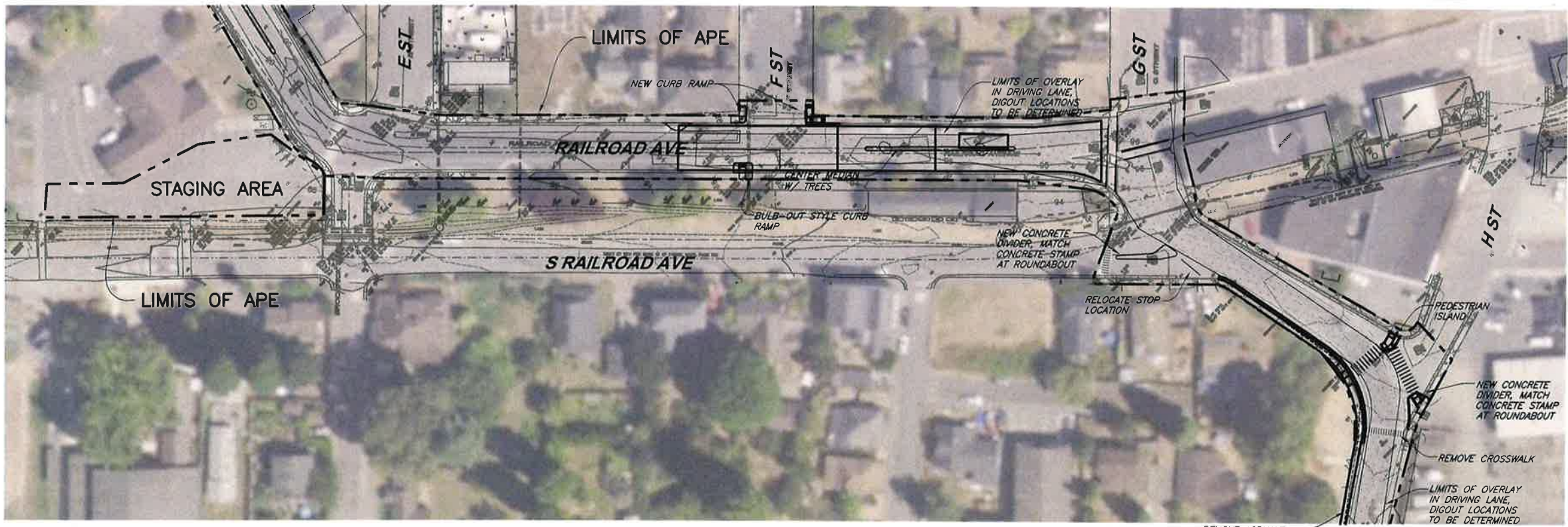




**PLAN**  
1"=100'

**CONTACT INFORMATION**

<i>Mike Foget</i>	9/3/20
MIKE FOGET BLUE LAKE CITY ENGINEER	DATE
<i>Darrell Cardiff</i>	9/1/2020
DARRELL CARDIFF CALTRANS PQS CO-PRINCIPAL INVESTIGATOR (PREHISTORIC ARCHAEOLOGY)	DATE
<i>Suzanne Theiss</i>	9/1/2020
SUZANNE THEISS CALTRANS DISTRICT 1 LOCAL ASSISTANCE ENGINEER	DATE



**PLAN**  
1"=100'

**PRELIMINARY**

SAVED: 8/27/2020 2:08 PM ONEWELL, PLOTTED: 8/27/2020 2:21 PM CHRIS D. NEWELL  
 \\Eureka\Projects\2020\0200008-BL-TrackRoute\Drawings\0200008-APE.dwg

VERIFY SCALES  
 BAR IS ONE INCH ON ORIGINAL DRAWING  
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 707-441-8855

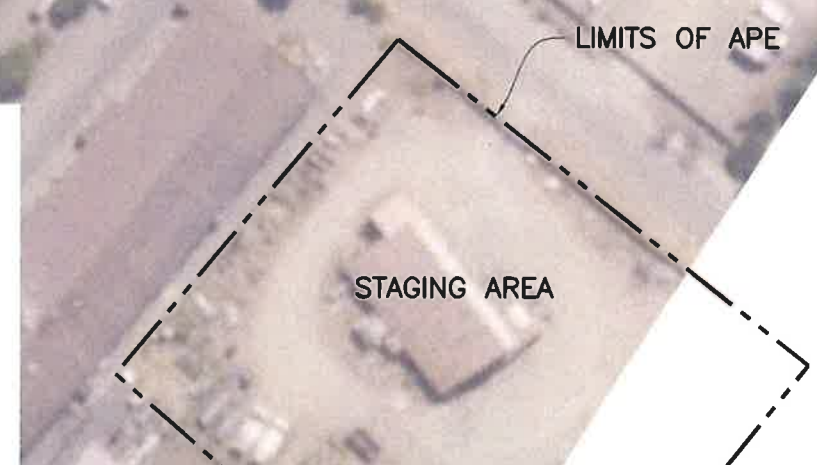
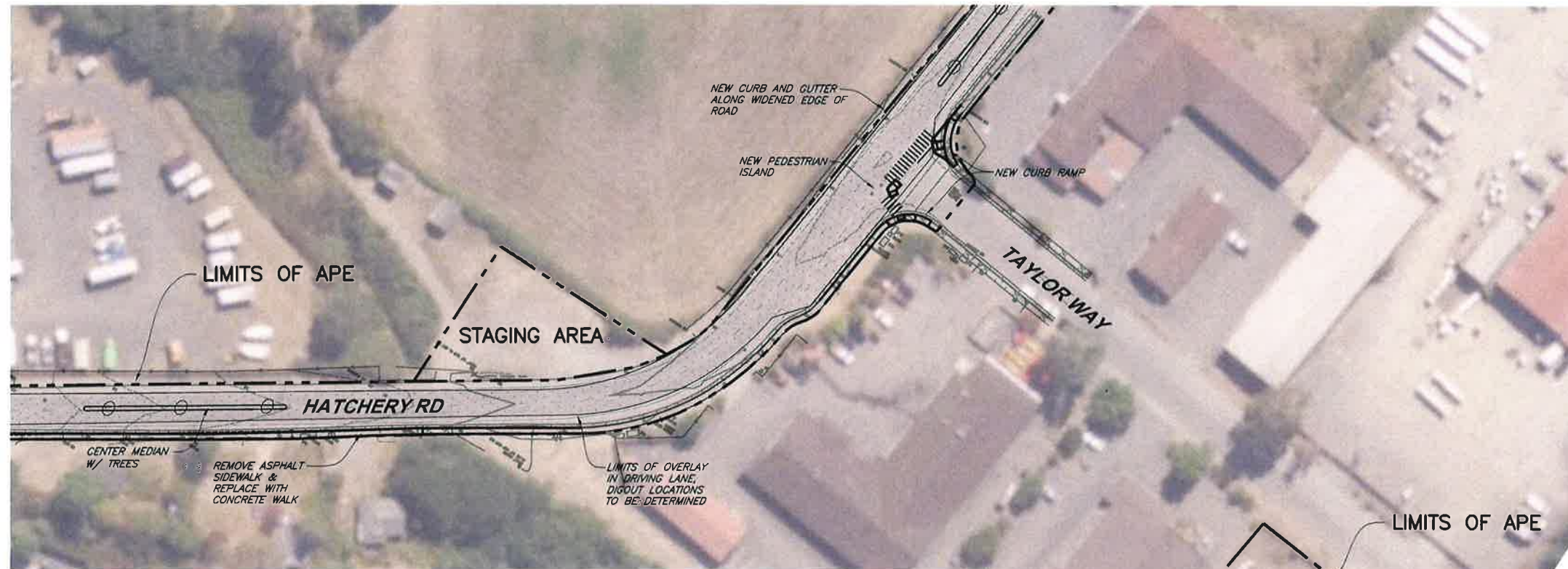


NO.	DATE	REVISION	BY

CITY OF BLUE LAKE  
 BLUE LAKE TRUCK ROUTE IMPROVEMENTS  
 BLUE LAKE, CALIFORNIA  
**APE MAP**  
 BLUE LAKE BLVD TO HATCHERY ROAD

