

Project Study Report (PSR)

To Request Programming in the 2018 RTIP for:

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

**Downtown Trinidad Pedestrian & Connectivity Improvements
City of Trinidad**

APPROVED:

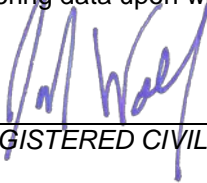


Dan Berman, Trinidad City Manager

12/12/17

Date

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

12/4/2017

DATE



1. INTRODUCTION

Project Description:

The project includes pedestrian connectivity and accessibility improvements to Patrick’s Point Drive, Scenic Drive, and Trinity Street, including sidewalks, driveways, curb ramps, crosswalks, signage, striping and pavement repair.

Project Limits	Patrick’s Point Drive – from Janis Court to Main Street; Scenic Drive – from Main Street to approx. 200 feet south of Main Street; Trinity Street from Main Street to Edwards Street.
Funding Source	RTIP, Local Committed Funds
Type of Facility	Patrick’s Point Drive – Minor Collector; Scenic Drive – Minor Collector; Trinity Street – Major Collector
Anticipated Environmental Determination or Document	CEQA CE

2. BACKGROUND

The project has been a long time priority for the City and builds upon previous City projects to provide a complete accessible route through central Trinidad. The City’s previous Gateway project (completed in 2012) provided an accessible route along Main Street and a portion of Trinity Street. This project will implement complete streets improvements by removing barriers and extending new accessible routes along portions of Patrick’s Point Drive, Scenic Drive, and Trinity Street.

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 primary purpose of the project is to remove accessibility barriers and extend new safe and accessible pedestrian routes (in accordance to the Americans with Disabilities Act of 1990) along portions of Patrick’s Point Drive, Scenic Drive, and Trinity Street. The secondary project purpose is to ensure the integrity of the roadway pavement.

Need:

Many of the existing sidewalks, driveways and curb ramps within the project area are non-compliant with current accessibility codes and standards and create a barrier in pedestrian mobility. The new accessible routes are needed to provide direct connections to the Trinidad Library/Museum, Saunders Park, Trinidad Town Hall, Trinidad Elementary School and the Trinidad Bay overlook at Edwards Street. Improvements are also needed to reduce conflicts and potential safety hazards between pedestrians and vehicles by formalizing and improving access to off-street parking areas.

Portions of Patrick’s Point Drive and Trinity Street 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 and businesses).

4. DEFICIENCIES

Along Scenic Drive there are no pedestrian facilities or accessible routes for pedestrians. Along Patrick’s Point Drive and Trinity Street, many of the existing sidewalks, driveways and curb ramps are non-compliant with current accessibility codes and standards (longitudinal and cross slopes well in excess of that allowed by Americans with Disabilities Act of 1990)

and create a barrier in pedestrian mobility. There are also several existing off-street parking areas along Trinity Street that too short to accommodate standard vehicle lengths which often results in sidewalks being partially or entirely blocked, rendering the route inaccessible for pedestrians.

Portions of Patrick’s Point Drive and Trinity Street are exhibiting signs of extreme pavement distress and failure. Patrick’s Point Drive through the project area was identified to have a Pavement Condition Index (PCI) of 52 (as of 12/31/16). And portions of Trinity Street are beginning to show signs of distress, which if left unaddressed, would continue to deteriorate and ultimately require the entire roadway to be reconstructed.

5. CORRIDOR AND SYSTEM COORDINATION

The improvements included in the project were prioritized in the HCAOG’s Regional Transportation Plan (RTP) - 2014 Update, which was adopted following public meetings and public comments. The project with its current title will also be included in HCAOG’s Regional Transportation Plan 2017 Update, which is currently under development.

6. ALTERNATIVES

No alternative projects or improvements were identified that fulfil the project’s primary purpose of removing accessibility barriers and extending new safe and accessible pedestrian routes along portions of Patrick’s Point Drive, Scenic Drive, and Trinity Street.

