Del Norte Local Transportation Commission

Project Study Report

US 101 Crescent City Gateway
Traffic Calming Project

01-DN-101
PM 23.5-28.4
EA# 01-0B780K
December 2012

In Del Norte County, along United States Highway 101 (US 101) in the area in and around Crescent City, California

South Segment: PM 23.5 to 26.2
North Segment: PM 26.8 to 28.4

I have reviewed the right of way information contained in this Project Study Report and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate.

Brian Stephenson, Dokken Engineering, Right of Way

APPROVAL RECOMMENDED:

Tamera Leighton, Executive Director of Del Norte Local Transportation Commission

Rex Jackman, District Program Advisor

APPROVED:

Charles C. Fielder, District Director

January 8, 2013
Date

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 herein and the engineering data upon which recommendations, conclusions, and decisions are based.

REGISTERED CIVIL ENGINEER

12/19/12
DATE

Table of Contents

1. INTRODUCTION

Brief Project Description:

The Project Study Report proposes the US 101 Crescent City Gateway Traffic Calming Project to improve safety and address traffic calming issues. The proposed project would include improvements to pedestrian facilities, addition of trails, addition of crosswalks and crosswalk signalization, raised medians, landscaping, art, and gateway signage.

See the Cost estimate for specific work items included in this project.

Project Limits (Dist., Co., Rte., PM)	01-DN-101-PM 23.5-28.4
Number of Alternatives:	2 (including no build)
Alternative Recommended for Programming:	Alternative 2
Programmed or Proposed Capital Construction Costs	$544,000
Programmed or Proposed Capital Right of Way Costs:	$71,000
Programmed or Proposed Support Costs:	$538,000
Funding Source:	TBD
Type of Facility (conventional, expressway, freeway):	Conventional
Number of Structures:	0
Anticipated Environmental Determination/Document	CE/CE
Legal Description	In Del Norte County, along United States Highway 101 (US 101) in the area in and around Crescent City, California.

A project report will serve as approval of the "selected" alternative.

2. BACKGROUND

US 101 is a vital and key west coast interstate transportation link between California and Washington. It also serves as the "Main Street" for the Crescent City area. The differing driver expectations and levels of bicycle/pedestrian/transit/turning traffic activity between the rural and urban areas currently results in traffic safety issues in the two "transition zones" on

either side of Crescent City (See Figure 1). This is exacerbated at the north end by the adjacent section of US 101 built to freeway standards, and at the south end by the very long length (65 miles) of uninterrupted rural driving environment. Extensive information regarding these conditions is available in the US Highway 101 Traffic Calming and Gateway Study (Del Norte Local Transportation Commission, June 17, 2010). The Crescent City Gateway Traffic Calming Project is included as a high priority project in the Del Norte 2011 Regional Transportation Plan, and it ranked first in a list of top regional transportation projects not currently funded. It is also consistent with the following adopted plans:

- US Highway 101 Route Concept Report (Caltrans District 1, 2002)
- Crescent City Harbor District Master Plan (Crescent City Harbor District, 2006)
- Del Norte County and Crescent City 2010 Bicycle Facilities Plan Update (DNLTC, 2010)
- City of Crescent City General Plan (City of Crescent City, 2001)
- Del Norte County General Plan (Del Norte County, 2003)
- Wild Rivers Regional Blueprint Plan (DNLTC, 2009)
- Del Norte County Transit Development Plan Update (DNLTC, 2009)

Figure 1: Rural/Urban Transition Zones

3. PURPOSE AND NEED STATEMENT

Need:

The observed rates of collisions in the rural/urban transition zones (7 fatalities and 125 persons injured over a 9-year period) are currently above state averages.

The 85th percentile traffic speeds are currently exceeding the posted speed limits by as much as 6 miles per hour in both transition zones. Traffic calming measures are needed to reduce entering vehicle speeds to levels consistent with urban conditions.

There are substantial levels of pedestrian and bicycle activity, both along the highway as well as across the highway. Crossing treatments enhancing protection of bicyclists/pedestrians are needed in both the north and south segments. One area of concern in the north segment is near Williams Drive on US 101 where middle and high school students of the McCarthy Center that walk to school cross the highway with no crossing treatment. In addition, sidewalks are only provided adjacent to some (but not all) parcels, resulting in bicyclists and pedestrians traveling along roadway shoulders, including along the southbound onramp from Washington Boulevard to US 101. Complete sidewalks and a segment of multipurpose path along the onramp are needed to reduce exposure of bicyclists and pedestrians to vehicular traffic.

Purpose:

The purpose of the Crescent City Gateway Traffic Calming Project is to improve safety for all highway users (motorists, bicyclists, transit passengers, and pedestrians) and to enhance non-motorized travel along and/or across US 101 in the transition zones between the lower speed urban Crescent City segment and the adjacent higher-speed rural highway segments. These areas are located between Post Mile 25.2 and 26.2 (south section) and 26.8 and 27.4 (north section).

Other Goals and Objectives

- Enhance the Crescent City area's attractiveness as a stop for through travelers, thereby enhancing economic vitality.
- Aid access conditions for the Joint Visitors Center planned for a site along US 101 in the Harbor District, which is expected to serve a minimum of 67,000 visitors per year.
- Provide advanced notice to approaching motorists that they are entering an urban area with increased potential for interaction with bicyclists, pedestrians and turning traffic.
- Encourage bicyclists and pedestrians to cross US 101 at preferred locations.
- Aid the ability to operate public transit service in the transition zones by enhancing pedestrian crossing and slowing traffic speeds.
- Coordinate with the North Crescent City Pedestrian Safety Improvement project being implemented by Caltrans District 1.
- Landscaping and scenic beautification of these two key gateways to Crescent City.
- When possible, coordinate with the City of Crescent City Front Street Enhancement Project (http://www.crescentcity.org/Forms/PW/frontst.pdf)
- Aid coastal access in crossing US 101 in the Harbor District area
- Conform with CT policies and directives, including: Complete Streets DD-64 R1, Context Sensitive Solutions DP-22, Smart Mobility Framework

4. DEFICIENCIES

There are no operational deficiencies within the project limits. There are geometric deficiencies at certain locations within southern portion of the project. In locations where there is proposed curb, gutter and sidewalk, the standard shoulder width will be obtained. In areas where the proposed improvements are limited to painting the medians, existing shoulder widths will remain in their current condition. This was discussed and agreed to by Jim Deluca, Heidi Sykes and staff on January 2, 2013. In the rural and urban areas within both the northern and southern transition zones, 12' lanes and shoulders that vary between 5' and 12' exist. The required standards for shoulders of a conventional highway are 8' minimum and 12'for lane widths. Within the urban area through Crescent City, there are either 12' medians or 12' two-way left turn lanes.

There are deficiencies that exist within the non-motorized facilities. The differing driver expectations and levels of bicycle/pedestrian/transit/turning traffic activity between the rural and urban areas along US 101 in the Crescent City area currently result in traffic safety issues in the two transition zones on either side of Crescent City. There are substantial levels of pedestrian and bicycle activity, both along the highway as well as across the highway. The minimal availability of marked pedestrian crossings through Crescent City is a safety concern because it encourages pedestrians to cross US-101 at locations they may deem appropriate, rather than at locations that drivers are alerted to by signage, markings, and beacons. This makes it difficult for drivers to prepare and properly slow and/or stop when they are not expecting for pedestrians to be crossing at an unmarked location. In the segment between Northcrest Drive and Washington Boulevard (without protected crossing opportunities), 155 pedestrians and 55 bicyclists were estimated to cross the highway based on counts conducted on October 12th, 2009. In the segment between Elk Valley Road and Anchor Way (without protected crossing opportunities), 105 pedestrians and 10 bicyclists were estimated to cross the highway based on counts conducted on October 13th, 2009.

In addition to the lack of crossings, sidewalk availability is also minimal. Sidewalks are only provided adjacent to some (but not all) parcels, resulting in bicyclists and pedestrians traveling along roadway shoulders, including along the southbound onramp from Washington Boulevard to US 101.

Collision Data

A collision analysis in the south and north transition areas (PM 24.40-26.20 and PM 26.80-27.90, respectively) for the 10-year time period from 1/1/1999 to 12/31/2008 is provided in the US Highway 101 Traffic Calming and Gateway Study (Del Norte Local Transportation Commission, June, 2010). The collision rates by roadway and intersection type are summarized in the following table.

Collision Rates						
Description	Actual Fatal	Actual F + I	Actual Total	Average Fatal	Average F + I	Average Total
South Area (PM 24.40 to 26.20)						
Two-Lane Rural Highway, posted speed >55 mph	**0.150**	**0.49**	**1.03**	0.036	0.46	0.95
Conventional Three-Lane Rural Highway	0.000	0.21	0.55	0.031	0.48	1.00
Undivided Five-Lane Urban Highway, posted speed <45 mph	0.000	0.15	0.35	0.045	1.21	4.45
Rural Stop-Controlled T-Intersections	0.000	0.09	0.17	0.004	0.10	0.22
Urban Four-Legged Signalized Intersections	0.000	0.13	0.36	0.002	0.19	0.43
Urban Four-Legged Stop-Controlled Intersections	0.000	0.09	0.21	0.002	0.09	0.22
North Area (PM 26.80 to 27.90)						
Undivided Five-Lane Urban Highway, posted speed <45 mph	**0.050**	0.50	1.23	0.045	1.21	4.45
Rural Four-Lane Freeway	0.000	0.07	0.15	0.014	0.20	0.45
Urban Signalized T-Intersections	0.000	0.09	0.23	0.001	0.12	0.28
Rural Stop-Controlled T-Intersections	0.000	0.08	0.20	0.004	0.10	0.22
Based on 1999-2008 Collision Data						
Accident rates displayed in Million Vehicle-Miles (MVM) for roadways						
Accident rates displayed in Million Vehicles (MV) for intersections						

All of the collision rates for the 4700’ two-lane highway segment in the south transition area exceed the statewide average for two-lane rural highways. The “fatal” collision rate along this two-lane highway segment is as high as approximately 4.17 times the statewide average of 0.036 fatal collisions per

million vehicle miles (mvm) on similar highway segments. The "injury plus fatal" collision rate and the "total" collision rate along this two-lane highway segment are about 1.1 times the statewide averages of 0.46 injury plus fatal collisions per mvm and 0.95 total collisions per mvm on similar highway segments, respectively. The three fatal collisions in the south transition area all occurred on the section of US 101 south of Anchor Way. These were mostly head-on collisions caused by unsafe travel speeds and failure to yield.

The fatal collision rate for the undivided five-lane segment of US 101 in the north transition area exceeds the statewide average for undivided five-lane urban highway segments. The "fatal" collision rate on this five-lane segment is about 1.1 times the statewide average of 0.045 fatal collisions per million vehicle movements (mvm) on similar highway segments. There was a single fatality on this roadway segment of US 101 at a point south of Parkway Drive. A pedestrian was fatally struck while illegally crossing US 101.

In addition, District 1, Office of Traffic Safety, conducted a Collision Analysis in the south and north transition areas (PM 23.43-26.18 and PM 26.82-28.40, respectively) for the most recent 5-year time period of 1/1/2006 to 12/31/2010. A copy of the analysis is provided as Attachment H.

The collision data for both the 1999-2008 analysis and the 2006-2010 analysis are summarized in the following table:

Collision Data Summary						
Description	Total	Fatal	Injury	PDO	Wet	Dark
South Area						
1999 - 2008 (PM 24.40 to 26.20)	100	3	39	58	26	23
2006 - 2010 (PM 23.43 to 26.18)	41	0	15	26	12	18
North Area						
1999 - 2008 (PM 26.80 to 27.90)	96	1	38	57	19	17
2006 - 2010 (PM 26.82 to 28.40)	36	1	15	20	6	12

PDO = Property Damage Only

Of the total collisions reported in the south area from 2006-2010 (41 collisions), there were no fatalities and the majority (approximately 63 percent) of the collisions resulted in property damage only. Of the total collisions reported in the north area from 2006-2010 (36), there was one fatal collision. The majority (approximately 56 percent) of the collisions in the north area resulted in property damage only.

5. CORRIDOR AND SYSTEM COORDINATION

In the Transportation Concept Report for the route 101 Corridor, the segment of Route 101 south of Crescent City from PM 23.5-26.2 and north of Crescent City from PM 26.8-28.4 is classified as an Urban Major Arterial. Route 101 is a California Terminal Access Route. It is used to transport food and other essential supplies to communities along this corridor, and to transport goods (primarily forest products) to market.

Traffic volume data provided by the Office of Travel Forecasting and Modeling is shown below:

File: 01-DN-101
EA: 01-0B780K
EFIS: 0112000177

From: **Chad J. Riding, Chief**
Office of Travel Forecasting and Modeling

Re: TRAFFIC DATA & DESIGNATION REQUEST

The traffic data that you requested via email on 08/23/2012 is listed below. The Traffic Index (TI) design periods are 10 and 20-year projections.

County Highway Post Mile		DN 101 23.6/26.2	DN 101 26.8/28.4
Annual ADT			
Base Year	2011	11,400	29,500
	2017	12,100	31,300
	2027	14,100	36,600
	2037	15,800	41,000
Peak Hour			
Base Year	2011	1,600	3,540
	2017	1,690	3,760
	2027	1,970	4,390
	2037	2,210	4,920
Directional %		60	60
DH Truck %		6.0	3.0
10-year TI		9.5	10.0
20-year TI		10.5	11.0

The project is located adjacent to the Crescent City Harbor.

This project conforms to the 2011 Del Norte Regional Transportation Plan.

Prior to construction, a Maintenance Agreement will be entered into between the Local Agency and Caltrans.

Future projects planned for this area include the following:

Project Location	EA	Project Description	Fiscal Year of Construction
PM 27.3-PM 27.6	01-0B2501	Minor B Safety Project	2013/2014
Local Street	N/A	City of Crescent City Front Street Enhancement Project	TBD

The Minor B Safety Project listed in the above table proposes a mid-block crosswalk with a raised median island, pedestrian activated crosswalk system, "In-Roadway-Lighting", overhead lighting, beacons, and bulb-outs on each side of US 101. The bulb-outs are necessary so that overhead lighting can be installed without conflicting with the existing overhead utilities. The purpose of the project is to address safety concerns.