FIGURE  
**1 OF 2**  
 DATE 08/2020  
 PROJ. NO.  
 020008





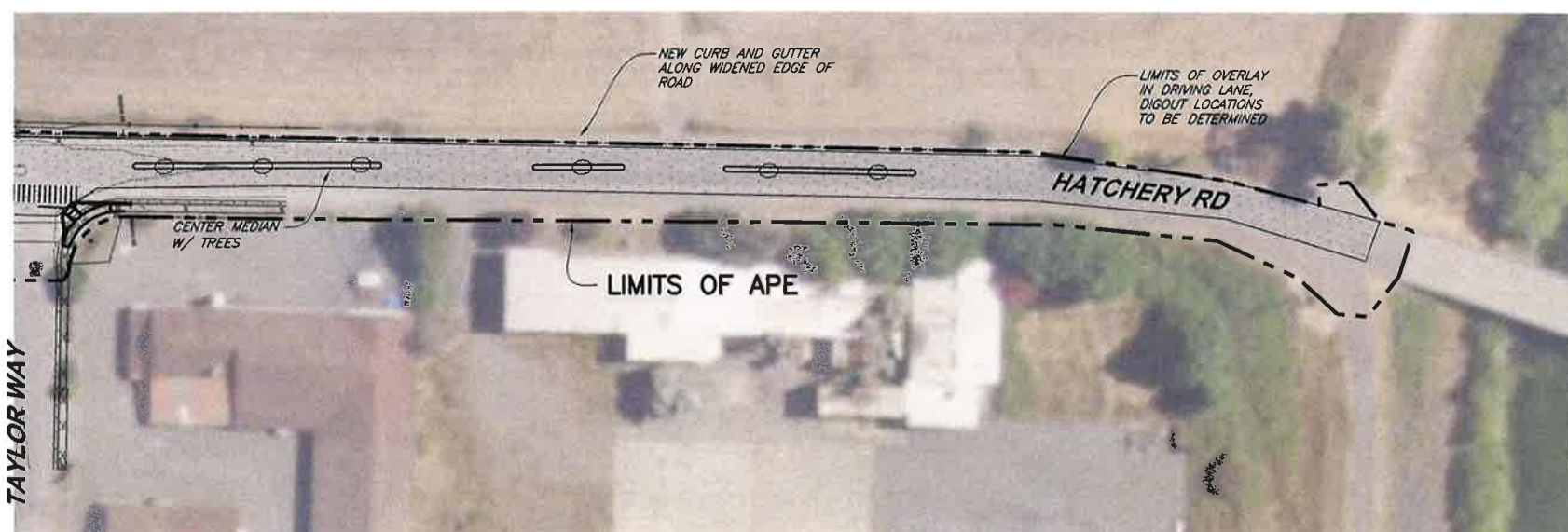
**PLAN**  
1"=100'

**CONTACT INFORMATION**

*Mike Foget* 9/31/20  
MIKE FOGET  
BLUE LAKE CITY ENGINEER  
DATE

*Darrell Cardiff* 9/1/2020  
DARRELL CARDIFF  
CALTRANS PQS CO-PRINCIPAL INVESTIGATOR (PREHISTORIC ARCHAEOLOGY)  
DATE

*Suzanne Theiss* 9/1/2020  
SUZANNE THEISS  
CALTRANS DISTRICT 1 LOCAL ASSISTANCE ENGINEER  
DATE



**PLAN**  
1"=100'

**PRELIMINARY**

VERIFY SCALES  
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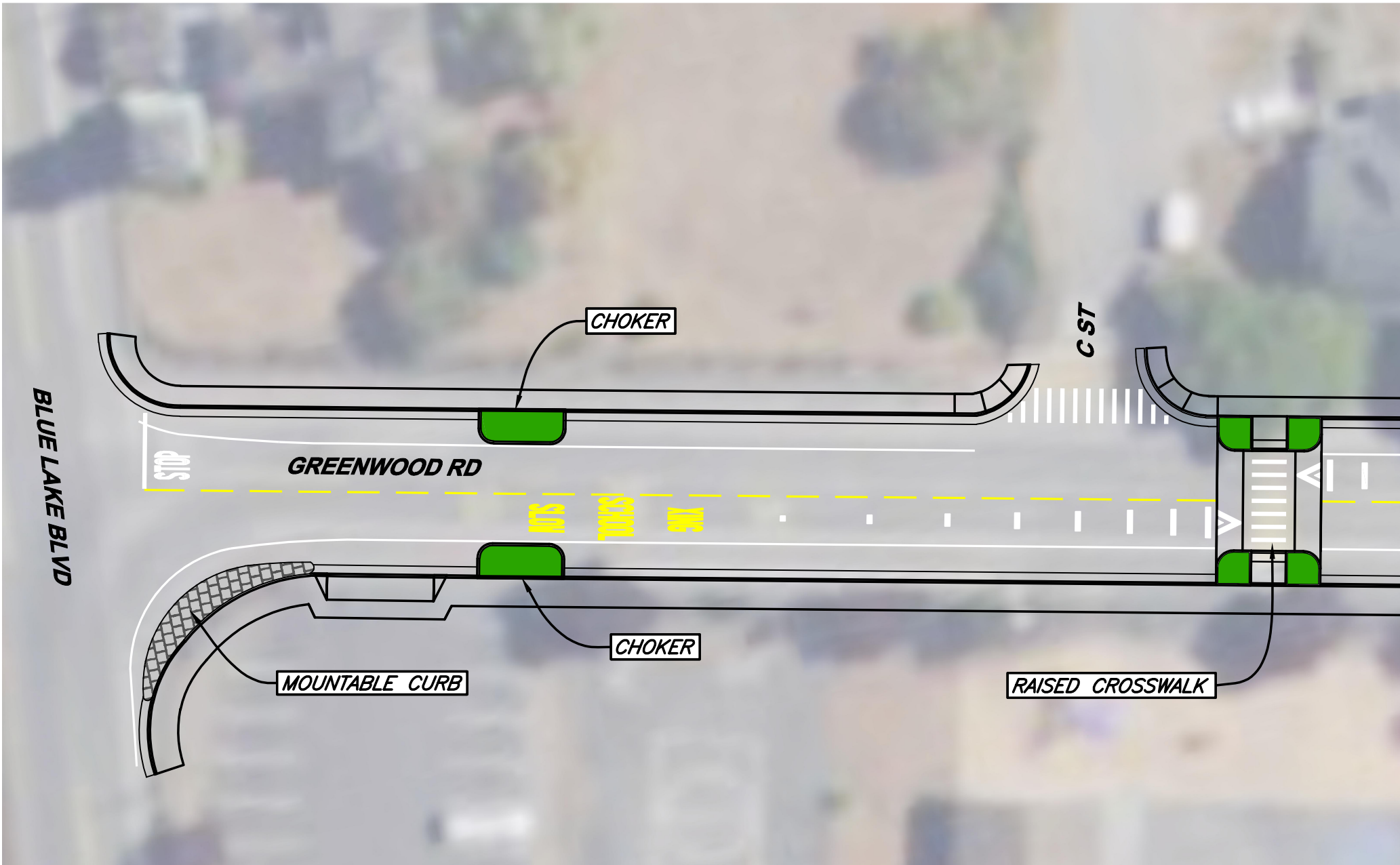


DESIGN	CAL	NO.	DATE	REVISION	BY
DR	CDV/CAL				
CHK	CAL				
APVD					

CITY OF BLUE LAKE  
BLUE LAKE TRUCK ROUTE IMPROVEMENTS  
BLUE LAKE, CALIFORNIA  
**APE MAP**  
**HATCHERY RD TO MAD RIVER BRDG**

FIGURE  
**2 OF 2**  
DATE 08/2020  
PROJ. NO. 020008

SAVED: 8/27/2020 2:08 PM CNEWELL, PLOTTED: 8/27/2020 2:22 PM CHRIS D. NEWELL  
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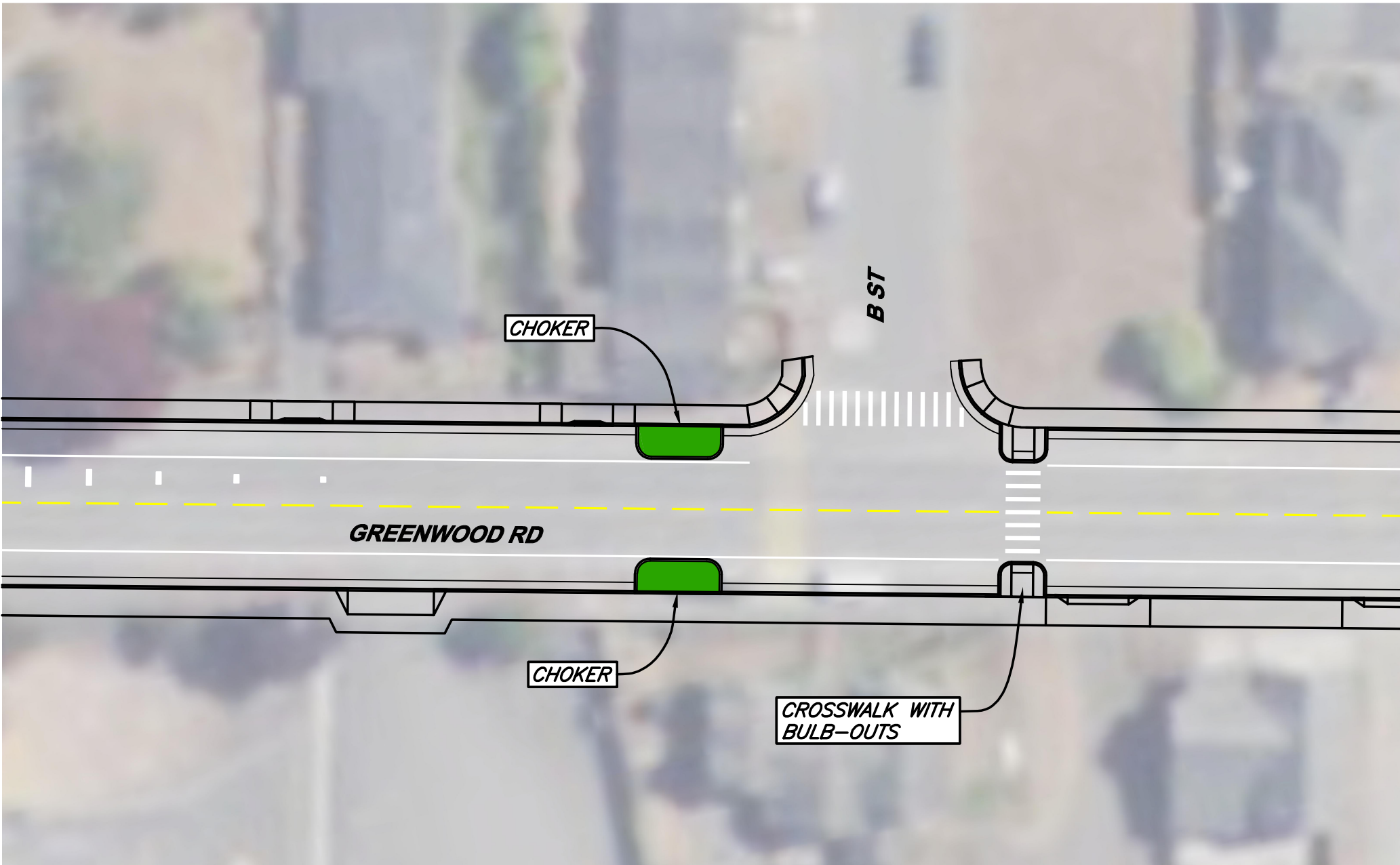