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 construction and reconstruction of sidewalks, curb ramps, driveways, pavement reconstruction and other improvements primarily within the existing public right-of-way. Minor encroachments onto private property are anticipated for conforms. 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 a combination of funding sources including the HCAOG RTIP and local funds committed by the City of Trinidad.

Programming:

Fund Source	Fiscal Year Estimate								
	Prior	18/19	19/20	20/21	22/23	23/24	24/25+	Future	Total
Total									
Component	In thousands of dollars (\$1,000)								
PA&ED Support		40							40
PS&E Support			60						60
Right-of-Way			15						15
Construction				465					465
Total		40	75	465					580

Fund Source	Fiscal Year Estimate								
	Prior	18/19	19/20	20/21	22/23	23/24	24/25+	Future	Total
HCAOG RTIP									
Component	In thousands of dollars (\$1,000)								
PA&ED Support		40							40
PS&E Support			60						60
Right-of-Way			15						15
Construction				435					435
Total		40	75	435					550

Fund Source	Fiscal Year Estimate								
	Prior	18/19	19/20	20/21	22/23	23/24	24/25+	Future	Total
Local Committed Funds – City of Trinidad									
Component	In thousands of dollars (\$1,000)								
PA&ED Support									
PS&E Support									
Right-of-Way									
Construction				30					30
Total				30					30

9. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Year)
PROGRAM PROJECT	12/2017
BEGIN ENVIRONMENTAL (PA&ED) PHASE	8/2018
COMPLETE ENVIRONMENTAL DOCUMENT (CEQA CE)	12/2018
END ENVIRONMENTAL PHASE (PA&ED MILESTONE)	4/2019
BEGIN DESIGN (PS&E) PHASE	8/2019
END DESIGN PHASE (RTL MILESTONE)	4/2020
BEGIN RIGHT-OF-WAY PHASE	8/2019
END RIGHT-OF-WAY PHASE	4/2020
BEGIN CONSTRUCTION PHASE	10/2020
END CONSTRUCTION PHASE	6/2022
BEGIN CLOSEOUT PHASE	7/2022
END CLOSEOUT PHASE	12/2022