Two alternatives are being considered for this project: the No-Build Alternative and the Build Alternative.

Alternative 1: No-Build Alternative

The No-Build Alternative proposes to maintain the existing section of US 101 through Crescent City in its current configuration. However, this alternative does not preclude the construction of future improvements, such as the Caltrans Minor B Safety Project at the north end of Crescent City. For this alternative, arterial safety and signage improvements will not be implemented and the need for this project will not be satisfied.

Alternative 2: Build Alternative

The following key project elements will be included as part of the Build Alternative:

- "**Regional Gateways**" consisting of a sculpture that lets arriving visitors know they are approaching a community.
    - South Regional Gateway – South of Humboldt Road, on east side of US 101
    - North Regional Gateway – North of Railroad Avenue, on west side of US 101
- "**Welcome Gateways**" consisting of a Welcome to Crescent City sign that lets arriving visitors know they are entering the developed area.
    - South Welcome Gateway – South of Anchor Way, on east side of US 101
    - North Welcome Gateway – north of Washington Boulevard, on west side of US 101

- **"Traffic Calming Gateways**" to reduce entering vehicle speed to levels consistent with urban conditions, to enhance safety for all users, and to aid bicycle and pedestrian travel along and across US 101 including coastal access.

    - ***South Traffic Calming Gateway***
        - Raised median islands between Northwoods Restaurant and Lighthouse Inn, and between Lighthouse Inn and Super 8 Motel
        - Crosswalk between Northwoods Restaurant and Harbor District coastal access with Caltrans approved actuated warning beacons and streetlighting.
        - Painted island in existing center area south of Anchor Way
        - Construction of 275' sidewalk along east side of US 101 at intersection of Elk Valley Road and US 101.

    - ***North Traffic Calming Gateway***
        - Raised median island in front of Renner Patriot Gas Station and Alisa's Custom Coffee, with crosswalk, actuated warning beacons and streetlighting.
        - Completion of two segments of sidewalk totaling 535' along west side of US 101 between Affordable Tow & Auto Care and Shangri-La Trailer Park.

  The details of the gateway design will be approved by the D1 Gateway Coordinator in the Project Report phase.

Other traffic calming measures evaluated:

- Deployment of RADAR vehicle speed feedback signs was one of the potential traffic calming strategies considered in the US Highway 101 Traffic Calming and Gateway Study. These signs have proven to reduce speeds substantially (1 to 10 mph), depending on the posted speed limit and the original vehicle speeds. While Caltrans does not have specific warrants regarding where Vehicle Speed Feedback signs are appropriate, other jurisdictions consider the history of speed-related accidents, as well as the 85th-percentile observed travel speed compared with the posted speed limit. As examples, the State of Vermont requires 85th-percentile speeds at least 3 mph higher than the posted speed, while the City of Bellevue, Washington requires a 10 mph speed differential. In the study area, the greatest speed differential (85th-percentile speed minus the posted speed) is observed to be 6 mph in both the north and south segments of the project. As 85th-percentile speeds are not unduly high, the benefits from Vehicle Speed Feedback signs do not appear to warrant the capital or ongoing maintenance costs in the study area. Lastly, the

signs tend to lose their effectiveness over time as commuters tend to ignore them.

- Optical speed bars are a low-cost treatment potentially applicable in the study area. However, optical speed bars are not included in the California MUTCD, and the Federal Highway Administration's MUTCD currently considers this treatment as "experimental" and does not approve optical speed bars for general use.

The three existing count stations located within the project limits will be considered and accommodated during the Project Report and Design phases of the project. The count stations are located at PM 23.77, near the intersection of US 101 and Humboldt Road/Bluff Road; PM 26.02, near the intersection of US 101 and Elk Valley Road; and at PM 28.41, near the junction of State Route 199.

The project does not propose to change access control for US 101 in the project areas. Access to and from all existing parcels is proposed to be maintained for drivers traveling in either direction along the highway. Parcels with multiple driveways may have one of the driveways' access limited to right in/right out.

6. COMMUNITY INVOLVEMENT

A public meeting was conducted on March 7, 2012 to inform the community about the proposed project elements and to allow the opportunity for community members to comment on the proposed build alternative. See Attachment J for comments and photos.

An additional and related comment was provided by County Supervisor, Martha McClure noting that the McCarthy Alternative Education Center is a community school program that serves the educational, social and emotional needs of youth who are wards of the court. McCarthy Center serves between 10 -28 middle and high school students in grades 7 - 12. Many of these students walk to school and nearly all who walk must cross Highway 101 in the North section of this project. In addition to walking to school, these students also walk to the McCarthy Center to receive other services, such as counseling. The entrance to the McCarthy Center is on Highway 101 North at Williams Drive, and is within the North Gateway project area.

A neighboring concern not associated with this project is the need for a 2,700' multipurpose path from Shangri-La Trailer Park to Washington Boulevard that will run adjacent to the US-101 on-ramp.

7. ENVIRONMENTAL DETERMINATION/DOCUMENT

A Preliminary Environmental Assessment Report (PEAR) has been prepared for the project. See Attachment E.

8. FUNDING

The specific funding source for this project has yet to be determined. The funding program could be ITIP TE or the Transportation Alternatives of MAP-21, Environmental Enhancement and Mitigation Program (EEM), Regional Transportation Improvement Program (RTIP), or a grant fund source. A programming sheet is included as Attachment M. The estimated project cost summary includes capital costs totaling $615,000 and support costs totaling $538,000. The DNLTC will seek funding for this project with the understanding that Caltrans will, by necessity as the owner/operator of the State Highway System, participate in the project by providing project oversight and may serve as lead agency for components of the project.

9. SCHEDULE

HQ Milestones	Delivery Date (Month, Day, Year)
Begin Environmental	10/1/2014
Begin Project Report	8/1/2014
PA & ED	10/1/2015
Right of Way	10/1/2015
Project PS&E	09/1/2016
Right of Way Certification	09/1/2016
Ready to List	10/1/2016
Approve Const. Contract	05/1/2017
Contract Acceptance	07/15/2018
End Project	12/1/2018

The delivery schedule for milestones listed above assumes this project will be programmed with State Highway funds. If other funding is identified/secured, the schedule will be adjusted as appropriate.

10. FHWA COORDINATION

FHWA coordination will depend on the funding type for this project. The specific funding source for this project has yet to be determined.

11. DISTRICT CONTACTS

Name	Title	Telephone
Brian Stephenson	Project Engineer, Dokken Engr.	916-858-0642
Tamera Leighton	Executive Director, DNLTC	707-465-3878
Valency Fitzgerald	Oversight Engineer, Caltrans	707-445-5208
Kevin Church	Project Manager, Caltrans	707-445-6440
Ilene Poindexter	Chief, Advance Planning	707-441-3969
Rex Jackman	Chief, System Planning	707-445-6412
Ralph Martinelli	Chief, Traffic Safety	707-445-6376
Troy Arseneau	Chief, Traffic Operations	707-445-6377
Tim Chamberlain	Assoc. Enviro. Planner, Dokken Engr.	916-274-0557
Namat Hosseinion	Enviro. Coordinator, Dokken Engr.	916-858-0642
Dave McCanless	Supervising Right of Way Agent	707-445-6424

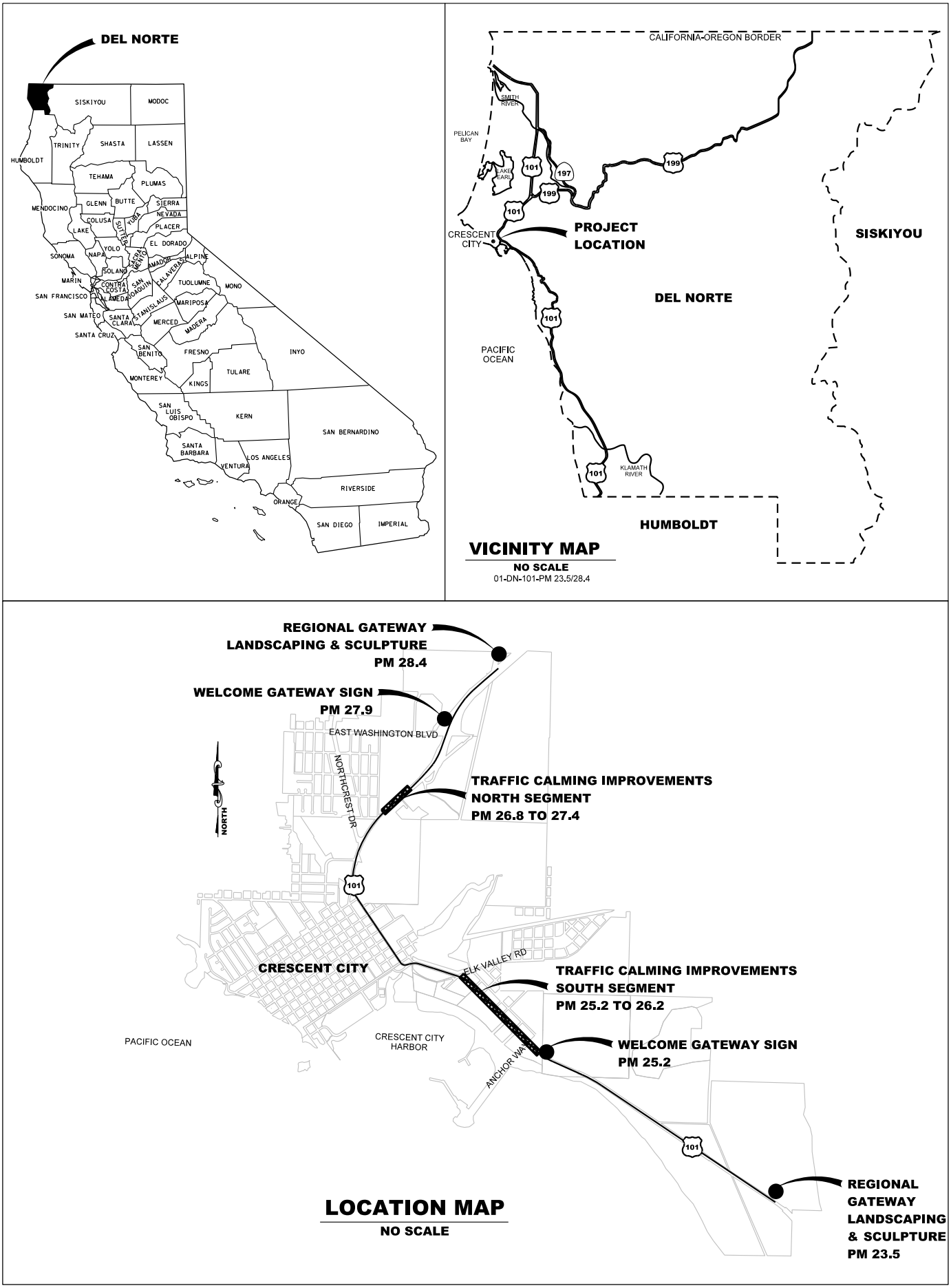
12. PROJECT REVIEWS

Field Review	District 1 Staff	Date	03/07/12
District Maintenance	Draft PSR	Date	11/2012
District Safety Review	Draft PSR	Date	11/2012
Constructability Review	Draft PSR	Date	11/2012
HQ Design Coordinator	Draft PSR	Date	11/2012

ATTACHMENTS:

- A Project Location Map
- B Typical Sections
- C Layouts
- D Cost Estimate
- E Preliminary Environmental Assessment Report (PEAR) including Initial Site Assessment (ISA)
- F Right of Way Data Sheet
- G Transportation Management Plan (TMP)
- H Collision Analysis
- I Speed Zone Analysis
- J Public Meeting Comments
- K Floodplain Evaluation Report Summary
- L Storm Water Data Report (SWDR)
- M Programming Sheet

ATTACHMENT A: PROJECT LOCATION MAP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MODOC
TRINITY
SHASTA
LASSEN
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PLUMAS
MENDOCINO
GLENN
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SIERRA
NEVADA
COLUSA
YUBA
SUTTER
PLACER
LAKE
EL DORADO
SONOMA
NAPA
YOLO
ALPINE
AMADOR
SOLANO
CALAVERAS
MARIN
CONTRA COSTA
SAN JOAQUIN
TUOLUMNE
MONO
SAN FRANCISCO
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STANISLAUS
MARIPOSA
SAN MATEO
SANTA CLARA
MERCED
SANTA CRUZ
MADERA
SAN BENITO
FRESNO
INYO
MONTEREY
TULARE
KINGS
SAN LUIS OBISPO
KERN
SAN BERNARDINO
SANTA BARBARA
LOS ANGELES
VENTURA
RIVERSIDE
ORANGE
SAN DIEGO
IMPERIAL
CALIFORNIA-OREGON BORDER
SMITH RIVER
PELICAN BAY
LAKE EARL
101
197
199
CRESCENT CITY
PROJECT LOCATION
SISKIYOU
DEL NORTE
PACIFIC OCEAN
KLAMATH RIVER
HUMBOLDT
VICINITY MAP
NO SCALE
01-DN-101-PM 23.5/28.4
REGIONAL GATEWAY LANDSCAPING & SCULPTURE PM 28.4
WELCOME GATEWAY SIGN PM 27.9
EAST WASHINGTON BLVD
NORTHCREST DR
TRAFFIC CALMING IMPROVEMENTS NORTH SEGMENT PM 26.8 TO 27.4
NORTH
CRESCENT CITY
ELK VALLEY RD
TRAFFIC CALMING IMPROVEMENTS SOUTH SEGMENT PM 25.2 TO 26.2
PACIFIC OCEAN
CRESCENT CITY HARBOR
ANCHOR WAY
WELCOME GATEWAY SIGN PM 25.2
REGIONAL GATEWAY LANDSCAPING & SCULPTURE PM 23.5
LOCATION MAP
NO SCALE