**DRAFT LAYOUT**



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707-441-8855

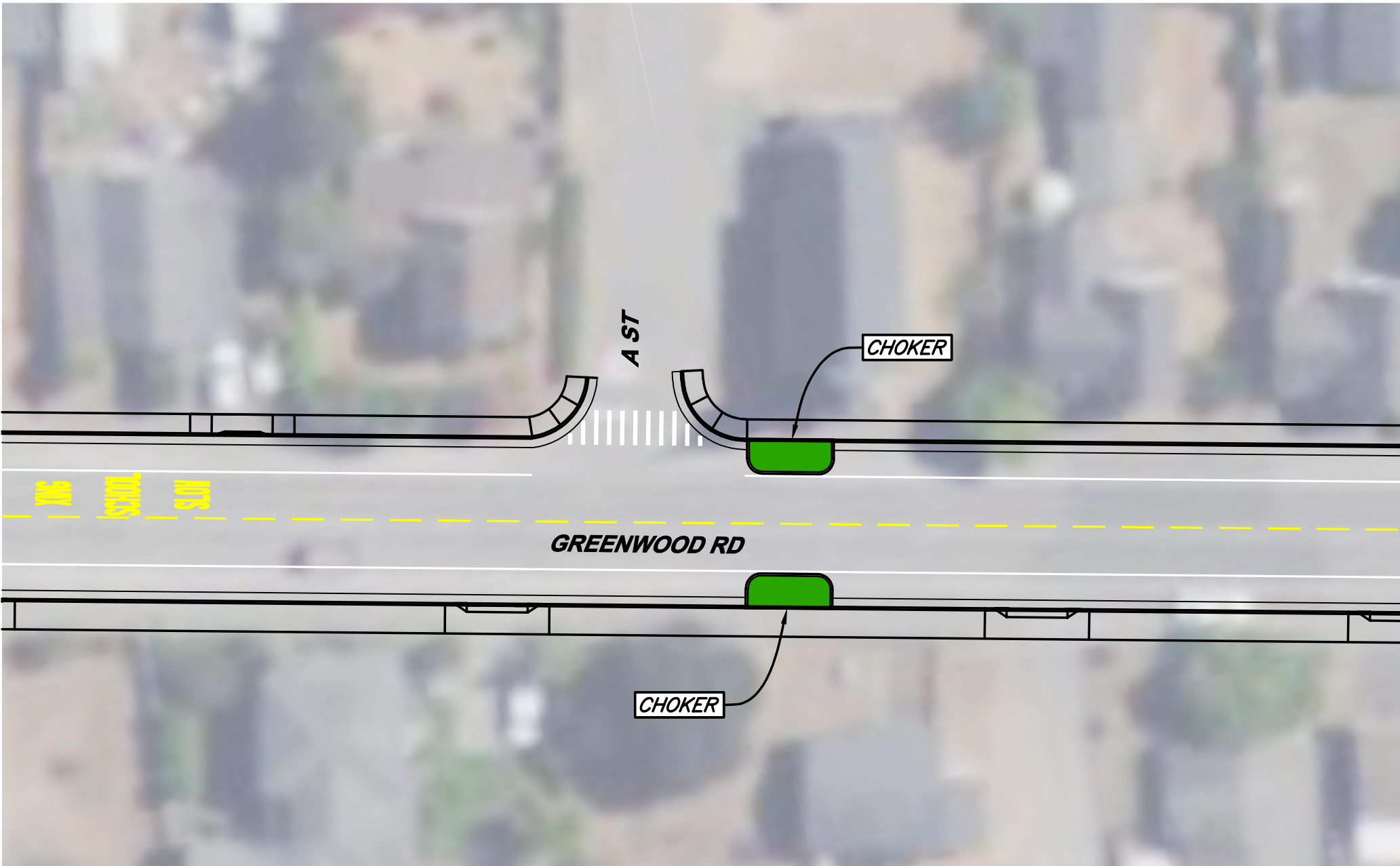




**DRAFT LAYOUT**



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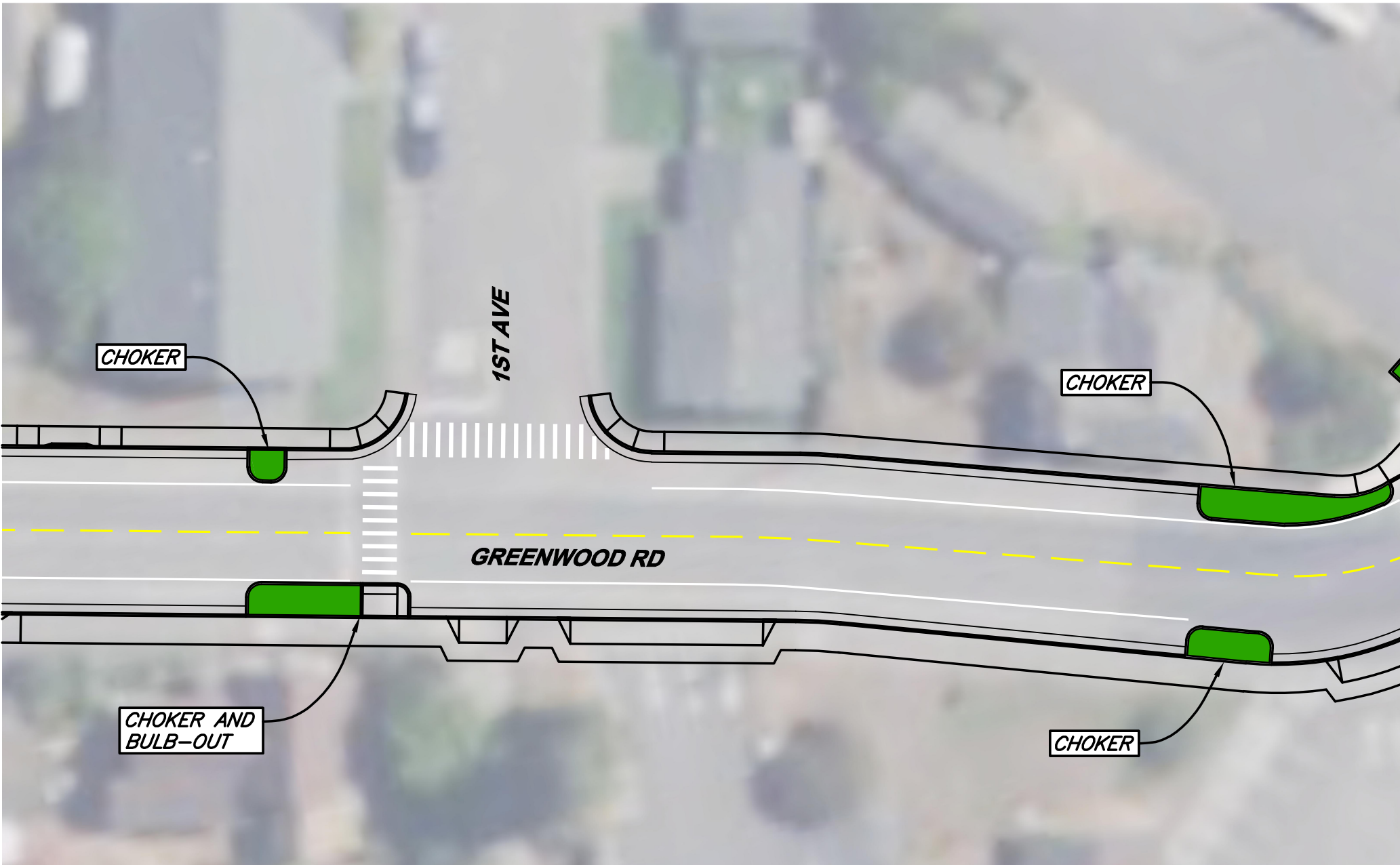