10. EXTERNAL AGENCY COORDINATION

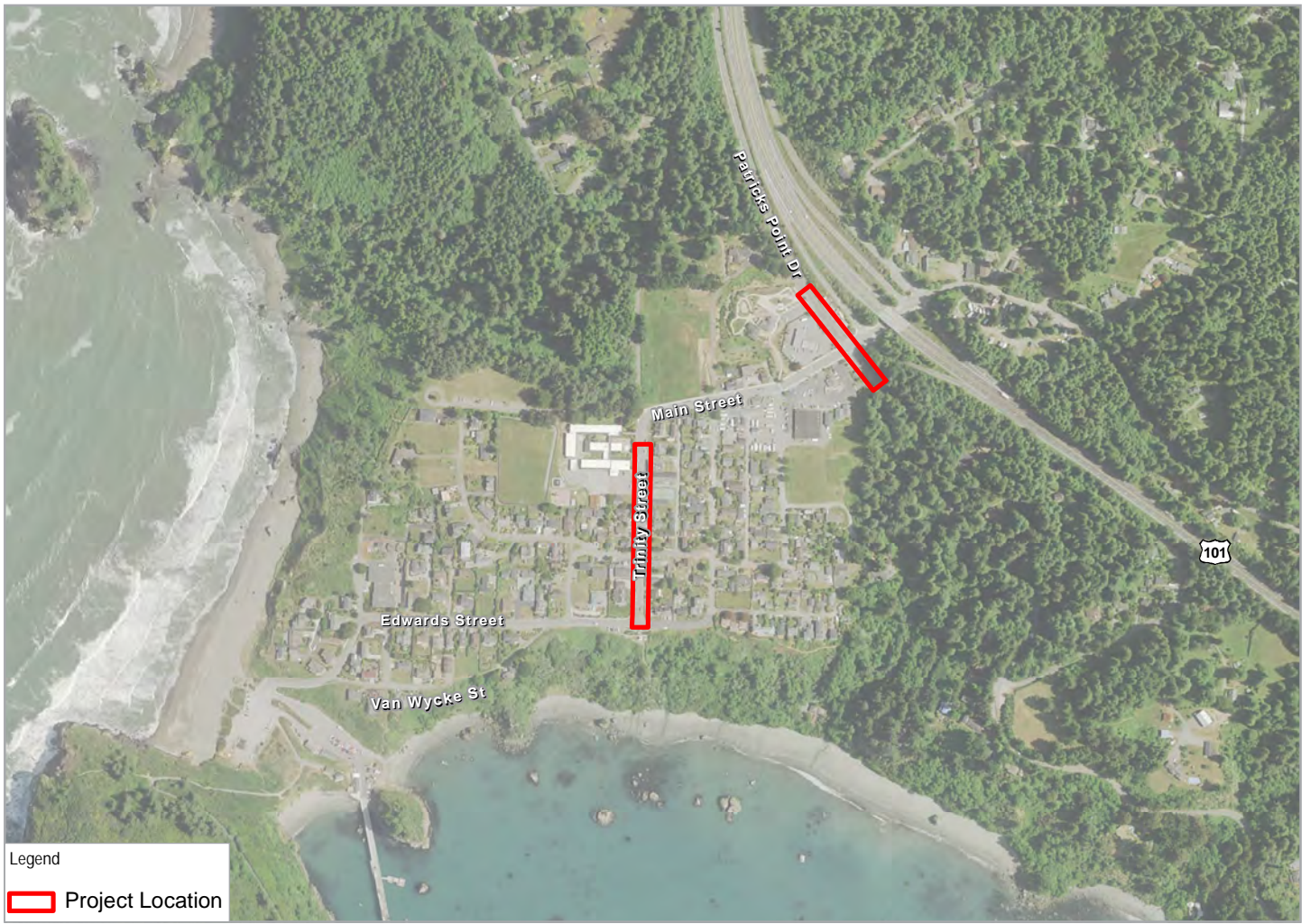
The project requires the following agency coordination:

Local Coastal Program

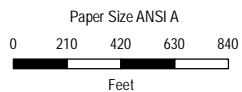
California Public Resources Code Division 20 (California Coastal Act)
Coastal Development Permit

11. ATTACHMENTS

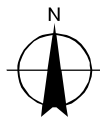
- A. Location Map
- B. Representative Project Photos
- C. Conceptual Drawings
- E. Engineer's Estimate



Legend
 Project Location



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



City of Trinidad
 Downtown Trinidad Pedestrian
 & Connectivity Improvements

Project No. 0106307001-11050
 Revision No. -
 Date 12/01/2017

Vicinity Map

FIGURE 1

Downtown Trinidad Pedestrian & Connectivity Improvements



Non-accessible/non-compliant driveway on Patrick's Point Drive (cross slope 8.1%)



Non-accessible/non-compliant sidewalk on Patrick's Point Drive (cross slope 3.5%)

Downtown Trinidad Pedestrian & Connectivity Improvements



Severely failed pavement on Patrick's Point Drive.



Failed culvert on Scenic Drive (exposed end is a hazard to vehicles)

Downtown Trinidad Pedestrian & Connectivity Improvements



Sidewalk/driveway blocked by off-street parking (Trinidad Elementary School and Town Hall in background). Driveway is also non-accessible/non-compliant with cross-slopes greater than 4%.