ATTACHMENT B - TYPICAL SECTIONS

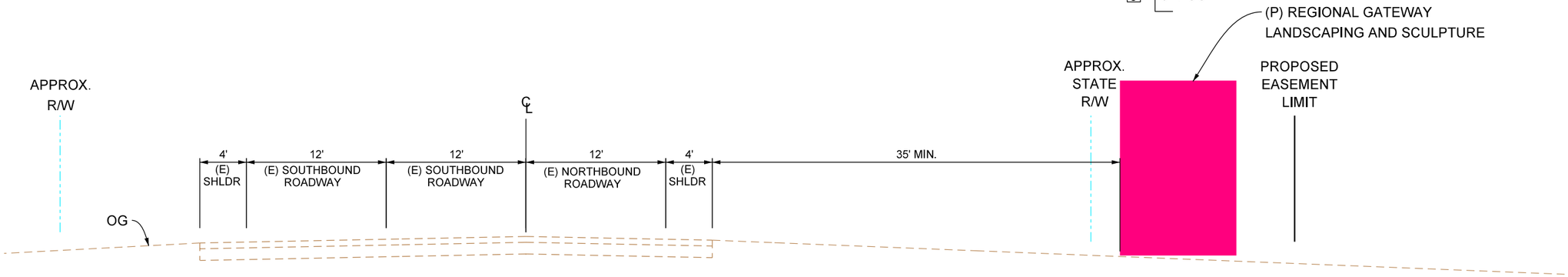
REVISION #	DATE:	DESCRIPTION AND SHEET NO.:	APPROVED BY:	DATE:

REGISTERED PROFESSIONAL ENGINEER
BRIAN R. STEPHENSON
No. 65313
Exp. 9/30/13
CIVIL
STATE OF CALIFORNIA

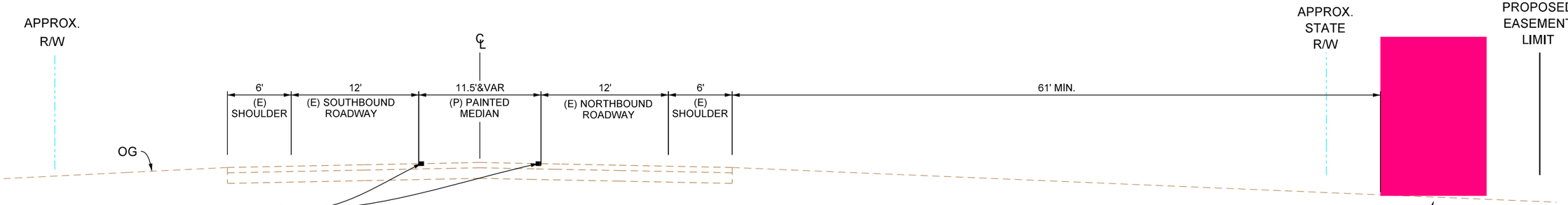
DEL NORTE LOCAL TRANSPORTATION COMMISSION OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

LEGEND:

1. 4" PCC / 6" AB
2. 9" AC
3. 6" PCC



A-A
PM 23.5



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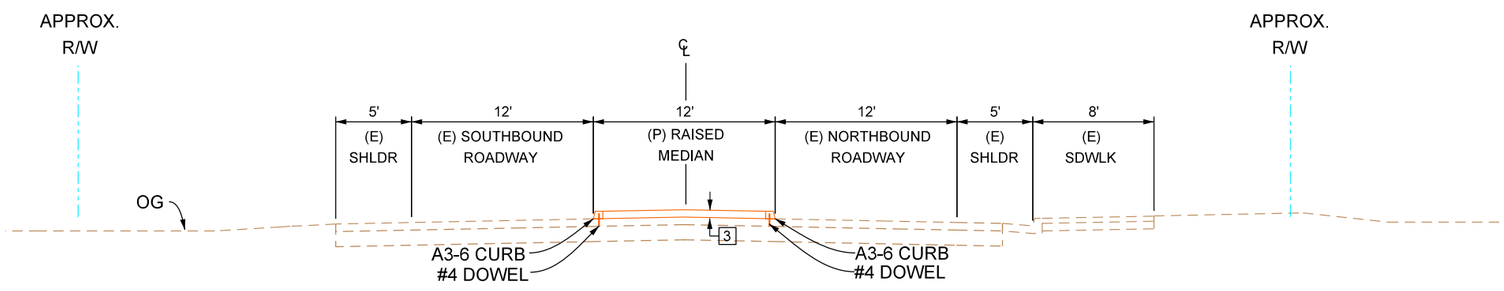
SIGN: PM 25.22
MEDIAN: PM 25.16 - PM 25.25



C-C
PM 25.62 - PM 25.63

FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES
0 1 2 3

RECORD DRAWINGS

INITIALS DATE

X-1

1/2/2013

PLAN SCALE: 1"=10'
PROFILE SCALE:
HORIZ:
VERT:

CONTRACT NO.

DESIGNED: 02/15/08
DRAWN: 02/15/08
CHECKED: 02/15/08
RECORD DRAWING:

DOKKEN ENGINEERING
2365 IRON POINT ROAD, SUITE 200
FOLSOM, CA 95630
PH: 916-858-0642 FAX: 916-858-0643

DEL NORTE LOCAL TRANSPORTATION COMMISSION
US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY STUDY

TYPICAL SECTIONS

SHEET NO.
OF

REVISION #	DATE:	DESCRIPTION AND SHEET NO.:	APPROVED BY:	DATE:

REGISTERED PROFESSIONAL ENGINEER
BRIAN R. STEPHENSON
No. 65313
Exp. 9/30/13
CIVIL
STATE OF CALIFORNIA

DEL NORTE LOCAL TRANSPORTATION COMMISSION OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

NOTE: THE CALTRANS MINOR B PROJECT (EA 01-0B2501) IMPROVEMENTS SHOWN ON SECTION F-F AND SECTION G-G ARE DESIGNED TO ADDRESS THE SAFETY ISSUES WITHIN THE NORTH SEGMENT OF THE PROJECT

LEGEND:

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6" AB

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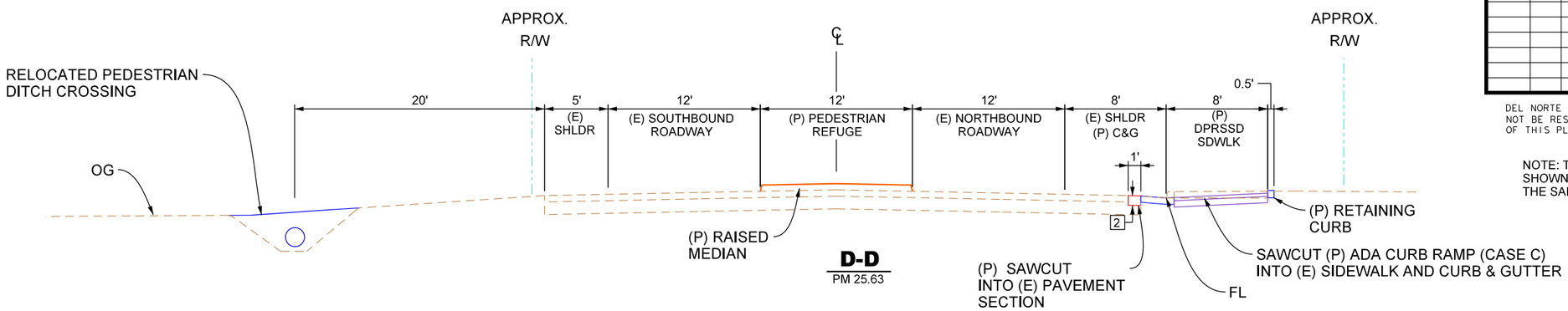
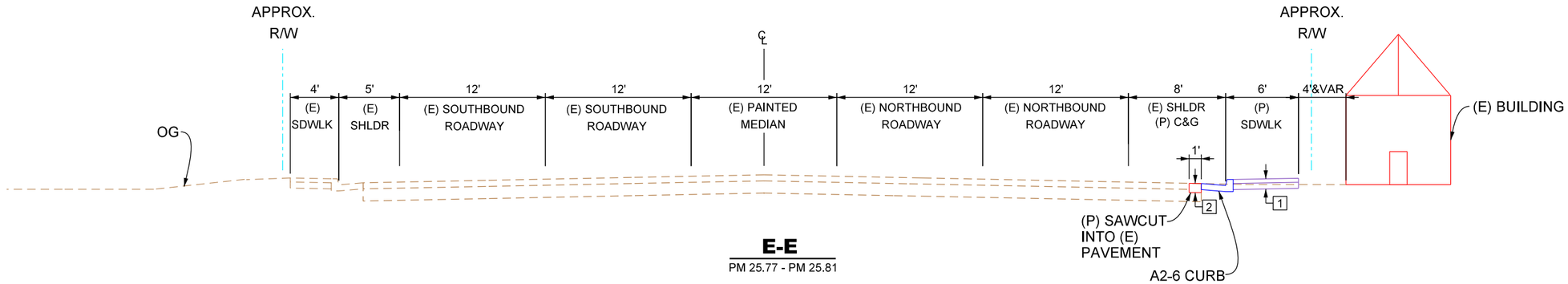
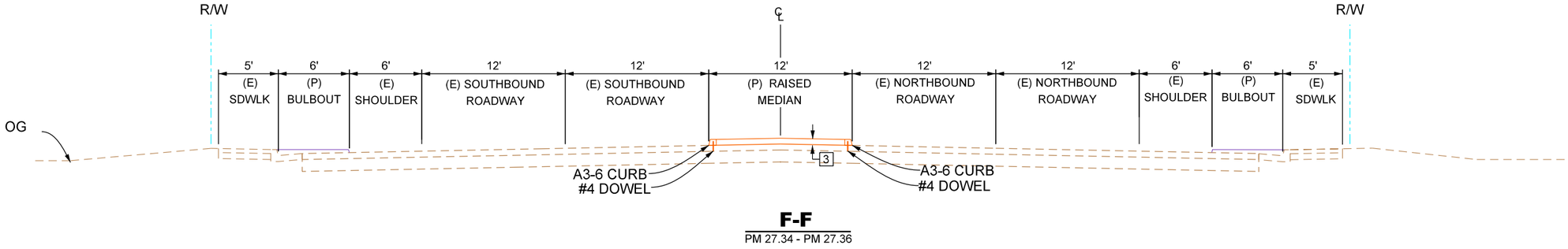


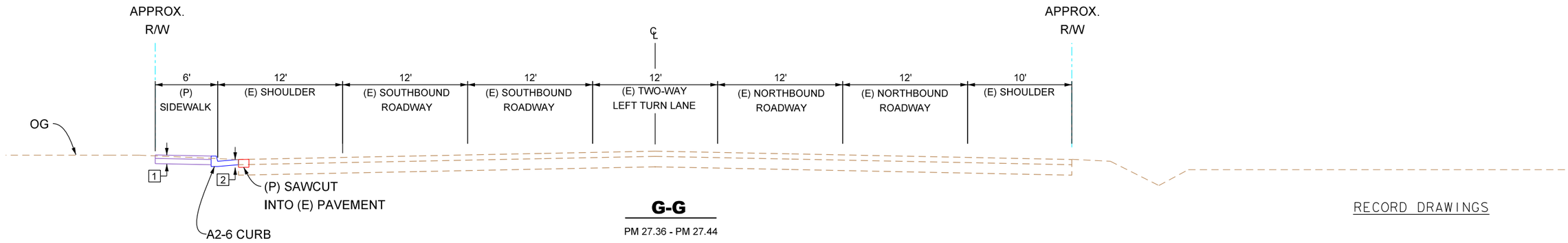
D-D
PM 25.63



E-E
PM 25.77 - PM 25.81



F-F
PM 27.34 - PM 27.36



G-G
PM 27.36 - PM 27.44

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

0 1 2 3

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE NOTED

RECORD DRAWINGS

INITIALS DATE

X-2

PLAN SCALE: 1"=10'
PROFILE SCALE:
HORIZ:
VERT:

DATE: 02/15/08
DESIGNED: 02/15/08
DRAWN:
CHECKED: 02/15/08
RECORD DRAWING:

CONTRACT NO.