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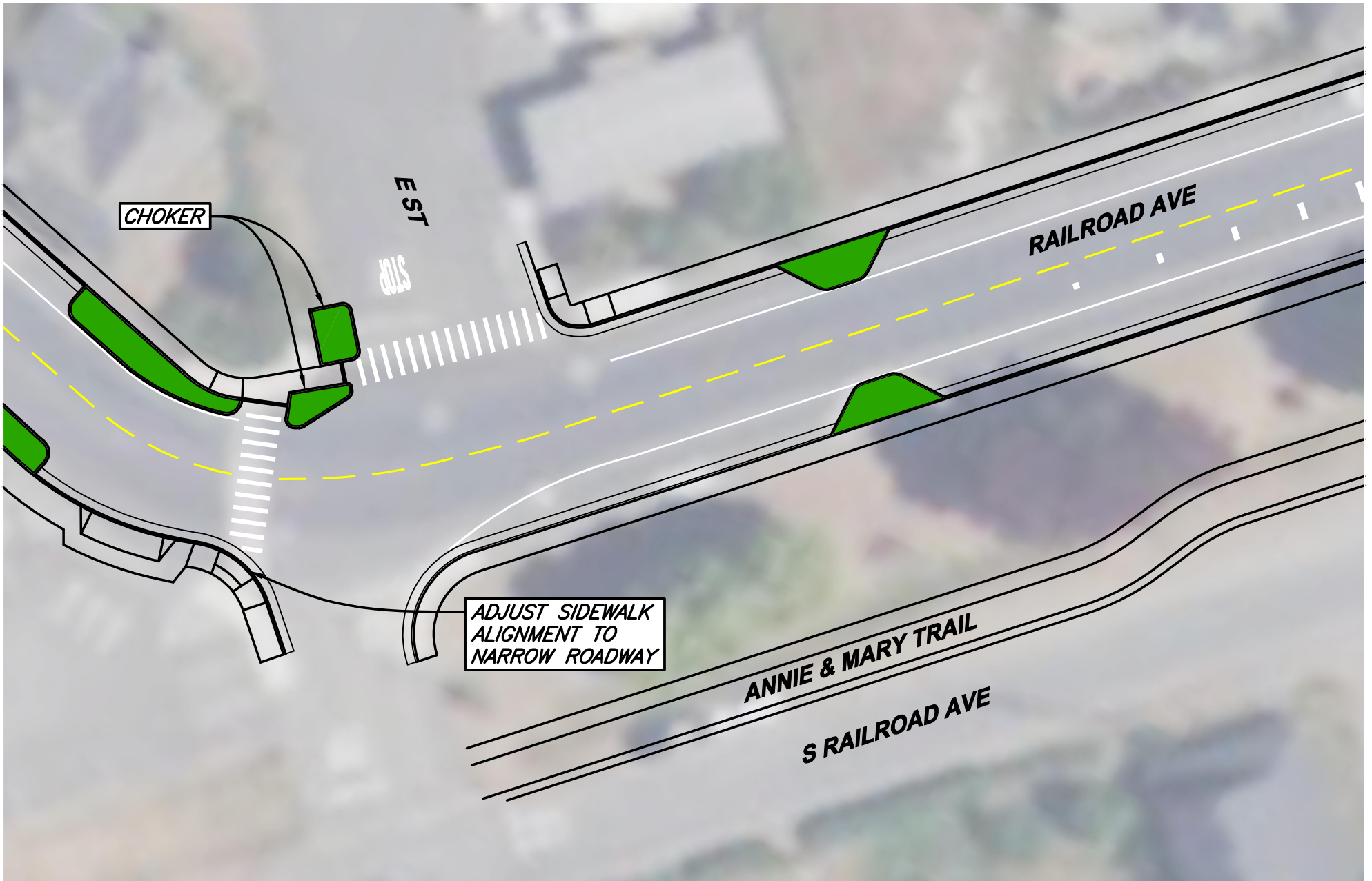




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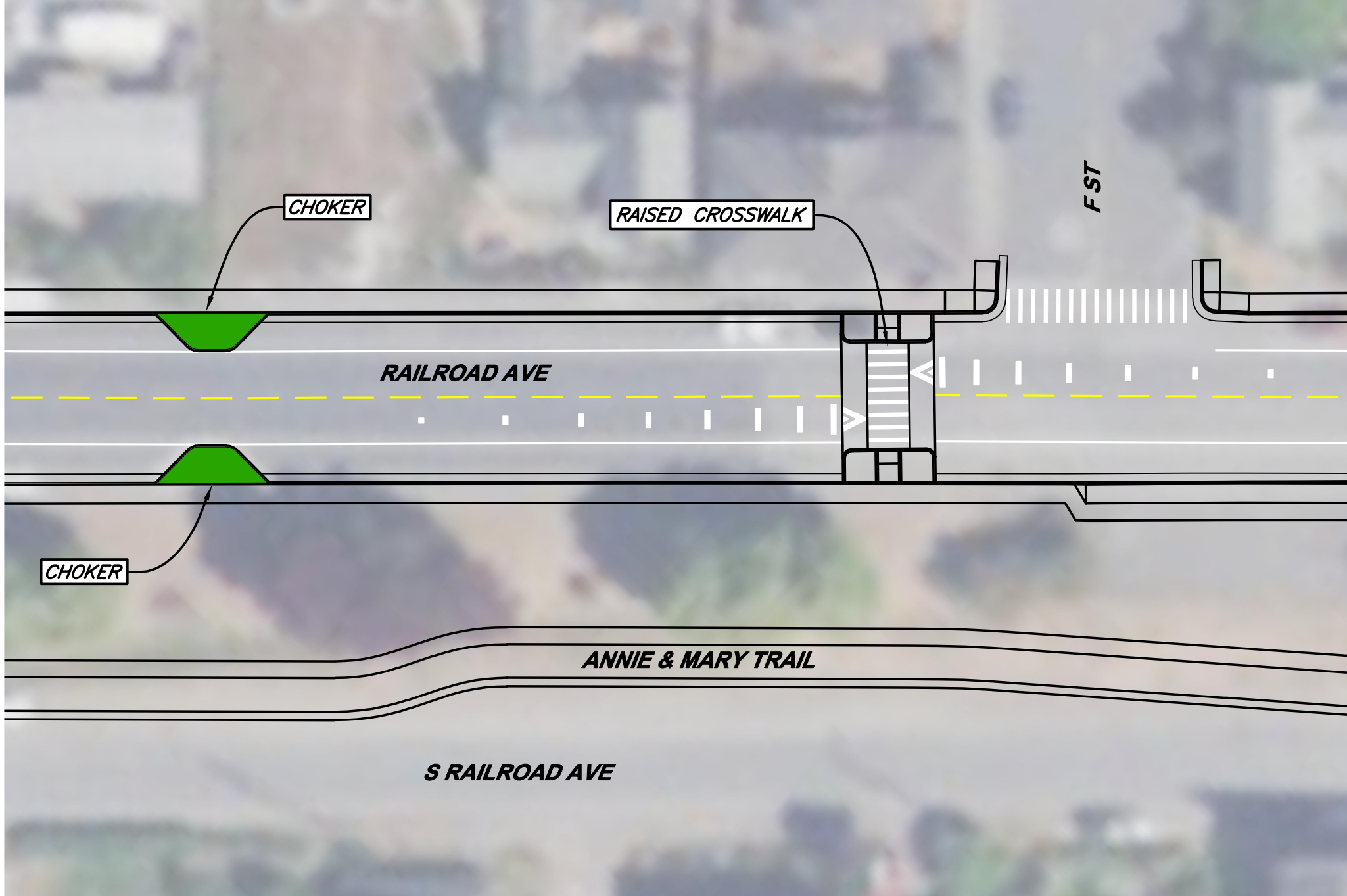
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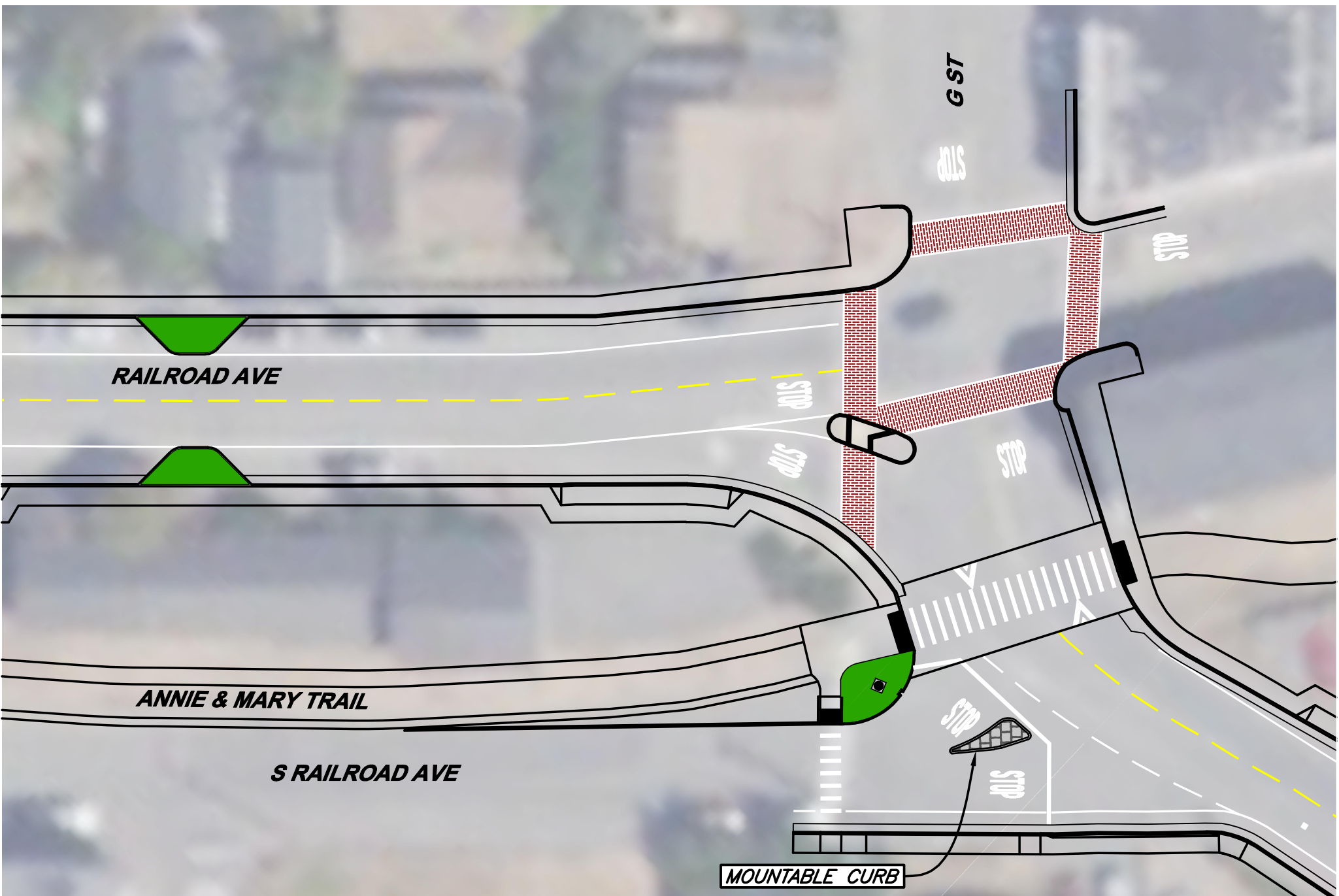