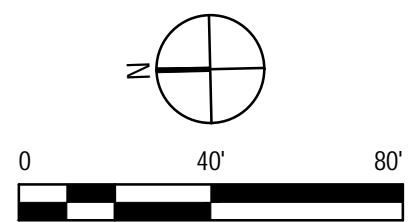
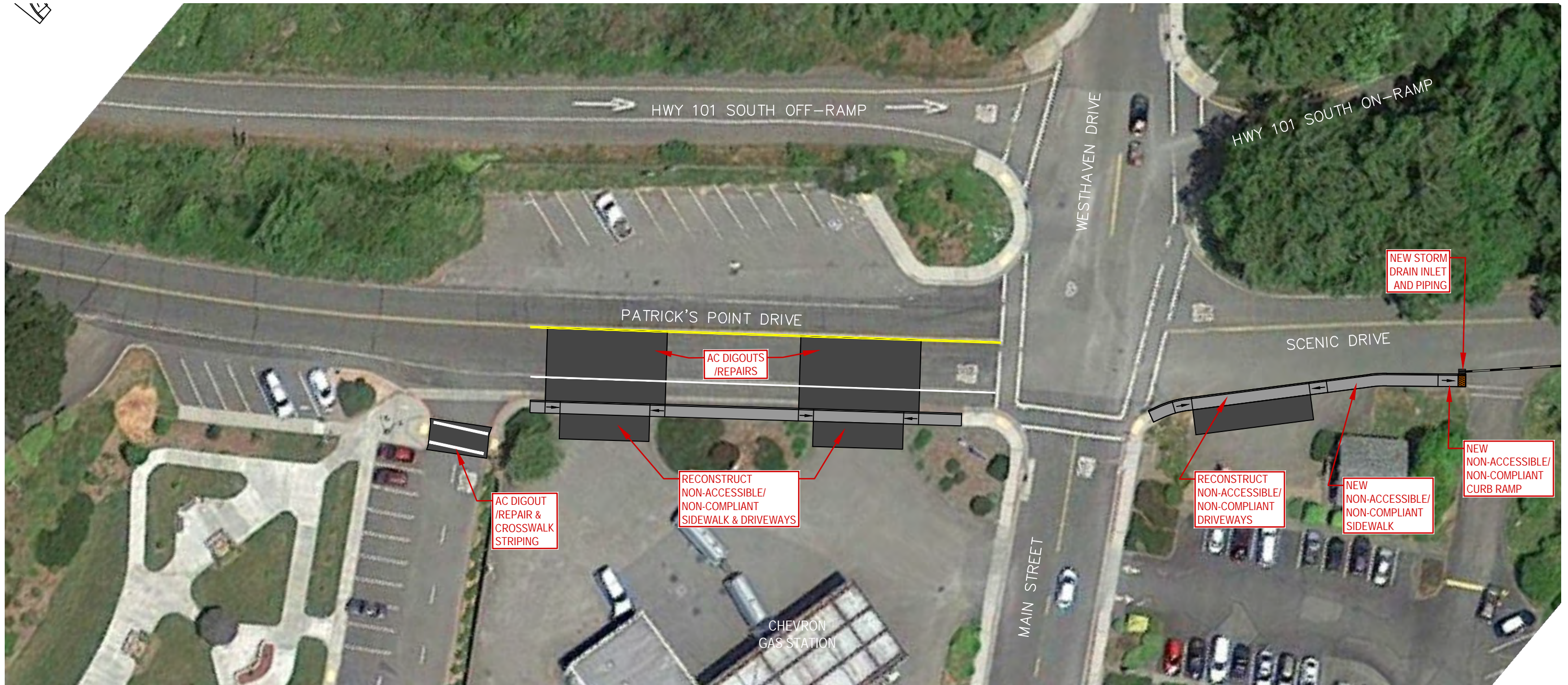
Example of non-accessible/non-compliant sidewalk on Trinity Street (cross slope >5%); Typical of 12 locations on Trinity Street.



Non-accessible/non-compliant curb ramp on Trinity Street (cross-slope 6.3%); Typical of 6 locations on Trinity Street.