DOKKEN ENGINEERING
2365 IRON POINT ROAD, SUITE 200
FOLSOM, CA 95630
PH: 916-858-0642 FAX: 916-858-0643

DEL NORTE LOCAL TRANSPORTATION COMMISSION
US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY STUDY

TYPICAL SECTIONS

SHEET NO.
OF

1/2/2013

REVISION #	DATE:	DESCRIPTION AND SHEET NO.:	APPROVED BY:	DATE:

REGISTERED PROFESSIONAL ENGINEER
BRIAN R. STEPHENSON
No. 65313
Exp. 9/30/13
CIVIL
STATE OF CALIFORNIA

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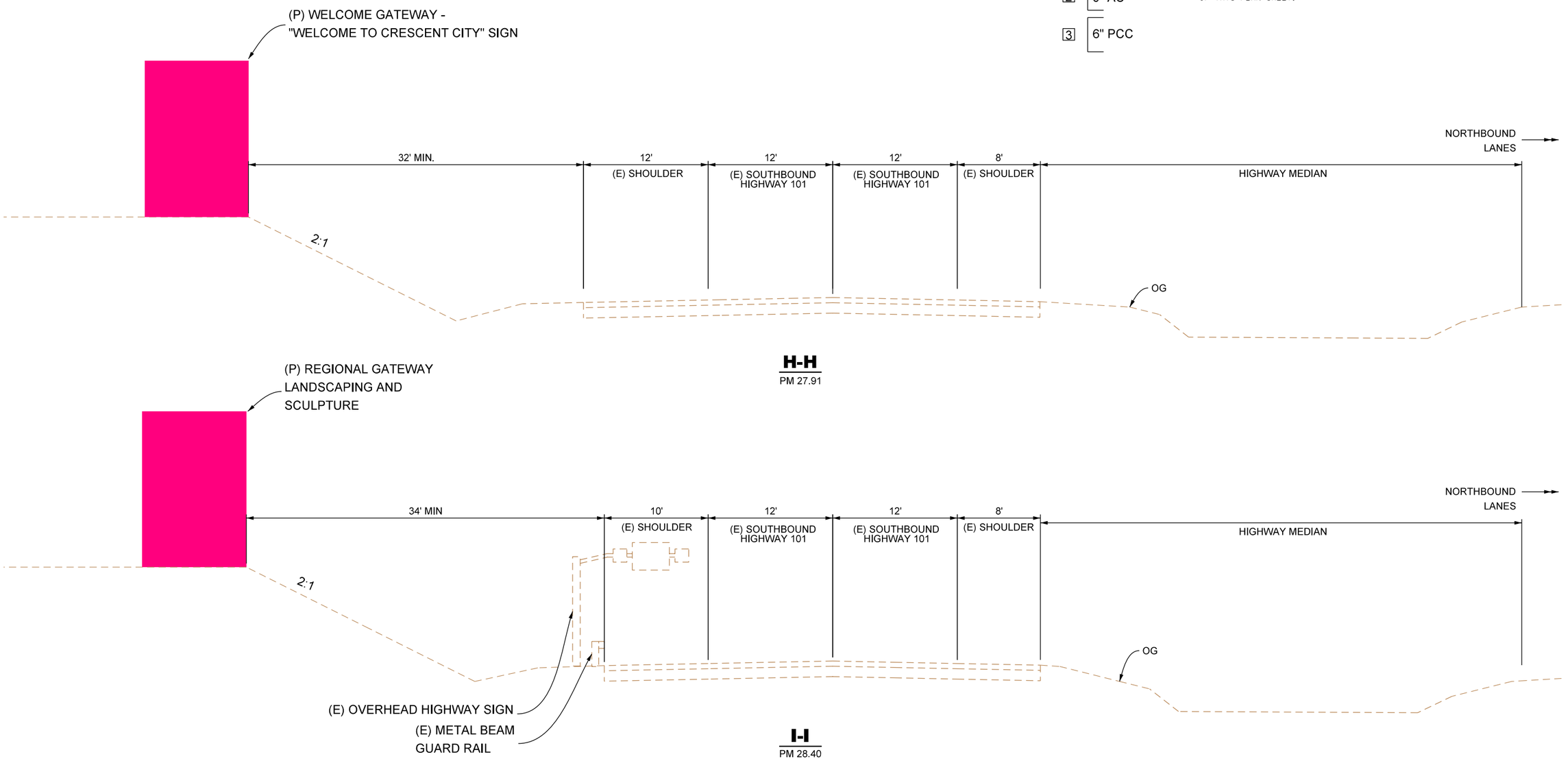
LEGEND:

1. 4" PCC / 6" AB
2. 9" AC
3. 6" PCC



RECORD DRAWINGS

FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES
0 1 2 3
ALL DIMENSIONS SHOWN IN FEET
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INITIALS _____ DATE _____

X-3

1/2/2013

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DEL NORTE LOCAL TRANSPORTATION COMMISSION
US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY STUDY

TYPICAL SECTIONS

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ATTACHMENT C - LAYOUTS

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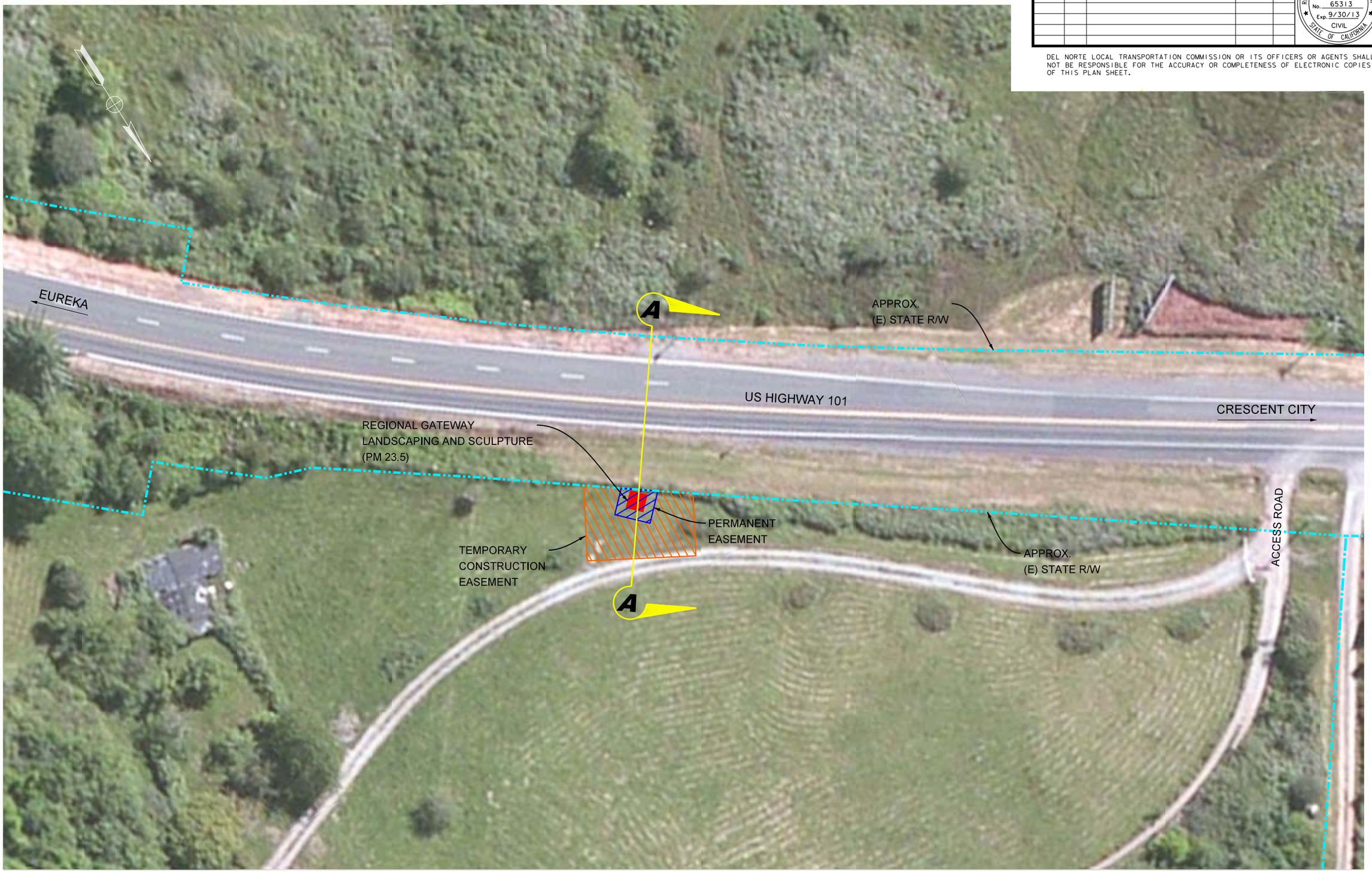

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ORIGINAL SCALE IS IN INCHES

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ALL DIMENSIONS SHOWN IN FEET
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INITIALS DATE

L-1

PLAN SCALE: 1"=50'
PROFILE SCALE:
HORIZ:
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DEL NORTE LOCAL TRANSPORTATION COMMISSION
US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY STUDY

LAYOUT SHEET

SHEET NO.

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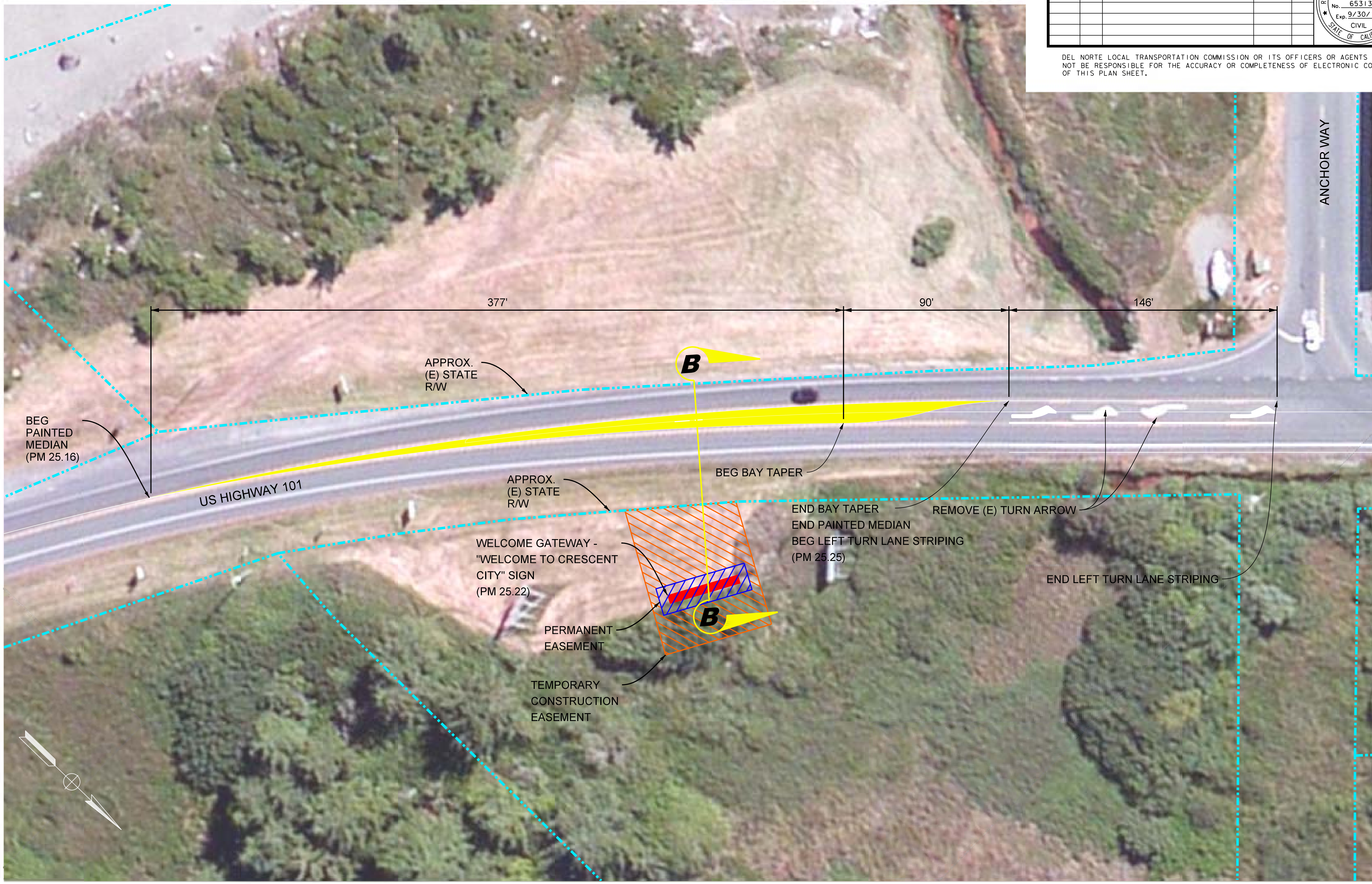

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0 1 2 3

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L-2

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DEL NORTE LOCAL TRANSPORTATION COMMISSION

US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY STUDY

LAYOUT SHEET

SHEET NO.

OF

1/2/2013
1"=50'

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US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY STUDY

LAYOUT SHEET

SHEET NO.
OF

(E) DRAINAGE DITCH CONTAINING WATERS OF THE US

(P) PEDESTRIAN PATH FOR COASTAL ACCESS COORDINATE WITH HARBOR DISTRICT

(E) PEDESTRIAN DITCH CROSSING

TEMPORARY CONSTRUCTION EASEMENT

(P) PEDESTRIAN DITCH CROSSING RELOCATION

C

D

APPROX. (E) STATE R/W

END RAISED MEDIAN (PM 25.57)

BEG RAISED MEDIAN (PM 25.56)

12' LANE

12' LANE

72'

US HIGHWAY 101

BEG RAISED MEDIAN (PM 25.62)

17'

12'

17'

8'

18'

72'

APPROX. (E) STATE R/W

END RAISED MEDIAN (PM 25.63)

(P) 10' CROSSWALK

(P) PEDESTRIAN REFUGE

(P) CURB RAMP

SUPER 8 MOTEL

WALTON STREET

LIGHTHOUSE INN

NORTHWOODS RESTAURANT

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

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L-3

1/2/2013

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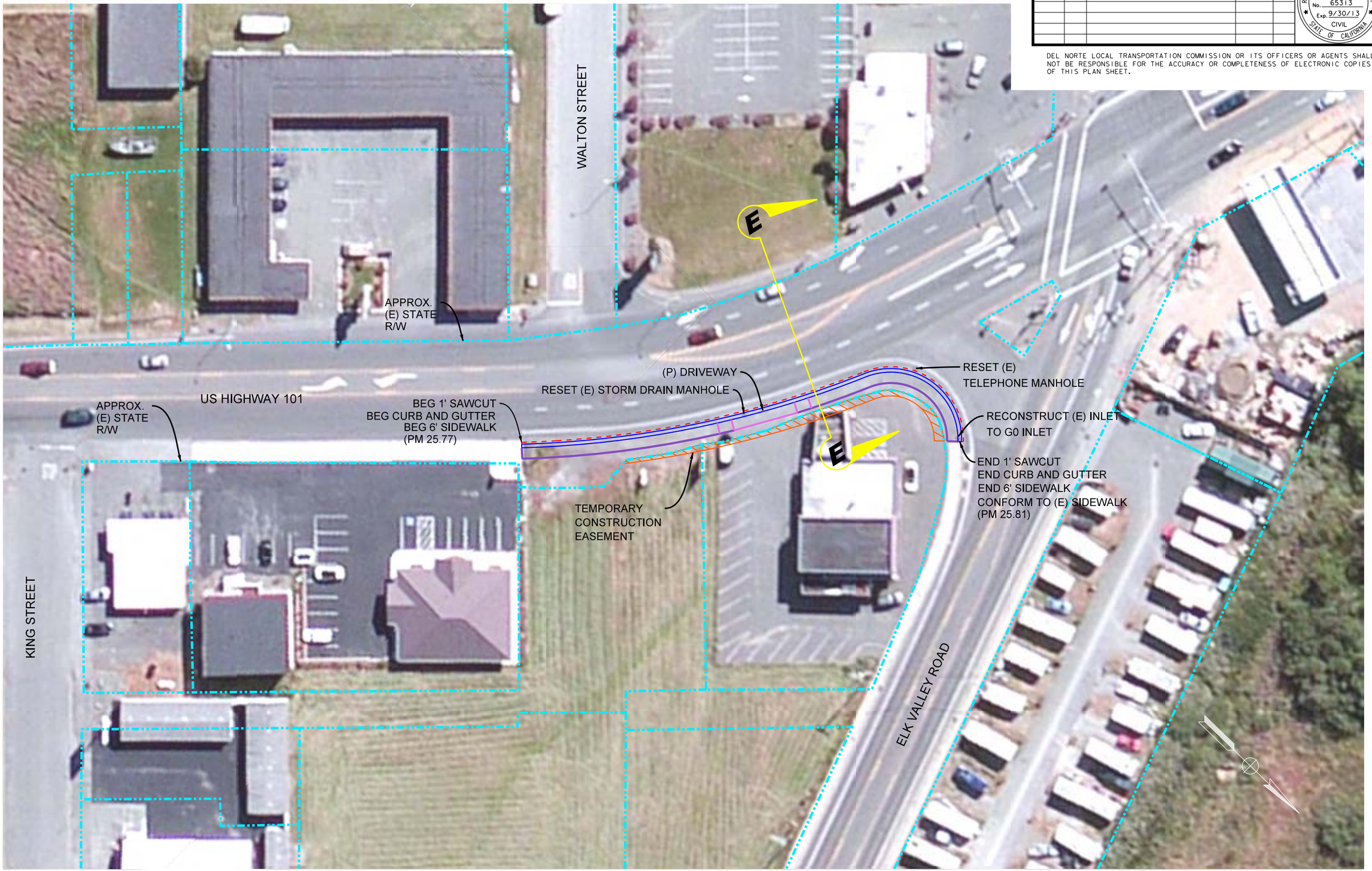