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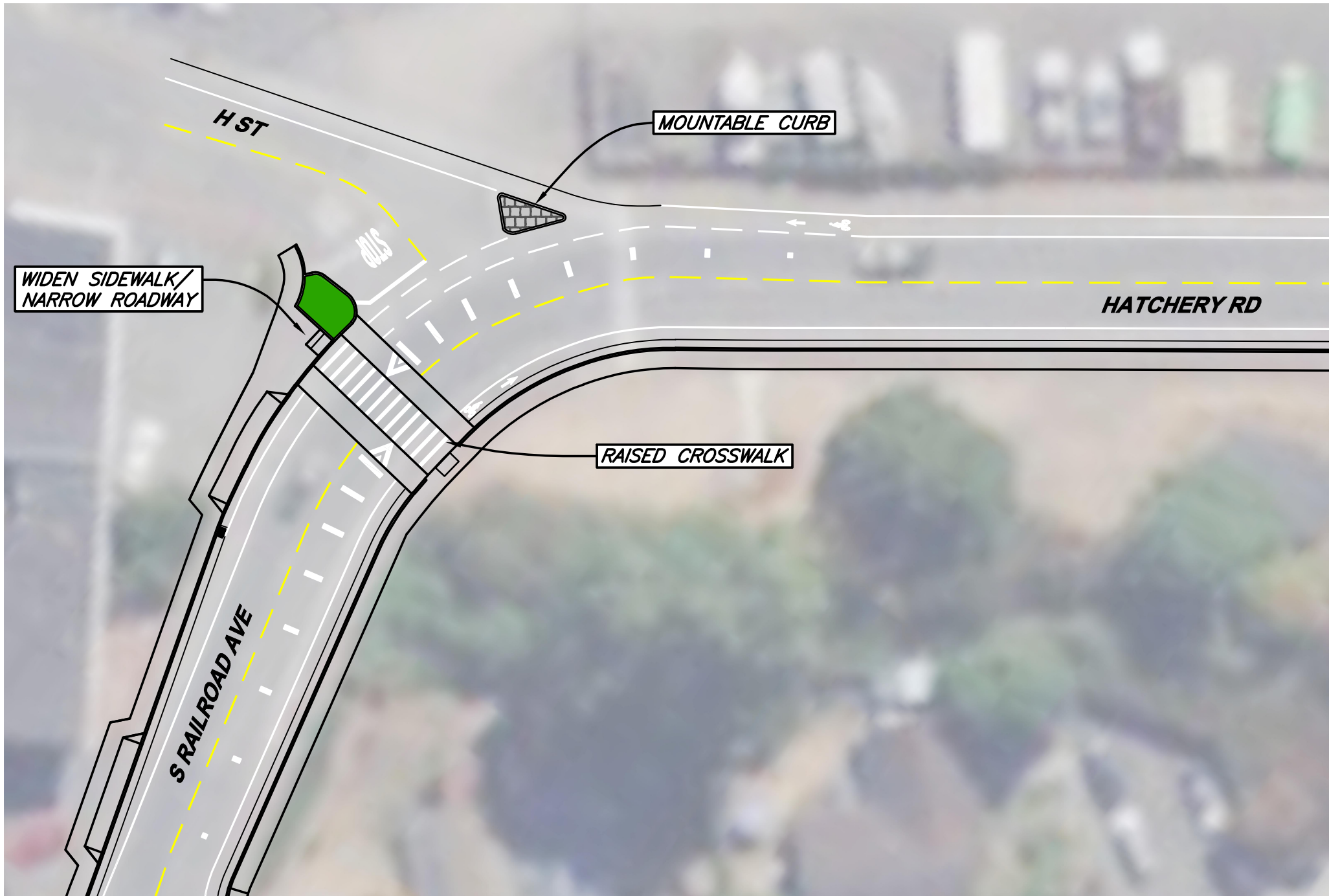


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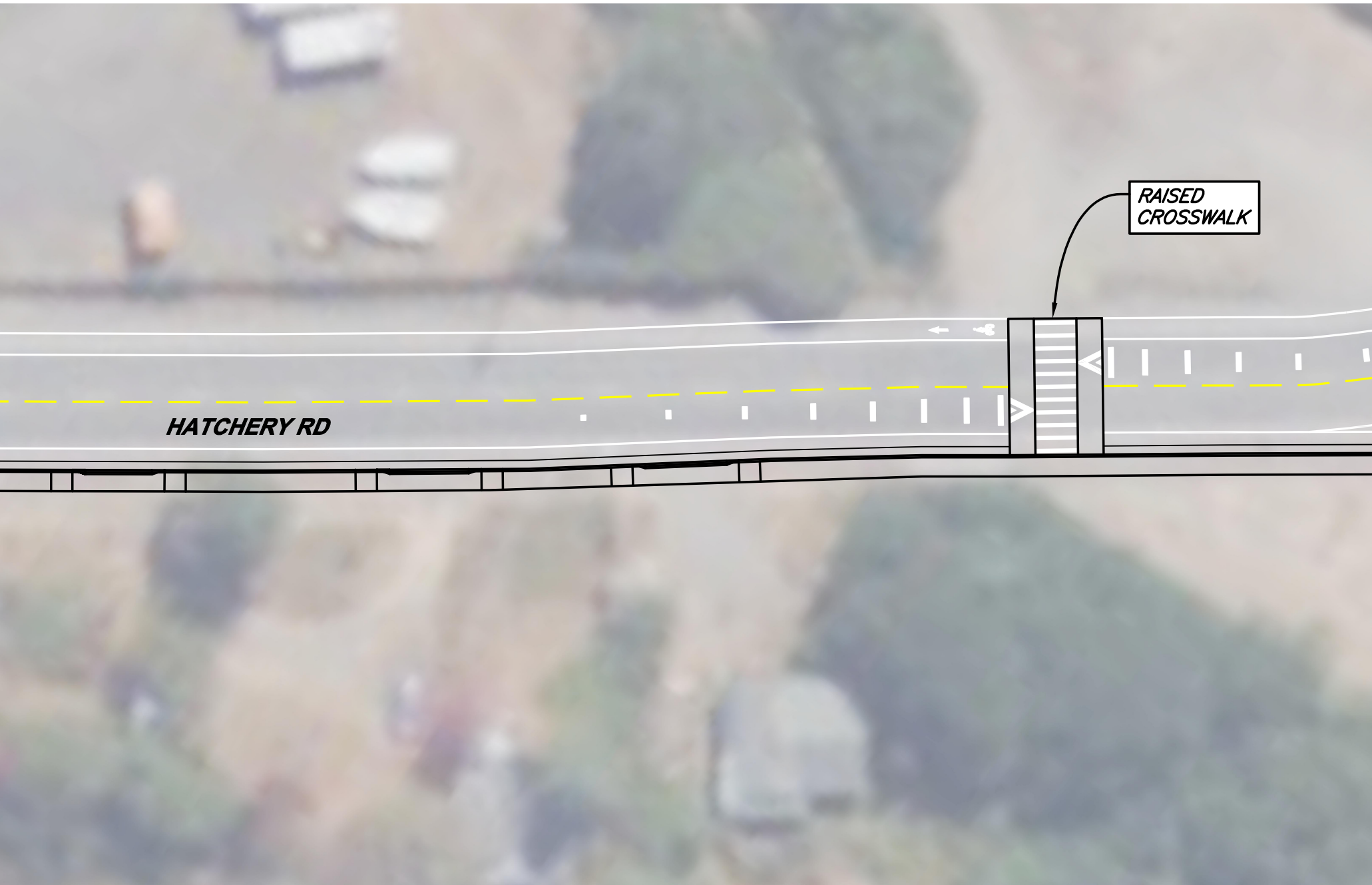