Severe alligator cracking/rutting (pavement failure) on Trinity Street.

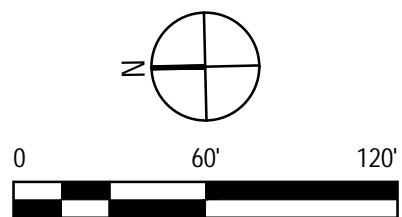
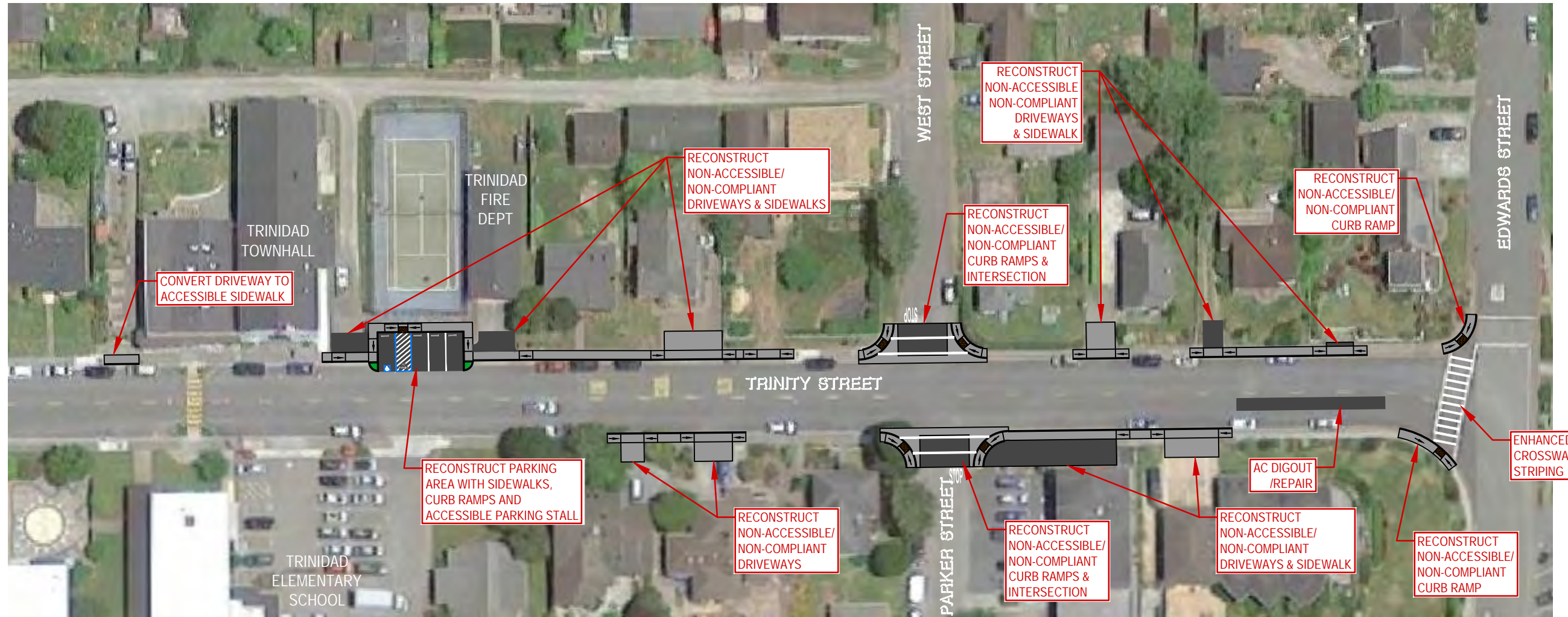