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L-4

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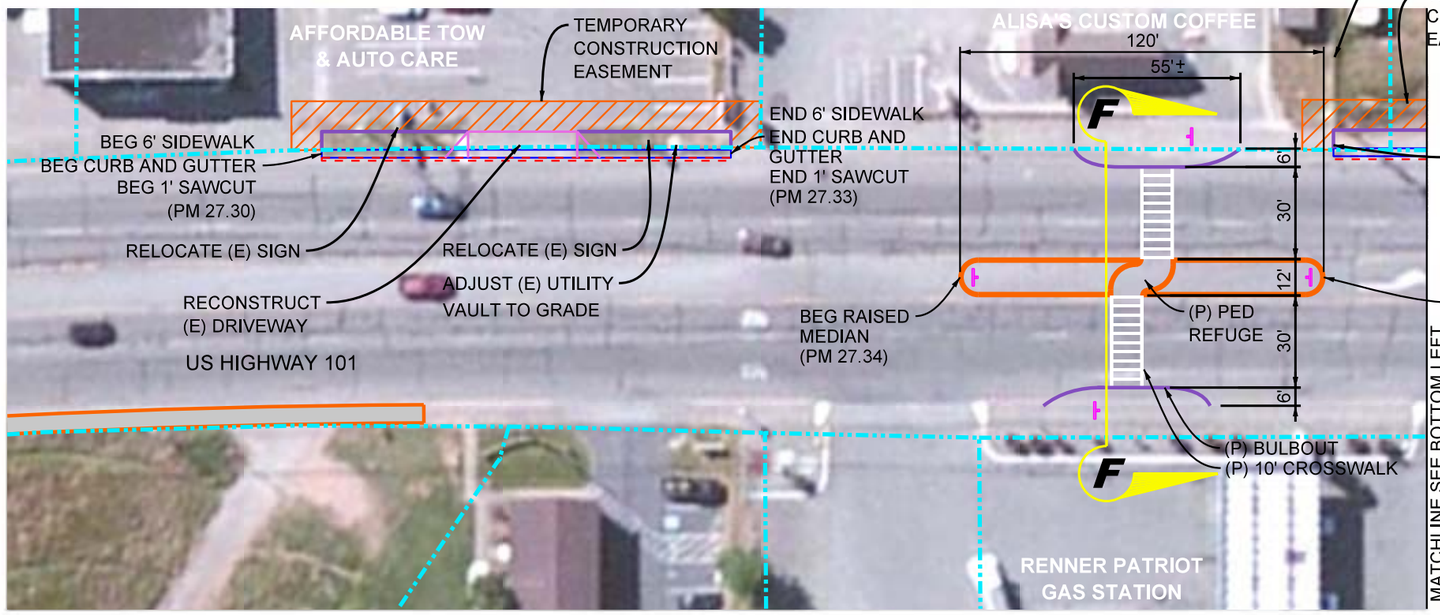

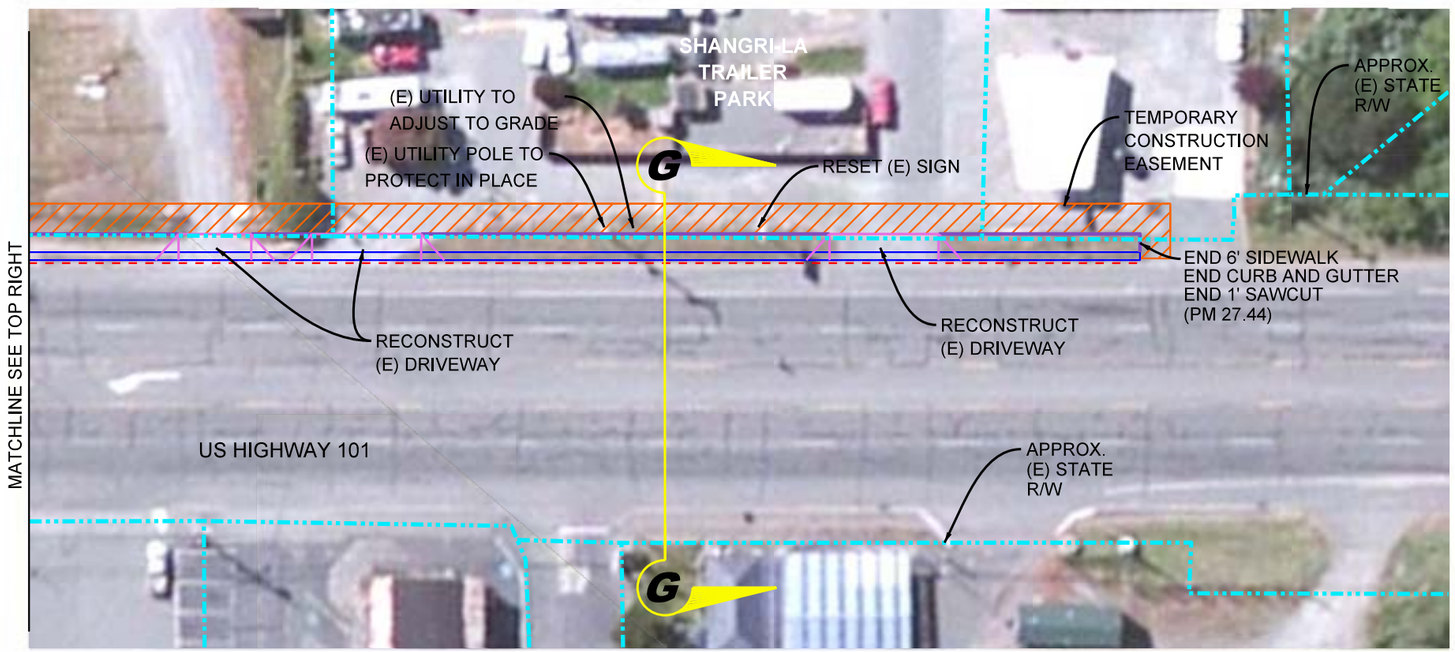

NOTE: THE CALTRANS MINOR B PROJECT (EA 01-0B2501) IMPROVEMENTS ARE DESIGNED TO ADDRESS THE SAFETY ISSUES WITHIN THE NORTHERN SEGMENT OF THE PROJECT. IMPROVEMENTS PROPOSED ON DRAFT PLANS FROM CALTRANS DATED 10/15/12 INCLUDE A SHORTER RAISED MEDIAN THAN WHAT IS SHOWN, PEDESTRIAN ACTIVATED CROSSWALK SYSTEM, IN ROADWAY LIGHTING,OVERHEAD LIGHTING AND BEACONS. FINAL CONFIGURATION OF THE IMPROVEMENTS SHOWN WILL BE DETERMINED BY THE MINOR B PROJECT.

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CIVIL
STATE OF CALIFORNIA

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LAYOUT SHEET

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INITIALS DATE

L-5

1/2/2013

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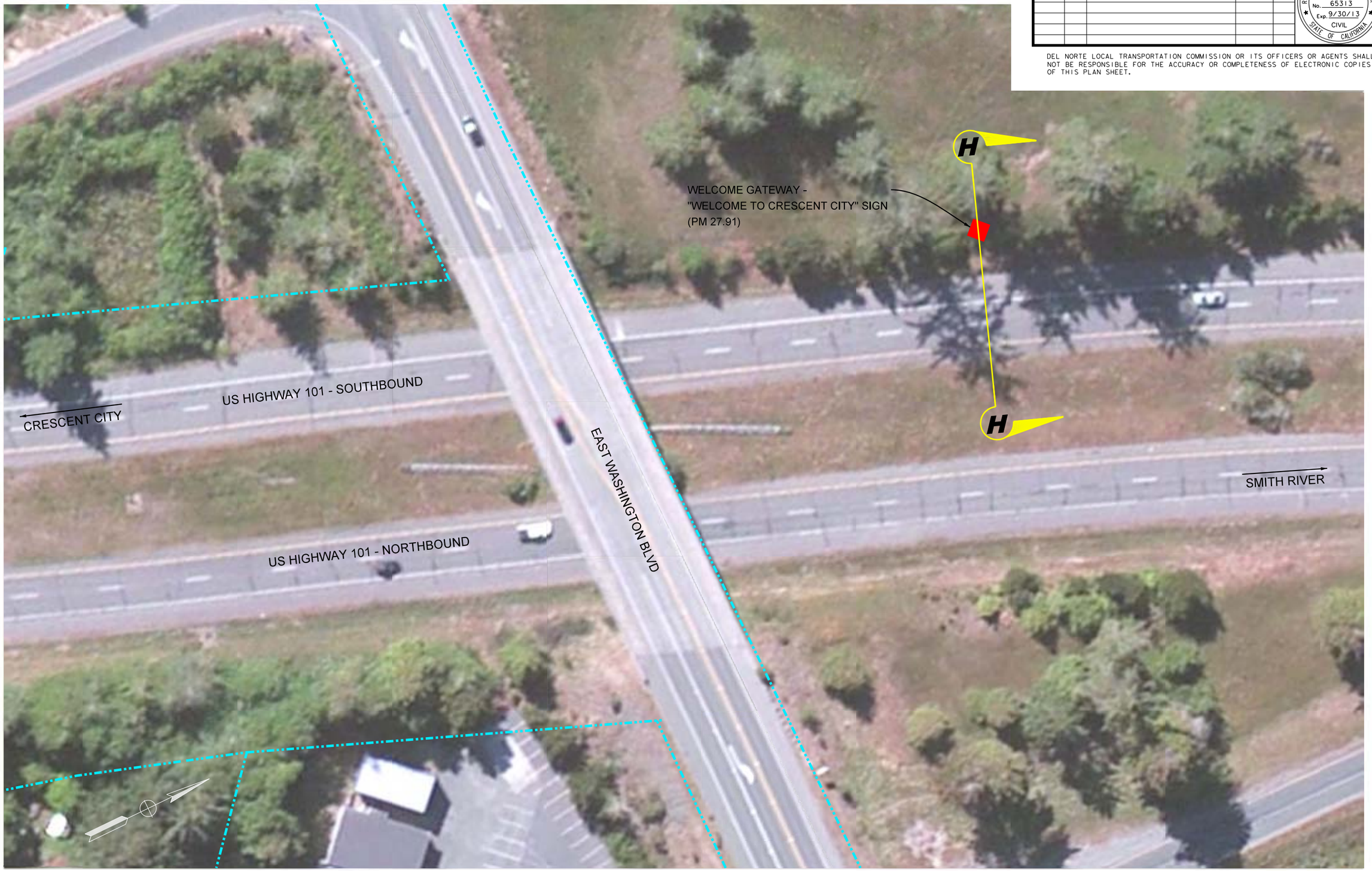

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L-6

PLAN SCALE: 1"=50'
PROFILE SCALE:
HORIZ: _____
VERT: _____

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DEL NORTE LOCAL TRANSPORTATION COMMISSION
US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY STUDY

LAYOUT SHEET

SHEET NO.

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REGIONAL GATEWAY
LANDSCAPING AND SCULPTURE
(PM 28.4)

(E) OVERHEAD HIGHWAY SIGN

CRESCENT CITY

RAILROAD AVENUE

US HIGHWAY 101 -
SOUTHBOUND

APPROX.
(E) STATE
R/W

US HIGHWAY 101 -
NORTHBOUND

SMITH RIVER

APPROX.
(E) STATE
R/W

FOR REDUCED PLANS
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0 1 2 3

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L-7

PLAN SCALE: 1"=50'
PROFILE SCALE:
HORIZ:
VERT:

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DEL NORTE LOCAL TRANSPORTATION COMMISSION
US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY STUDY

LAYOUT SHEET

SHEET NO.