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**HATCHERY RD**

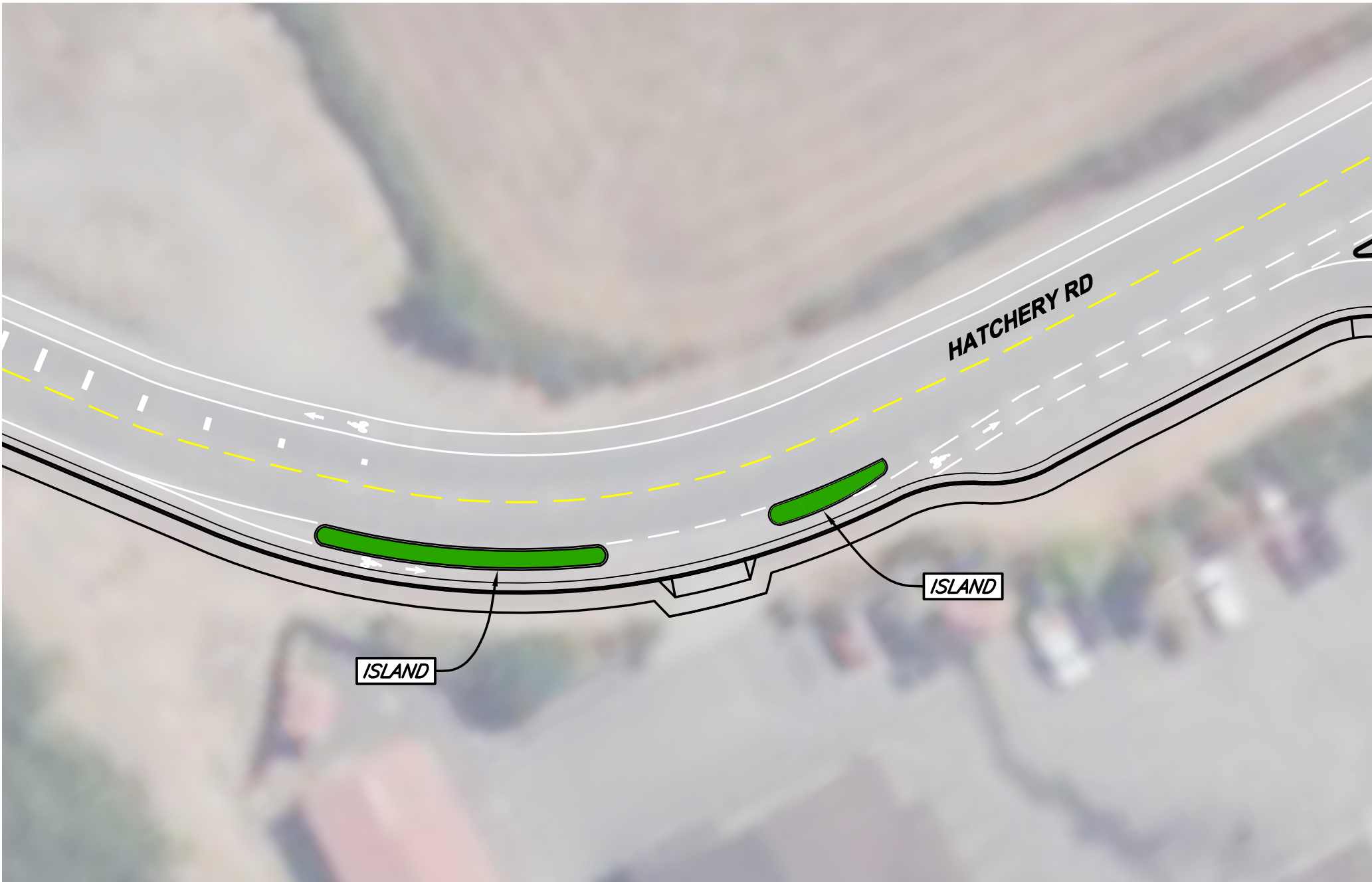
**RAISED  
CROSSWALK**

**DRAFT LAYOUT**



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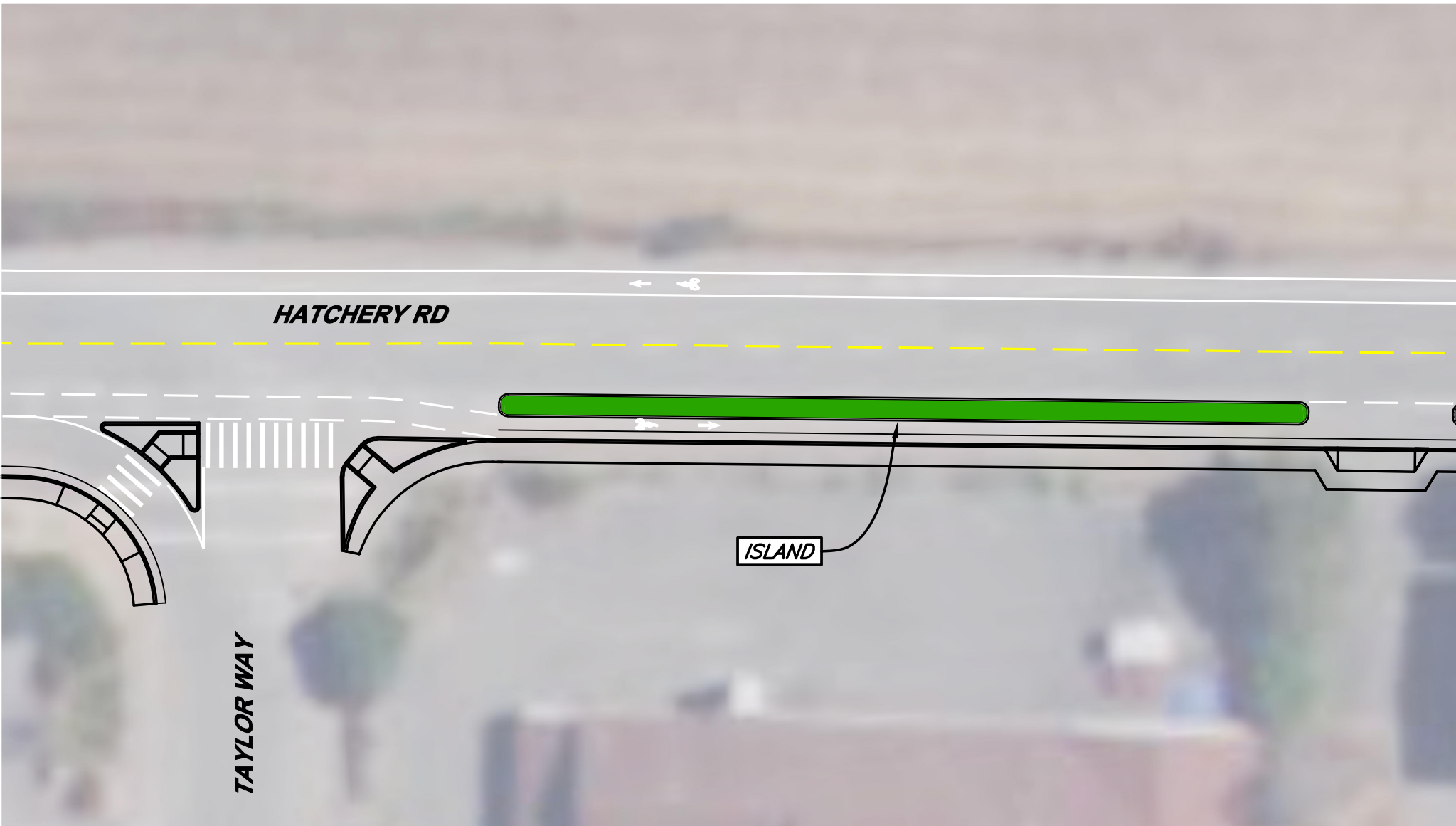