CITY OF TRINIDAD
 DOWNTOWN TRINIDAD PEDESTRIAN &
 CONNECTIVITY IMPROVEMENTS
 PATRICK'S POINT DRIVE
 & SCENIC DRIVE

Project No. 0106307001-11050
 Report No.
 Date 11/16/2017

FIGURE 1

Filename: G:\Legacy\Projects\2005 & Beyond\01063 City of Trinidad\01063-07-001 Consulting Services for City\11 050 Roads&Sidewalks2017
 RTIP\CAD\figures\Fig_Trinity and Patricks Point Improvements.dwg
 Plot Date: 16 November 2017 - 11:32 AM



CITY OF TRINIDAD
 DOWNTOWN TRINIDAD PEDESTRIAN &
 CONNECTIVITY IMPROVEMENTS
 TRINITY STREET

Project No. 0106307001-11050
 Report No.
 Date 11/16/2017

FIGURE 1

ENGINEERS ESTIMATE

Agency: City of Trinidad

Project Name: Downtown Trinidad Pedestrian & Connectivity Improvements

Project Location: Trinidad, California

Date of Estimate: November 9, 2017

Item No.	Description	Trinity Quantity	Scenic Quantity	Patrick's Point Quantity	Total Quantity	Units	Unit Cost	Total
1	Mobilization/Demobilization (7%)				1	LS	\$26,000	\$26,000
2	Traffic Control (4%)				1	LS	\$15,000	\$15,000
3	Minor Items (4%)				1	LS	\$15,000	\$15,000
4	Construction Area Signs	4	4	4	12	EA	\$500	\$6,000
5	Water Pollution Control				1	LS	\$5,000	\$5,000
6	Demolition & Removal	10518	2155	4078	16750	SF	\$2	\$33,500
7	Drainage Inlet, Type G1		1		1	EA	\$4,000	\$4,000
8	Storm Drain Pipe, 12"		50		50	LF	\$100	\$5,000
9	Adjust Valve/Meter Box	14			14	EA	\$500	\$7,000
10	Minor Concrete - Curb			115	115	LF	\$40	\$4,600
11	Minor Concrete - Curb & Gutter	765	210	115	1090	LF	\$50	\$54,500
12	Minor Concrete - Sidewalk	700	330	570	1600	SF	\$12	\$19,200
13	Minor Concrete - Driveway	1780	250	400	2430	SF	\$15	\$36,450
14	Minor Concrete - Curb Ramp	795	100		895	SF	\$15	\$13,425
15	Minor Concrete - Valley Gutter	750			750	SF	\$15	\$11,250
16	Detectable Warning Surface	7	1		8	EA	\$800	\$6,400
17	Concrete Wheel Stop	4			4	EA	\$150	\$600
18	Driveway Conforms/Transitions - Concrete	1860			1860	SF	\$15	\$27,900
19	Driveway Conforms/Transitions - Asphalt (0.2')	1520	950	1020	3490	SF	\$9	\$31,410
20	Class II Aggregate Base (Town Hall Parking Paving)	17			17	CY	\$75	\$1,250
21	HMA Paving (0.2') - Parking and Road Paving	900			900	SF	\$9	\$8,100
22	HMA Paving (0.4') - Pavement Repair/Digouts	300		1800	2100	SF	\$10	\$21,000
23	Red Curb Paint	150	50	50	250	LF	\$3	\$750
24	4" Thermoplastic Stripe (Center/Edge)	300	150	1000	1450	LF	\$2	\$2,900
25	12" Thermoplastic Stripe (Stop Bar/Crosswalk)	310		50	360	LF	\$10	\$3,600
26	Thermoplastic Pavement Markings	3			3	EA	\$250	\$750
27	Roadside Signs	4	1	4	9	EA	\$800	\$7,200
Construction Capital Subtotal								\$368,000
Construction Contingency (10%)								\$36,800
Construction Capital Total								\$405,000

Total Project Costs	
E&P (PA&ED) (10%)	\$40,000
PS&E (15%)	\$60,000
Right of Way (4%)	\$15,000
Construction Engineering (15%)	\$60,000
Construction Capital Total	\$405,000
Total Project Cost	\$580,000