OF

1/2/2013

ATTACHMENT D - COST ESTIMATE

PSR COST ESTIMATE
1/8/2012

01-DN-101
PM 23.5/28.4
EA# 01-0B780K

PROJECT DESCRIPTION:

Limits: Along US-101 in Del Norte County, from south of Crescent City at PM 23.5 to north of Crescent City at PM 28.4

Proposed Improvements: US 101 Gateway Traffic Calming Improvements including sidewalks, raised and painted medians, crosswalks and Gateway entrance features into Crescent City

ALTERNATIVE 2

SUMMARY OF PROJECT COST ESTIMATE:

TOTAL ROADWAY ITEMS*	$	544,000
TOTAL STRUCTURE ITEMS	$	-
SUBTOTAL CONSTRUCTION COSTS	$	544,000
TOTAL RIGHT OF WAY ITEMS**	$	71,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	**$**	**615,000**
PROJECT SUPPORT COSTS[i]	$	538,000
TOTAL PROJECT COSTS	**$**	**1,153,000**

*Escalated Value (3.5% per year for 4 years)
**Escalated Value (3.5% per year for 3 years)
[i]Project Support Costs include escalated costs for PA&ED ($42,000), PS&E ($152,000), Right of Way ($200,000), Construction ($144,000) determined by the following percentages applied to Total Project Capital Outlay Costs:
PA&ED - 6.75%
PS&E - 24.77%
Right of Way - 32.45%
Construction - 23.46%
(See programming sheet for escalation break down for support costs)

	SOUTH PORTION OF PROJECT				NORTH PORTION OF PROJECT			
	QUANTITY	UNIT	UNIT PRICE	ITEM COST	QUANTITY	UNIT	UNIT PRICE	ITEM COST
I. ROADWAY ITEMS								
SECTION 1: EARTHWORK								
Roadway Excavation	84	CY	$ 61.00	$ 5,124.00	155	CY	$ 61.00	$ 9,455.00
Borrowed Fill (for drainage ditch)	11	CY	$ 50.00	$ 550.00				
SUBTOTAL				$ 5,674.00				$ 9,455.00
SECTION 2: PAVEMENT STRUCTURAL SECTION								
Minor Concrete (Sidewalk - 4" depth)	1336	SF	$ 8.00	$ 10,688.00	2500	SF	$ 8.00	$ 20,000.00
Minor Concrete (Median - 6" depth)	1289	SF	$ 11.00	$ 14,179.00	1070	SF	$ 11.00	$ 11,770.00
Minor Concrete (Curb and Gutter)	273	LF	$ 40.00	$ 10,920.00	500	LF	$ 40.00	$ 20,000.00
Minor Concrete (Median Curb)	336	LF	$ 25.00	$ 8,400.00	274	LF	$ 25.00	$ 6,850.00
Hot Mix Asphalt (9" depth - Type A)	2	TON	$ 700.00	$ 1,400.00	4	TON	$ 700.00	$ 2,800.00
Aggregate Base (6" depth - Class 2)	25	CY	$ 100.00	$ 2,500.00	46	CY	$ 100.00	$ 4,600.00
Curp Ramp	144	SF	$ 200.00	$ 28,800.00	0	SF	$ 200.00	$ -
Curb Ramp Detectable Warning Surface	15	SF	$ 40.00	$ 600.00	0	SF	$ 40.00	$ -
Driveway Reconstruction	1	EA	$ 15,000.00	$ 15,000.00	4	EA	$ 15,000.00	$ 60,000.00
SUBTOTAL				$ 92,487.00				$ 126,020.00
SECTION3: DRAINAGE								
18" HDPE pipe	15	LF	$ 200.00	$ 3,000.00				
SUBTOTAL				$ 3,000.00	-			$ -
SECTION 4: SPECIALTY ITEMS	-	-	-	-	-	-	-	-
Construction Site Management	1	LS	$ 2,500.00	$ 2,500.00	1	LS	$ 2,500.00	$ 2,500.00
Best Management Practice (BMP)	1	LS	$ 2,500.00	$ 2,500.00	1	LS	$ 2,500.00	$ 2,500.00
Prepare Storm Water Pollution	1	LS	$ 750.00	$ 750.00	1	LS	$ 750.00	$ 750.00
Lead Compliance Plan	1	LS	$ 750.00	$ 750.00	1	LS	$ 750.00	$ 750.00
Price Index Fluctuations (AC)	1	LS	$ 100.00	$ 100.00	1	LS	$ 100.00	$ 100.00
Incentive for Asphalt Concrete (QC/QA) (4% of HMA)	1	LS	$ 56.00	$ 56.00	1	LS	$ 112.00	$ 112.00
SUBTOTAL				$ 6,656.00				$ 6,712.00
SECTION 5: TRAFFIC ITEMS								
Gateway Signs	2	EA	$ 10,000.00	$ 20,000.00	2	EA	$ 10,000.00	$ 20,000.00
Yellow Median Striping	1087	LF	$ 1.50	$ 1,630.50	0	LF	$ 1.50	$ -
Remove Yellow Stripe (Hazardous Waste)	1000	LF	$ 4.00	$ 4,000.00			$ 4.00	
Pavement Marking (Arrows)	51	SF	$ 6.00	$ 306.00	0	SF	$ 6.00	$ -
Pavement Marking (Crosswalk)	140	SF	$ 6.00	$ 840.00	240	SF	$ 6.00	$ 1,440.00
Pavement Marking Removal	51	SF	$ 6.00	$ 306.00	0	SF	$ 6.00	$ -
Roadway Signs	6	EA	$ 465.00	$ 2,790.00	4	EA	$ 465.00	$ 1,860.00
Community Sign Relocation	2	EA	$ 2,500.00	$ 5,000.00	0	EA	$ 2,500.00	$ -
Lighting & Actuated Warning Beacons	1	LS	$ 15,000.00	$ 15,000.00	0	EA	$ 15,000.00	$ -
Traffic Control System	1	LS	$ 10,000.00	$ 10,000.00	1	LS	$ 9,000.00	$ 9,000.00
SUBTOTAL				$ 59,872.50				$ 32,300.00
SECTION 6: PLANTING AND IRRIGATION								
Erosion Control	1	LS	$ 3,000.00	$ 3,000.00	1	LS	$ 2,000.00	$ 2,000.00
SUBTOTAL				$ 3,000.00				$ 2,000.00
SECTION 7: ROADSIDE MNGMNT AND SAFETY SECTION								
SUBTOTAL OF SECTION 1-7				$ 170,689.50				$ 176,487.00
	SOUTH PORTION OF PROJECT				**NORTH PORTION OF PROJECT**			
		SUBTOTAL	**%**	**TOTAL**		**SUBTOTAL**	**%**	**TOTAL**
SECTION 8: MINOR ITEMS								
(SUBTOTAL SECTION 1-7) x 5%		$ 170,690	5%	$ 8,534.48		$ 176,487	5%	$ 8,824.35
SECTION 9: ROADWAY MOBILIZATION								
Project <50 working days (no mobilization estimate required)			10%	$ -			10%	$ -
SECTION 10: ROADWAY ADDITIONS								
SUPPLEMENTAL WORK: (SUBTOTAL SECTION 1-8) x 5%		$ 179,223.98	5%	$ 8,961.20		$ 185,311	5%	$ 9,265.57
CONTINGENCIES: (SUBTOTAL SECTION 1-8) x 25%		$ 179,223.98	25%	$ 44,805.99		$ 185,311	25%	$ 46,327.84
TOTAL ROADWAY ADDITIONS				$ 53,767.19				$ 55,593.41
TOTAL ROADWAY ITEMS (SUBTOTAL SECTION 1-10)				$ 232,991.17				$ 240,904.76
TOTAL PROJECT ROADWAY ITEMS								**$ 473,896**
TOTAL + ESCALATION RATE (3.5% per year for 4 years)								**$ 543,806**

	ESCALATED VALUE*	
III. RIGHT OF WAY ITEMS		
A. ACQUISITION, INCL. EXCESS LANDS, DAMAGES TO REMAINDER AND GOODWILL**	$	41,348.00
B. MITIGATION	$	8,000.00
C. PROJECT DEVELOPMENT PERMIT FEES	$	14,200.00
D. UTILITY RELOCATION (STATE SHARE)	$	-
E. RELOCATION ASSISTANCE	$	-
F. CLEARANCE/DEMOLITION	$	-
G. TITLE AND ESCROW FEES	$	-
TOTAL RIGHT OF WAY ITEMS	$	63,548.00
TOTAL RIGHT OF WAY ITEMS (Esc. Value using 3.5% for 3 years)	$	70,456.80

F. CONSTRUCTION CONTRACT WORK	$	80,000.00
BRIEF DESCRIPTION OF WORK: Five driveways will need to be reconstructed to conform to proposed sidewalks, curb and gutter. Two business signs will also need to be relocated.		

**Right of way consists of Permanent Easement (0.03 acre),Temporary Construction Easements (0.46 acre) and Goodwill

ATTACHMENT E - PRELIMINARY ENVIRONMENTAL ASSESSMENT REPORT (PEAR) INCL. INITIAL SITE ASSESSMENT (ISA)

PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

District	County	Route	PM	EA
1	DN	101	23.5-28.4	01-0B780K
Project Title: US 101 Crescent City Gateway Traffic Calming				
Project Manager Tamera Leighton, Executive Director, Del Norte Local Transportation			Phone # (707) 465-3878	
Project Engineer Brian Stephenson, Associate Engineer, Dokken Engineering			Phone # (916) 858-0642	
Environmental Office Chief/Manager Namat Hosseinion, Environmental Coordinator, Dokken Engineering			Phone # (916) 858-0642	
PEAR Preparer Tim Chamberlain, Associate Environmental Planner, Dokken Engineering			Phone # (916) 858-0642	

2. Project Description

The Del Norte Local Transportation Commission, in cooperation with the California Department of Transportation (Caltrans), proposes the US 101 Crescent City Gateway Traffic Calming Project to improve safety and address traffic calming issues along United States Highway 101 (US 101) in the area in and around Crescent City, California (see figure 1).

Purpose and Need

Introduction/Background

US 101 is a vital and key west coast interstate transportation link between California and Washington. It also serves as the "Main Street" for the Crescent City area. The differing driver expectations and levels of bicycle/pedestrian/transit/turning traffic activity between the rural and urban areas currently results in traffic safety issues in the two "transition zones" on either side of Crescent City. This is exacerbated at the north end by the adjacent section of US 101 built to freeway standards, and at the south end by the very long length (65 miles) of uninterrupted rural driving environment. Extensive information regarding these conditions is available in the US Highway 101 Traffic Calming and Gateway Study (Del Norte Local Transportation Commission, June 17, 2010). The Crescent City Gateway Traffic Calming Project is included as a high priority project in the Del Norte 2011 Regional Transportation Plan, and it ranked first in a list of top

regional transportation projects not currently funded. It is also consistent with the following adopted plans:

- US Highway 101 Route Concept Report (Caltrans District 1, 2002)
- Crescent City Harbor District Master Plan (Crescent City Harbor District, 2006)
- Del Norte County and Crescent City 2010 Bicycle Facilities Plan Update (DNLTC, 2010)
- City of Crescent City General Plan (City of Crescent City, 2001)
- Del Norte County General Plan (Del Norte County, 2003)
- Wild Rivers Regional Blueprint Plan (DNLTC, 2009)
- Del Norte County Transit Development Plan Update (DNLTC, 2009)

Purpose

The purpose of the Crescent City Gateway Traffic Calming Project is to improve safety for all highway users (motorists, bicyclists, transit passengers, and pedestrians) and to enhance non-motorized travel along US 101 in the transition zones between the lower speed urban highway segment within the Crescent City urbanized area and the adjacent higher-speed rural highway segments. These areas are located between Post Mile 25.2 and 26.2 (south section) and 26.8 and 27.4 (north section).

Needs

The observed rates of collisions in the rural/urban transition zones (7 fatalities and 125 persons injured over a 9-year period) are above state averages. The "total" collision rates and the "injury plus fatal" collision rates are as high as 1.1 times the statewide averages for similar highway facilities at a few locations in the south transition zone, respectively. In addition, the "fatal" collision rates at one location in the south transition zone and one location in the north transition zone are 4.17 and 1.1 times the statewide average for similar highway facilities, respectively.

The 85th percentile traffic speeds are currently exceeding the posted speed limits by as much as 6 miles per hour in both transition zones.

There are substantial levels of pedestrian and bicycle activity, both along the highway as well as across the highway. In the segment between Northcrest Drive and Washington Boulevard (without protected crossing opportunities), 155 pedestrians and 55 bicyclists were estimated to cross the highway based on counts conducted on October 12th, 2009. In the segment between Elk Valley Road and Anchor Way (without protected crossing opportunities), 105 pedestrians and 10 bicyclists were estimated to cross the highway based on counts conducted on October 13th, 2009. Crossing treatments enhancing protection of bicyclists/pedestrians are needed in both the north and south segments. In addition, sidewalks are only provided adjacent to some (but not all) parcels, resulting in bicyclists and pedestrians traveling along roadway shoulders, including along the southbound onramp from Washington Boulevard to US 101. Complete sidewalks and a

segment of multipurpose path along the onramp are needed to avoid undue exposure of bicyclists and pedestrians to vehicular traffic.

Other Goals and Objectives

- Enhance the Crescent City area's attractiveness as a stop for through travelers, thereby enhancing economic vitality.
- Aid access conditions for the Joint Visitors Center planned for a site along US 101 in the Harbor District, which is expected to serve a minimum of 67,000 visitors per year.
- Provide advanced warning to approaching motorists that they are entering an urban area with increased potential for interaction with bicyclists, pedestrians and turning traffic.
- Encourage bicyclists and pedestrians to cross US 101 at preferred locations.
- Aid the ability to operate public transit service in the transition zones by enhancing pedestrian crossing and slowing traffic speeds.
- Coordinate with the North Crescent City Pedestrian Safety Improvement project being implemented by Caltrans District 1.
- Landscaping and scenic beautification of these two key gateways to Crescent City.
- When possible, coordinate with the City of Crescent City Front Street Enhancement Project (http://www.crescentcity.org/Forms/PW/frontst.pdf)
- Aid coastal access in crossing US 101 in the Harbor District area
- Conform with CT policies and directives, including: Complete Streets DD-64 R1, Context Sensitive Solutions DP-22, Smart Mobility Framework

Description of work

The proposed project would include improvements to pedestrian facilities, addition of trails, addition of crosswalks and crosswalk signalization, raised medians, landscaping, art, and gateway signage. A complete description of work is included under Alternative 2: Build Alternative.