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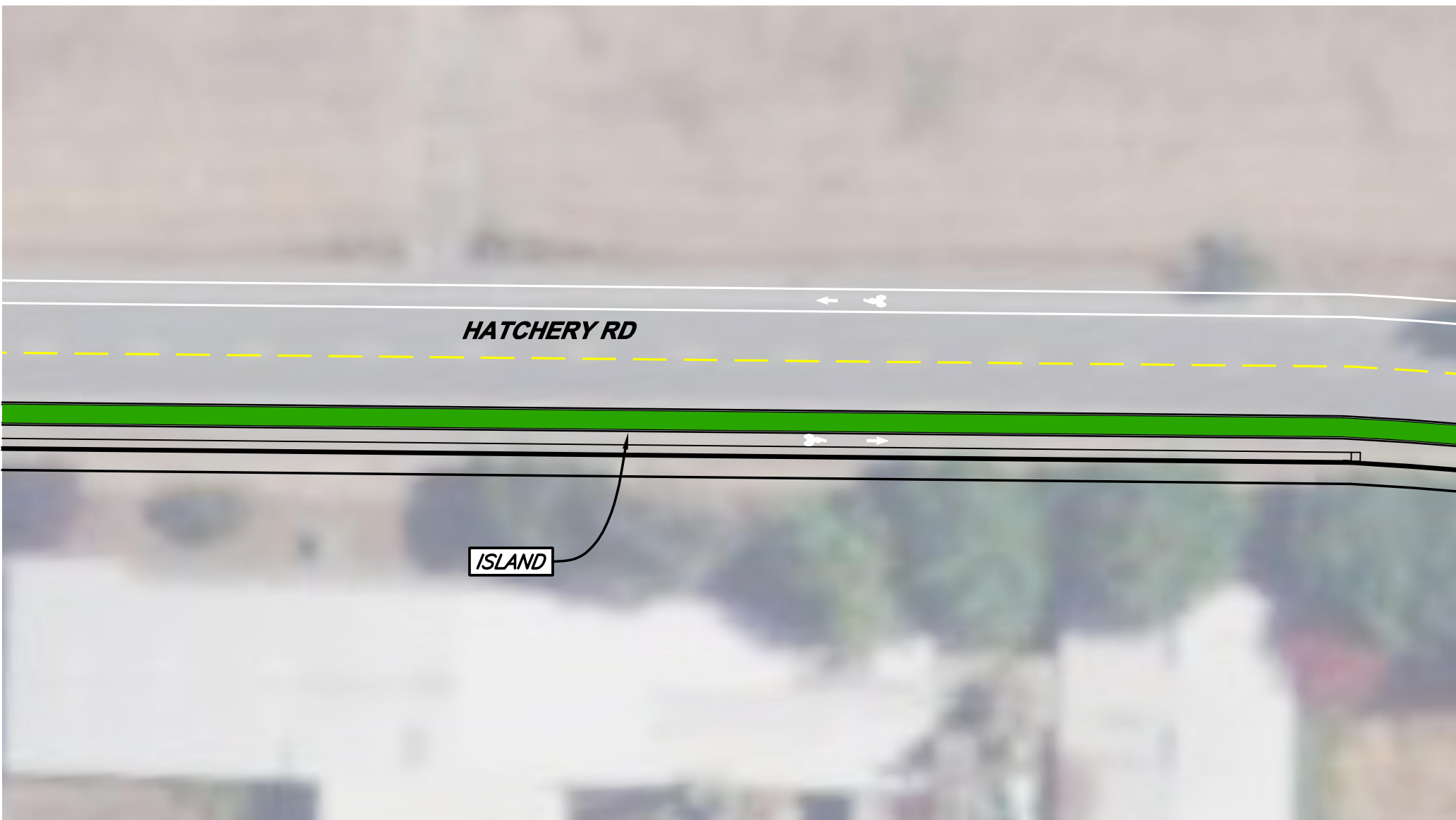


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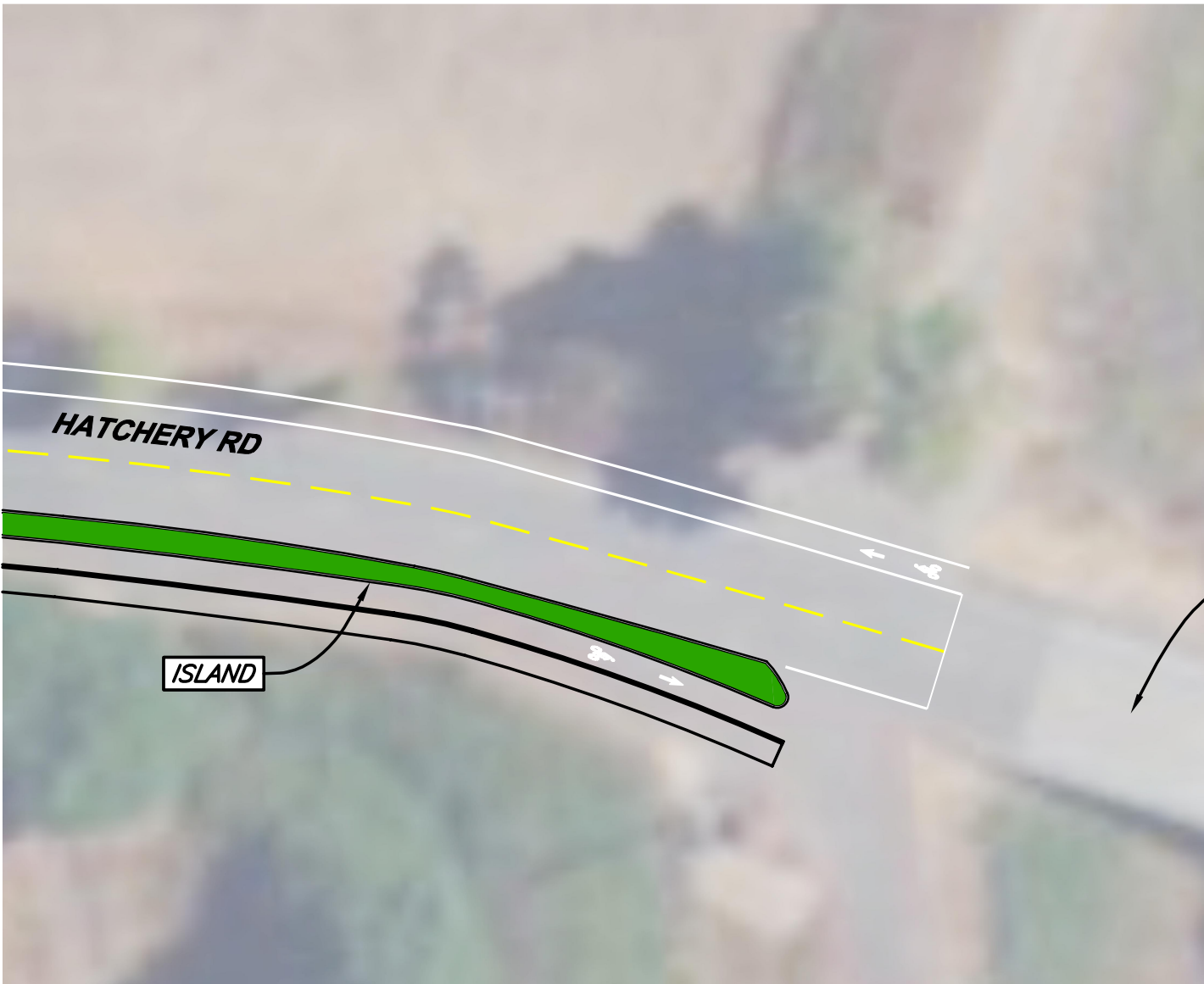




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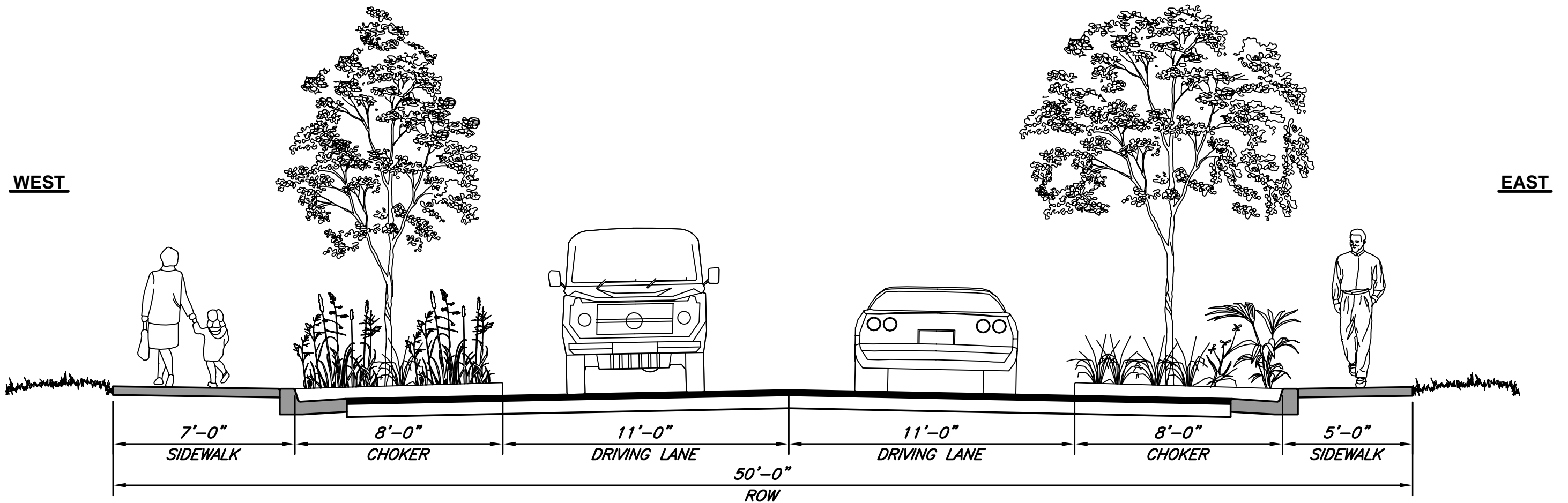


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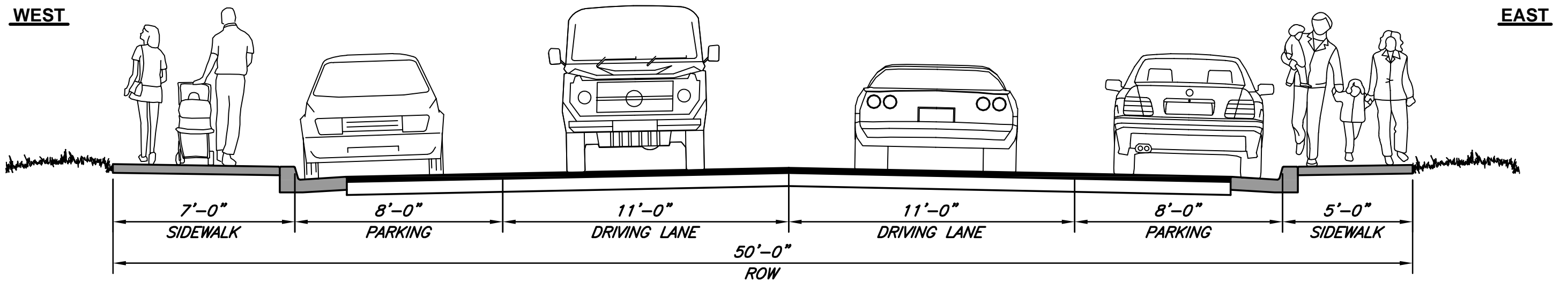


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**GREENWOOD AVE AT CHOKERS**  
(LOOKING NORTH)



**GREENWOOD AVE AT PARKING**  
(LOOKING NORTH)

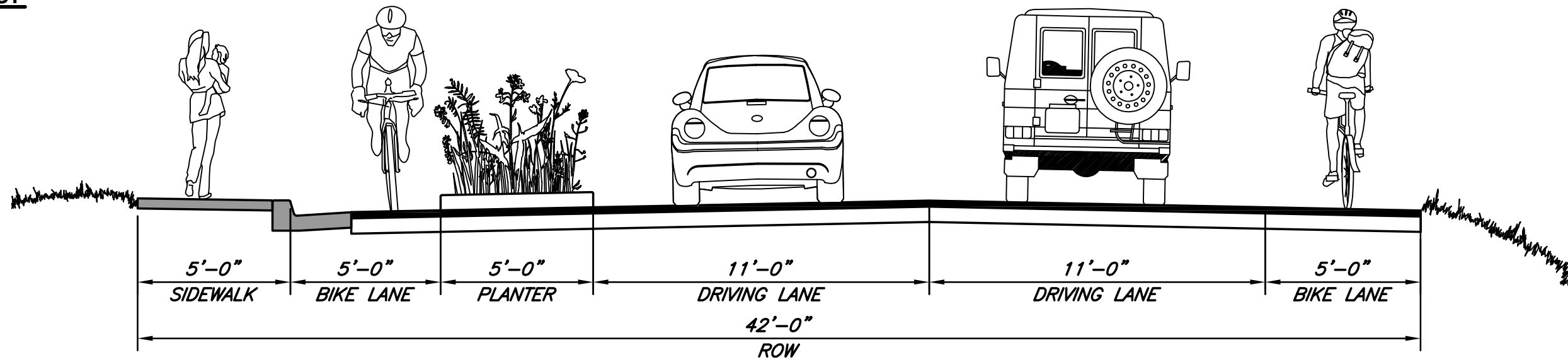
**DRAFT LAYOUT**



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WEST

EAST



**HATCHERY ROAD**  
**(LOOKING NORTH)**

**DRAFT LAYOUT**



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## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

General Instructions

Amendment (Existing Project) Yes					Date:	9/15/21	
District		EA	Project ID		PPNO	MPO ID	
01			0119000064		2510		
County	Route/Corridor		PM Bk	PM Ahd	Nominating Agency		
HUM					City of Blue Lake		
					MPO	Element	
					Non-MPO	Local Assistance	
Project Manager/Contact			Phone		E-mail Address		
Amanda Mager			707-668-5655		<a href="mailto:citymanager@bluelake.ca.gov">citymanager@bluelake.ca.gov</a>		
<b>Project Title</b>							
Blue Lake Truck Route -Complete Streets							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
DESIGN AND RIGHT-OF-WAY: From the intersection of Blue Lake Blvd. and Greenwood Road, along Greenwood to Railroad Ave., along Railroad Ave. to intersection of G Street, and S. Railroad Ave., onto intersection of Hatchery Rd., then Hatchery Road to northern approach to Mad River bridge (on Hatchery Road). Road rehabilitation, upgrade ADA access at intersections, repair sidewalks, add sidewalks where missing, provide striping for bike lanes, add traffic calming features along route, crosswalks, and signage. CONSTRUCTION: GREENWOOD AVE ONLY -From the intersection of Blue Lake Blvd. and Greenwood Road, along Greenwood to Railroad Ave.							
<b>Component</b>		<b>Implementing Agency</b>					
PA&ED							
PS&E		City of Blue Lake					
Right of Way		City of Blue Lake					
Construction		City of Blue Lake					
<b>Legislative Districts</b>							
Assembly:	2		Senate:	2		Congressional:	2
<b>Project Benefits</b>							
Enhanced safety for children going to school located on truck route. Route is major thoroughfare for bike, ped, and vehicular traffic in Blue Lake. Complete streets improvements will promote bike and ped use, resulting in lower green house gas emissions.							
<b>Purpose and Need</b>							
Safety. This is a federal aid eligible road and is a designated truck route. Blue Lake elementary school is located along route as well as civic center for Blue Lake (city hall). Access to levee during an emergency is important to the county: traffic calming designated alternative 299 route to Arcata; road failure around utility cuts; designated emergency route in case of Mathews Dam failure. (continued on pg 2)							
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>	
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	2,300	
Active Transportation		Crosswalk			EA	4	
Pavement (lane-miles)		Local road - rehabilitated			LF	2,300	
Active Transportation		Sidewalk miles			SQFT	11,000	
NHS Improvements	No		Roadway Class	NA		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions			Yes
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved					01/31/18		
Begin Environmental (PA&ED) Phase						05/24/19	
Circulate Draft Environmental Document				Document Type	CE/CE	12/01/21	
Draft Project Report						01/01/22	
End Environmental Phase (PA&ED Milestone)						02/01/22	
Begin Design (PS&E) Phase						05/01/22	
End Design Phase (Ready to List for Advertisement Milestone)						01/15/23	
Begin Right of Way Phase						02/15/23	
End Right of Way Phase (Right of Way Certification Milestone)						05/15/23	
Begin Construction Phase (Contract Award Milestone)						07/01/23	
End Construction Phase (Construction Contract Acceptance Milestone)						09/15/24	
Begin Closeout Phase						09/15/24	
End Closeout Phase (Closeout Report)						02/15/25	

## ADA Notice

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 19 Feb 2020 v8.01j)

**Date:** 9/15/21

**Additional Information**

The truck route is a major collector which connects highway 299 to the north to industrial timberlands, agricultural operations, gravel mining, an asphalt batch plant and a business park all located on the south end of town. This project will also provide a safer path of travel from town and the Annie and Mary Rail Trail to the Mad River, which is a major recreational location in the area.



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 9/15/21

District	County	Route	EA	Project ID	PPNO	
01	HUM			0119000064	2510	
<b>Project Title:</b> Blue Lake Truck Route -Complete Streets						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									City of Blue Lake
R/W SUP (CT)									City of Blue Lake
CON SUP (CT)									City of Blue Lake
R/W									City of Blue Lake
CON									City of Blue Lake
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)				200				200	
PS&E				220				220	
R/W SUP (CT)									
CON SUP (CT)									
R/W				75	50			125	
CON					1,750	380		2,130	
TOTAL				495	1,800	380		2,675	

Fund No. 1:	STIP	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Note Existing funding from 2017 RTIP - STIP PA&ED FY 21/22 \$120,000; PS&E FY 21/22 \$130,000
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This funds all design & right of way for entire truck route, and ONLY construction for Greenwood Portion
PS&E				70				70	
R/W SUP (CT)									
CON SUP (CT)									
R/W				75				75	
CON					1,200	330		1,530	
TOTAL				145	1,200	330		1,675	

Fund No. 2:	PG&E Rule 20A	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)				200				200	Working w/ PG&E, Costs are approximated per PG&E. City is still in application phase as funding not yet secured for undergrounding of utilities on greenwood ave.
PS&E				150				150	
R/W SUP (CT)									
CON SUP (CT)									
R/W					50			50	
CON					550	50		600	
TOTAL				350	600	50		1,000	







**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised 19 Feb 2020 v8.01j)

**Complete this page for amendments only**

Date: 9/15/21

District	County	Route	EA	Project ID	PPNO
01	HUM			0119000064	2510

**SECTION 1 - All Projects****Project Background**

In 2017 the City applied through RTIP funding for only PA&ED and PS&E for ther Blue Lake truck route. We are now applying for funds to complete the design, right of way and construction for a portion of the route (greenwood), due to limited avilble funding in our local RTIP program.

**Programming Change Requested**

Original amount funded was \$250,000 for PA&ED and PS&E. The City is requesting funding for the next significant phase of this important project.

**Reason for Proposed Change**

Need is to complete the project. Original funding only through PS&E. Now that project has a proposed design, the City has identified the elements required to complete the PS&E phase and implement to right of way and const phases. This request is for com-pleting PS&E and right of way for entire project, and only for construction of the greenwood avenue porrtion of the truck route.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

NA

**Other Significant Information**

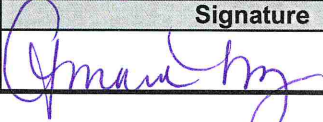
City is Working with PG&E (Rule 20A funding) to fund undergrounding of utilities on Greenwood avenue.

**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Amanda Mager		Blue Lake City Manager	9/15/2021

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map