Alternatives

Two alternatives are being considered for this project: the No-Build Alternative and the Build Alternative.

Alternative 1: No-Build Alternative

The No-Build Alternative proposes to maintain the existing section of US 101 through Crescent City in its current configuration. However, this alternative does not preclude the construction of future improvements, such as the Caltrans Pedestrian Safety Improvement Project at the north end of Crescent City. For this alternative, arterial safety and signage improvements will not be implemented and the need for this project will not be satisfied.

Alternative 2: Build Alternative

The following key project elements will be included as part of the Build Alternative:

- "**Regional Gateways**" consisting of a sculpture that lets arriving visitors know they are approaching a community.
    - South Regional Gateway – South of Humboldt Road, on east side of US 101
    - North Regional Gateway – North of Railroad Avenue, on west side of US 101

- "**Welcome Gateways**" consisting of a Welcome to Crescent City sign that lets arriving visitors know they are entering the developed area.
    - South Welcome Gateway – South of Anchor Way, on east side of US 101
    - North Welcome Gateway – north of Washington Boulevard, on west side of US 101

- **"Traffic Calming Gateways**" to reduce entering vehicle speed to levels consistent with urban conditions, to enhance safety for all users, and to aid bicycle and pedestrian travel along and across US 101 including coastal access.

    - ***South Traffic Calming Gateway***
        - Raised median islands between Northwoods Restaurant and Lighthouse Inn, and between Lighthouse Inn and Super 8 Motel
        - Crosswalk between Northwoods Restaurant and Harbor District coastal access with actuated warning beacons and streetlighting.
        - Painted island in existing center area south of Anchor Way
        - Construction of 275' sidewalk along east side of US 101 at intersection of Elk Valley Road and US 101.

    - ***North Traffic Calming Gateway***
        - Raised median island in front of Renner Patriot Gas Station and Alisa's Custom Coffee, with crosswalk, actuated warning beacons and streetlighting.
        - Completion of two segments of sidewalk totaling 535' along west side of US 101 between Affordable Tow & Auto Care and Shangri-La Trailer Park.

Other traffic calming measures evaluated:

- Deployment of RADAR vehicle speed feedback signs was one of the potential traffic calming strategies considered in the US Highway 101 Traffic Calming and Gateway Study. These signs have proven to reduce speeds substantially (1 to 10 mph), depending on the posted speed limit

and the original vehicle speeds. While Caltrans does not have specific warrants regarding where Vehicle Speed Feedback signs are appropriate, other jurisdictions consider the history of speed-related accidents, as well as the 85th-percentile observed travel speed compared with the posted speed limit. As examples, the State of Vermont requires 85th-percentile speeds at least 3 mph higher than the posted speed, while the City of Bellevue, Washington requires a 10 mph speed differential. In the study area, the greatest speed differential (85th-percentile speed minus the posted speed) is observed to be 6 mph in both the north and south segments of the project. As 85th-percentile speeds are not unduly high, the benefits from Vehicle Speed Feedback signs do not appear to warrant the capital or ongoing maintenance costs in the study area. Lastly, the signs tend to lose their effectiveness over time as commuters tend to ignore them.

- Optical speed bars are a low-cost treatment potentially applicable in the study area. However, optical speed bars are not included in the California MUTCD, and the Federal Highway Administration's MUTCD currently considers this treatment as "experimental" and does not approve optical speed bars for general use.

The three existing count stations located within the project limits will be considered and accommodated during the Project Report and Design phases of the project. The count stations are located at PM 23.77, near the intersection of US 101 and Humboldt Road/Bluff Road; PM 26.02, near the intersection of US 101 and Elk Valley Road; and at PM 28.41, near the junction of State Route 199.

The project does not propose to change access control for US 101 in the project areas. Access to and from all existing parcels is proposed to be maintained for drivers traveling in either direction along the highway. Parcels with multiple driveways may have one of the driveways' access limited to right in/right out.

3. Anticipated Environmental Approval

Check the anticipated environmental determination or document for the proposed project in the table below.

CEQA		NEPA	
Environmental Determination			
Statutory Exemption	☐		
Categorical Exemption	☒	Categorical Exclusion (Section 6004)	☒
Environmental Document			
Initial Study or Focused Initial Study with Negative Declaration or Mitigated ND	☐	Environmental Assessment with Finding of No Significant Impact	☐
Environmental Impact Report	☐	Environmental Impact Statement	☐
CEQA Lead Agency (if determined):		Caltrans	
Estimated length of time (months) to obtain environmental approval:		12	
Estimated person hours to complete identified tasks:		520	

4. Special Environmental Considerations

Alternative 1: There are no special considerations since it is the No-Build Alternative.
Alternative 2: Alternatives 2 does not have special environmental considerations that are beyond those noted in "Anticipated Environmental Commitments," below.

5. Anticipated Environmental Commitments

No environmental commitment measures are applicable to Alternative 1 (No Build). The following environmental commitment measures are pertinent to Alternative 2 and are based on the environmental setting and typical requirements to minimize project-related impacts for similar transportation projects:

- Biological resources—Temporary effects to biological resources may occur. Temporarily disturbed areas will be restored after construction. Sensitive habitats (coastal wetlands) will be avoided.
- Scenic resources—Aesthetic relating to landscaping, art, and signage will require consideration for consistency with local preferences.
- Other: Air quality permits for construction (to be acquired by the contractor) are anticipated.

6. Permits and Approvals

The US 101 Crescent City Gateway Traffic Calming Project will temporarily impact waters of the U.S. and State. The project proponent will coordinate with each regulatory agency (North Coast Regional Water Quality Control Board (RWQCB), U.S. Army Corps of Engineers (USACE), California Department of Fish and Game (CDFG), and the California Coastal Commission (CCC)) to familiarize them with the project and its impacts on their jurisdictional water features. Permits will be procured during the PS&E phase of the project.

Section 401 Water Quality Certification - Section 401 regulates discharges of fill and dredged materials into waters of the U.S. Impacts to the drainage ditch located just west of US 101 will necessitate this certification through the RWQCB.

Section 404 Nationwide Permit - Activities that place fill in Waters of the U.S. are under the regulatory authority of the USACE. The proposed project qualifies for the Section 404 USACE NWP 14 (Linear Transportation Projects). Under the NWP program, no individual crossing (or multiple crossings of a single watercourse) may exceed 0.5 acres of temporary or permanent impact. The project is expected to impact the water feature located just west of US 101 but it will cause less than 0.5 acre of permanent impacts to jurisdictional waters.

Section 1602 Streambed Alteration Agreement - Activities that have permanent or temporary impacts to lakes, streambeds, or their associated riparian areas are regulated by the CDFG. A Section 1602 Streambed Alteration Agreement will need to be obtained from CDFG and this permit will delineate boundaries of CDFG jurisdiction, assess project impacts, and enter into a Streambed Alteration Agreement with CDFG for impacts to state jurisdiction habitat associated with the water feature adjacent to US 101.

California Coastal Commission Permit - Coastal Commission permitting has been delegated to Crescent City and Del Norte County through Local Coastal Programs (LCP) issued by the California Coastal Commission. Improvements along US 101 within the Crescent City limits would be exempt as they are minimal improvements to an existing facility. The proposed improvements in Del Norte County jurisdiction are expected to qualify for an administrative permit as they would not impact wetlands and would not cause any substantial changes to the existing drainage system.

Section 402 General Construction Permit - A Section 402 General Construction Permit is required for all projects that incur construction impacts over one acre. As part of the Section 402 permit, a risk assessment must be prepared along with a Storm Water Pollution Prevention Plan in compliance with National Pollutant Discharge Elimination System requirements.

The projected timeframe for obtaining each of the above listed environmental permits is approximately 6-9 months following finalization of the environmental document.

7. Level of Effort: Risks and Assumptions

The analysis in the PEAR is based on readily available environmental data from resource agencies, previous studies, and the current alternatives being analyzed. Alternatives may change and results from the technical studies may differ from those originally anticipated.

8. PEAR Technical Summaries

Preliminary analyses of resources are below. Also see Attachment A, Environmental Studies Checklist, for a list of the environmental technical studies recommended for this project.

8.1 Land Use: No impacts to land use are anticipated for the build alternative. Roadway, pedestrian, and signage improvement would be minor and would not require any permanent acquisition for new right-of-way, with the exception of sliver parcel acquisitions to accommodate gateway art and signage.

8.2 Growth: Since the Build Alternative only includes minor improvements to the existing roadway, pedestrian facilities, and addition of signage, there would be no potential this project could impact growth in the area

8.3 Farmlands/Timberlands: The proposed project would occur within the existing US 101 right-of-way and would have no potential to impact farmlands or timberlands.

8.4 Community Impacts: The proposed project would include minor improvements to the existing roadway and pedestrian facilities and would add signage. All of the roadway, pedestrian, and hardscape improvements would occur on the existing US 101 right-of-way; however, the additional gateway art and signage may require acquisition of sliver parcels adjacent to the right-of-way. Any potential impacts to the community are expected to be positive based on improving safety, calming traffic through the project area, and improving the City's aesthetics through signage, art and landscaping.

8.5 Visual/Aesthetics: A large portion of US 101 in Del Norte County is an officially designated State Scenic Highway. The scenic highway ends approximately 2.5 miles south of Crescent City at the boundary of the Redwood National Park. All proposed project improvements are outside the designated State Scenic Highway area; however, due to the proposed landscaping, artwork, and signage, and the proximity these improvements would be to the designated scenic highway, a Visual Impact Analysis would be appropriate to ensure that the proposed improvements would not impact visual resources within the project area.

Ref: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

8.6 Cultural Resources: A Historic Property Survey Report and Archaeological Survey Report are recommended for the proposed project. Identification of an Area of

Potential Effect, an archaeological survey, background research, and a new records search from the North Coastal Information Center would be part of these technical studies.

As part of the Historic Property Survey Report, full Native American consultation will be performed to identify any Native American Resources in or around the project area and ensure potential impacts to these resources are minimized.

8.7 Hydrology and Floodplain: A small portion of the project would encroach on the base floodplain "Zone V" along the coast. A complete record of Flood Insurance Rate Maps has been attached to show where the encroachment would occur. A Location Hydraulic Study will need to be prepared to evaluate the potential this project could have to affect the floodplain. No quantifiable impacts are anticipated, therefore a summary floodplain encroachment report would be prepared.

8.8 Water Quality and Storm Water Runoff: The project is located close to the coast; however, the proposed improvements would not cause any substantial increase in impervious surfaces within the project area. Best Management Practices will be incorporated through the requirement of a Storm Water Pollution Prevention Plan during construction, but no additional water quality assessment will be required. Further, the requirements of the Section 401 Clean Water Certification and Section 402 General Construction Permit will ensure that construction activities are implemented such that impacts to water quality are minimized to the extent feasible.

8.9 Geology, Soils, Seismic and Topography: As an improvement to an existing facility, no adverse impacts to geology, soils, seismic, and topographic features are anticipated for the proposed project. Further, the project would be in compliance with Caltrans and federal guidelines for safety and design standards.

8.10 Paleontology: Due to previous soil disturbance required to construct the existing facility and that the project will occur within existing Caltrans right-of-way, there is little potential for discovery of paleontological resources. Technical studies are not suggested.

8.11 Hazardous Waste/Materials: An Initial Site Assessment (ISA) checklist was prepared for the project in April of 2012 to evaluate whether the proposed project could be affected by any recorded or visible hazardous waste problems. Development of the ISA checklist entailed a governmental records search, aerial photography and topographic map review, and a visual site survey.

The following items were observed during investigation of the project site:

- Potential lead and heavy metals associated with pavement striping along the existing roadways within the project boundaries
- Potential elevated levels of lead in the exposed soil from vehicle exhaust emissions (aerially deposited lead) located within 50 feet of US 101

The following actions are recommended to verify the presence/extent of Recognized Environmental Conditions (RECs) and evaluate the potential for remediation during the PS&E phase of the US 101 Crescent City Gateway Traffic Calming Project:

- To avoid impacts from pavement striping during construction it is recommended that testing and removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 15-300 REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS.
- Perform a preliminary aerially deposited lead (ADL) investigation in areas of exposed soil within 50 feet of the paved surfaces of US 101 to determine the possible presence and levels of aerially deposited lead from motor vehicle exhaust emissions.

Construction specifications will include measures to ensure that previously unknown hazardous materials discovered during construction will be remediated appropriately to ensure worker and public safety. The ISA checklist has been included under Attachment B.

8.12 Air Quality: The proposed project is not in an National Ambient Air Quality Standards non-attainment area. In addition, the project is exempt from the requirement that regional conformity be made under 40CFR93.126 Table 2: Safety Improvement Program/Adding Medians/Plantings, Landscaping etc.

8.13 Noise and Vibration: The proposed project is not a Type I project (it will not change the vertical or horizontal alignment). Further, there will be no potential for any permanent increases in noise levels in the project area. The only expected change to the noise environment would be from construction activities associated with the roadway improvement project. Since construction activities would be minor and within the US 101 right-of-way where there is substantial traffic noise currently, no substantial increases in noise as a result of construction are anticipated.

8.14 Energy and Climate Change: No energy impacts are anticipated as this is a transportation project to improve an existing facility. The project would not increase vehicle miles or vehicle trips and would not have any potential to increase air quality. No impacts to climate change are anticipated.

8.15 Biological Environment: The proposed project is expected to require tree removal for the construction of sign and art improvements. Impacts to trees and the associated habitat may require that measures be applied to ensure the project does not have substantial impacts on biological resources. A Natural Environment Study (Minimal Impacts) will be prepared to identify any biological resources in the project area and include measures to avoid or minimize impacts to those resources. Biological field investigations should be done in the spring or early summer and

mid- to late summer to ensure identification methodology can be used for blooming plant species.

Waters of the United States have been identified in the project area and pedestrian improvements south of Crescent City and west of US 101 will cause minor temporary impacts jurisdictional waters. The project will utilize a Nationwide 14 Permit to ensure these impacts are not substantial and will coordinate with the ACOE to ensure that a Non-Notifying Permit is appropriate since permanent impacts would be less than 0.1 acres. A Section 1602 Streambed Alteration Agreement Permit from the CDFG may be necessary to ensure that temporary impacts during construction to habitat associated with Waters of the State are minimized and that no substantial impacts to sensitive species occur.

A native and locally adaptive plant species mix will be used when developing the erosion control plan. Recommended species to be included within this seed mix include Re-green (*Triticum aestivum*), Small Fescue (*Vulpia microstachys*), Six Weeks Fescue (*Vulpia octoflora*), California Brome (*Bromus carinatus*), and Blue Wildrye (*Elymus glaucus*). The ecological unit Northern Franciscan Redwood Forest makes up Del Norte County, of which these species are native to, with the exception of re-green. Re-green is a sterile hybrid species which germinates quickly, providing immediate erosion control, while allowing for other annual and perennial grassland species to populate the area.

8.16 Cumulative Impacts: Based on review of the environmental resources above, it is anticipated that cumulative impacts would be non-substantial for the proposed project. Due to the scope and scale of the project, impacts are expected to be minimal and non-substantial with the inclusion of appropriate avoidance, minimization, and mitigation measures as necessary.

8.17 Context Sensitive Solutions: N/A

9. Summary Statement for PSR or PSR-PDS

Based on results of this PEAR, the proposed project (Build Alternative) is not expected to result in significant impacts, or could be mitigated to less than significant, as defined under the CEQA. Additionally, the proposed project would not result in significant adverse impacts pursuant to NEPA. The proposed project would provide safety improvements to the existing US 101 facility; it does not anticipate any adverse impacts to the environment, and the project is anticipated to be a Categorical Exclusion under Section 6004 of 23 C.F.R 771 Activity (c)(3). The appropriate level of environmental documentation for CEQA is anticipated to be a categorical exemption under CEQA Guidelines Section 15301(c) Existing Facilities. The appropriate and ultimate level of CEQA and NEPA environmental documentation would be determined upon completion of the required supporting environmental technical studies for this project. Caltrans would be the Lead Agency for CEQA compliance as well as the Lead Agency for administering the environmental process under NEPA. Effective July 1, 2007, Caltrans has been assigned the environmental review and consultation responsibilities under NEPA pursuant to 23 U.S.C. 327.

To determine potential environmental impacts for the proposed project, the following technical studies are recommended: Visual Impact Memorandum; Location Hydraulic Study; Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and Natural Environment Study Minimal Impacts (NESMI).

A Section 401 Water Quality Certification, Section 404 Fill Permit, and 1602 Streambed Alteration Agreement may be necessary due to temporary impacts to the jurisdictional water feature south of the City and west of US101. An NPDES General Permit for Discharges of Storm Water Associated with Construction Activity from the State Water Resources Control Board (SWRCB) would be required and would include a SWPPP. The projected timeframe for obtaining environmental permits is 6-9 months following finalization of the environmental document.

10. Disclaimer

This Preliminary Environmental Analysis Report (PEAR) provides information to support programming of the proposed project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in the Project Study Report (PSR). The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR will be needed for changes in project scope or alternatives, or in environmental laws, regulations, or guidelines.

11. List of Preparers

PEAR Preparer (Name and Title)	Date:
Tim Chamberlain, Associate Environmental Planner	July 11, 2012

12. Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as an EA or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Date: 8/6/12

Brian Stephenson, Senior Project Engineer,
Dokken Engineering

REQUIRED ATTACHMENTS:

Attachment A: PEAR Environmental Studies Checklist
Attachment B: Initial Site Assessment Checklist

Attachment A: PEAR Environmental Studies Checklist

Rev. 11/08

Environmental Studies for PA&ED Checklist					
	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
Land Use	☒	☐	☐	L	Text in ED
Growth	☒	☐	☐	L	
Farmlands/Timberlands	☒	☐	☐	L	
Community Impacts	☒	☐	☐	L	Text in ED
Community Character and Cohesion	☒	☐	☐	L	Text in ED
Relocations	☒	☐	☐	L	
Environmental Justice	☒	☐	☐	L	
Utilities/Emergency Services	☒	☐	☐	L	
Visual/Aesthetics	☐	☐	☒	L	VIA
Cultural Resources:	☐	☐	☒	L	HPSR/ASR
Archaeological Survey Report	☐	☐	☒	L	
Historic Resources Evaluation Report	☒	☐	☐	L	
Historic Property Survey Report	☐	☐	☒	L	
Historic Resource Compliance Report	☒	☐	☐	L	
Section 106 / PRC 5024 & 5024.5	☒	☐	☐	L	
Native American Coordination	☐	☐	☒	L	HPSR/ASR
Finding of Effect	☒	☐	☐	L	
Data Recovery Plan	☒	☐	☐	L	
Memorandum of Agreement	☒	☐	☐	L	
Other:	☒	☐	☐	L	
Hydrology and Floodplain	☐	☐	☒	L	LHS
Water Quality and Stormwater Runoff	☒	☐	☐	L	Text in ED
Geology, Soils, Seismic and Topography	☒	☐	☐	L	
Paleontology	☒	☐	☐	L	
PER	☒	☐	☐	L	
PMP	☒	☐	☐	L	
Hazardous Waste/Materials:	☐	☐	☒	L	ISA
ISA (Additional)	☒	☐	☐	L	
PSI	☒	☐	☐	L	
Other:	☒	☐	☐	L	
Air Quality	☒	☐	☐	L	
Noise and Vibration	☒	☐	☐	L	
Energy and Climate Change	☒	☐	☐	L	
Biological Environment	☐	☐	☒	L	NESMI
Natural Environment Study	☐	☐	☒	L	NESMI
Section 7:	☒	☐	☐	L	
Formal	☒	☐	☐	L	
Informal	☒	☐	☐	L	
No effect	☐	☐	☒	L	NESMI
Section 10	☒	☐	☐	L	
USFWS Consultation	☒	☐	☐	L	
NMFS Consultation	☒	☐	☐	L	
Species of Concern (CNPS, USFS, BLM, S, F)	☒	☐	☐	L	

Environmental Studies for PA&ED Checklist					
	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
Wetlands & Other Waters/Delineation	☒	☐	☐	L	
404(b)(1) Alternatives Analysis	☒	☐	☐	L	
Invasive Species	☒	☐	☐	L	
Wild & Scenic River Consistency	☒	☐	☐	L	
Coastal Management Plan	☒	☐	☐	L	
HMMP	☒	☐	☐	L	
DFG Consistency Determination	☒	☐	☐	L	
2081	☒	☐	☐	L	
Other:	☒	☐	☐	L	
Cumulative Impacts	☒	☐	☐	L	
Context Sensitive Solutions	☒	☐	☐	L	
Section 4(f) Evaluation	☒	☐	☐	L	
Permits:					
401 Certification Coordination	☐	☐	☒	L	
404 Permit Coordination, IP, NWP, or LOP	☐	☐	☒	L	404 NWP 14
1602 Agreement Coordination	☐	☐	☒	L	
Local Coastal Development Permit Coordination	☐	☐	☒	L	LCP Permit
State Coastal Development Permit Coordination	☒	☐	☐	L	
NPDES Coordination	☐	☐	☒	L	
US Coast Guard (Section 10)	☒	☐	☐	L	
TRPA	☒	☐	☐	L	
BCDC	☒	☐	☐	L	

Initial Site Assessment (ISA) Checklist

Project Information

District _1_ County _DN_ Route _101_ Post Mile _23.5/28.4__ EA _EA 01-0B780K___

Description: The Del Norte Local Transportation Commission, in cooperation with the California Department of Transportation (Caltrans), proposes the US 101 Crescent City Gateway Traffic Calming Project to improve safety and address traffic calming issues along United States Highway 101 (US 101) in the area in and around Crescent City, California.

Is the project on the HW Study Minimal-Risk Projects List (HW1)? __No____

Project Manager Tamera Leighton phone # (707) 465-3878

Project Engineer Brian Stephenson phone # (916) 858-0642

Project Screening

Attach the project location map to this checklist to show location of all known and/or potential HW sites identified.

1. Project Features: New R/W? _Yes___ Excavation? _Yes__ Railroad Involvement? _No__

   Structure demolition/modification? _No__ Subsurface utility relocation? _No___

2. Project Setting: Located at various locations North and South of the Crescent City boundaries on United States Highway 101 right-of-way in Crescent City, California.

   Rural or Urban __Rural

   Current land uses US 101 right-of-way

   Adjacent land uses General Commercial, Park land, and Residential .

3. Check federal, State, and local environmental and health regulatory agency records as necessary, to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets, as needed, to provide pertinent information for the proposed project.

4. Conduct Field Inspection: Date March 7, 2012 Use the attached map to locate potential or known HW sites.

   STORAGE STRUCTURES / PIPELINES:

   Underground tanks Not Observed Surface tanks Not Observed

   Sumps Not Observed Ponds Not Observed

   Drums Not Observed Basins Not Observed

   Transformers Yes Landfill Not Observed

   Other

Initial Site Assessment (ISA) Checklist
(continued)

CONTAMINATION: (spills, leaks, illegal dumping, etc.)

Surface staining Minor surface staining on pavement Oil sheen Not Observed

Odors Not Detected Vegetation damage Not Observed

Other Occasional Surface Litter.

HAZARDOUS MATERIALS: (asbestos, lead, etc.)

Buildings Yes Spray-on fireproofing Unknown

Pipe wrap Unknown Friable tile Unknown

Acoustical plaster Unknown Serpentine N/A

Paint Yes

Other: Potential for Aerially Deposited Lead adjacent to US 101; Pavement striping (potential lead, heavy metals); Potential for PCB (electrical transformers).

5. Additional record search, as necessary, of subsequent land uses that could have resulted in a hazardous waste site. Use the attached map to show the location of potential hazardous waste sites.

6. Other comments and/or observations: See attached maps and supplemental discussion.

ISA Determination

Does the project have potential hazardous waste involvement? Yes If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Investigation? No
If "YES," explain; then give an estimate of additional time required:

A brief memo should be prepared to transmit the ISA conclusions to the Project Manager and Project Engineer.

ISA Conducted Brian Stephenson, PE **Date** 8/28/12

Signature 

V:\1959 US 101\F1 Location (3-6-12).mxd

Source: ESRI 2008; Dokken Engineering: 8/1/2012; Created By: timc

0 0.25 0.5 0.75 1 Miles

FIGURE 1

PROJECT LOCATION

US 101 Crescent City Gateway Traffic Calming
City of Crescent City
Del Norte, California

US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY PROJECT

PROJECT AREA EXHIBIT

MARCH 2012

DEL NORTE LOCAL TRANSPORTATION COMMISSION

CALIFORNIA DEPT. OF TRANSPORTATION DISTRICT 1

LSC TRANSPORTATION CONSULTANTS, INC.

DOKKEN ENGINEERING

400' 0' 400' 800' 1200'

SCALE

N

HUMBOLDT

US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY PROJECT

PROJECT AREA EXHIBIT

MARCH 2012

DEL NORTE LOCAL TRANSPORTATION COMMISSION

CALIFORNIA DEPT. OF TRANSPORTATION DISTRICT 1

LSC TRANSPORTATION CONSULTANTS, INC.

DOKKEN ENGINEERING

HUMBOLDT

100' 0' 100' 200' 300'

SCALE

Traffic Calming Gateway - Area of Traffic Calming Focus

Welcome Gateway Sign

Regional Gateway Landscaping and Sculpture

Pedestrian Facility Improvements (Future Project)

BURTSCHELL ST

BURTSCHELL ST

BURTSCHELL ST

DOUGLAS ST

EAST WASHINGTON BLVD

RAILROAD AVE

RAILROAD AVE

PARKWAY DRIVE

US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY PROJECT

PROJECT AREA EXHIBIT

MARCH 2012

DEL NORTE LOCAL TRANSPORTATION COMMISSION

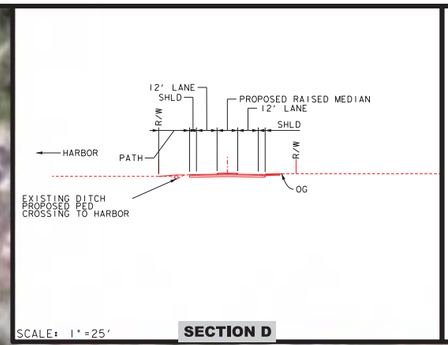
CALIFORNIA DEPT. OF TRANSPORTATION DISTRICT 1

LSC TRANSPORTATION CONSULTANTS, INC.

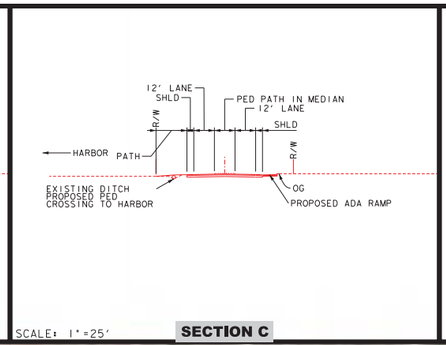
DOKKEN ENGINEERING

NORTH

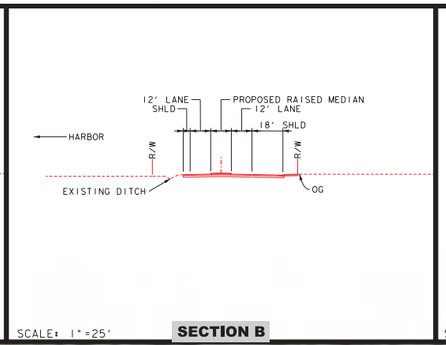
SCALE 100' 0' 100' 200' 300'



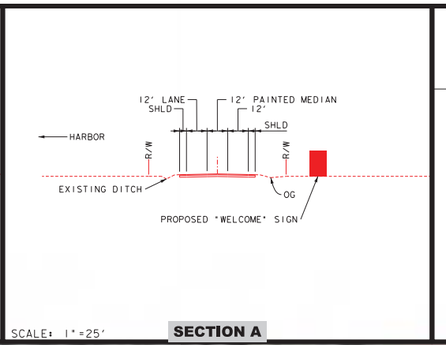
SCALE: 1"=25' **SECTION D**



SCALE: 1"=25' **SECTION C**



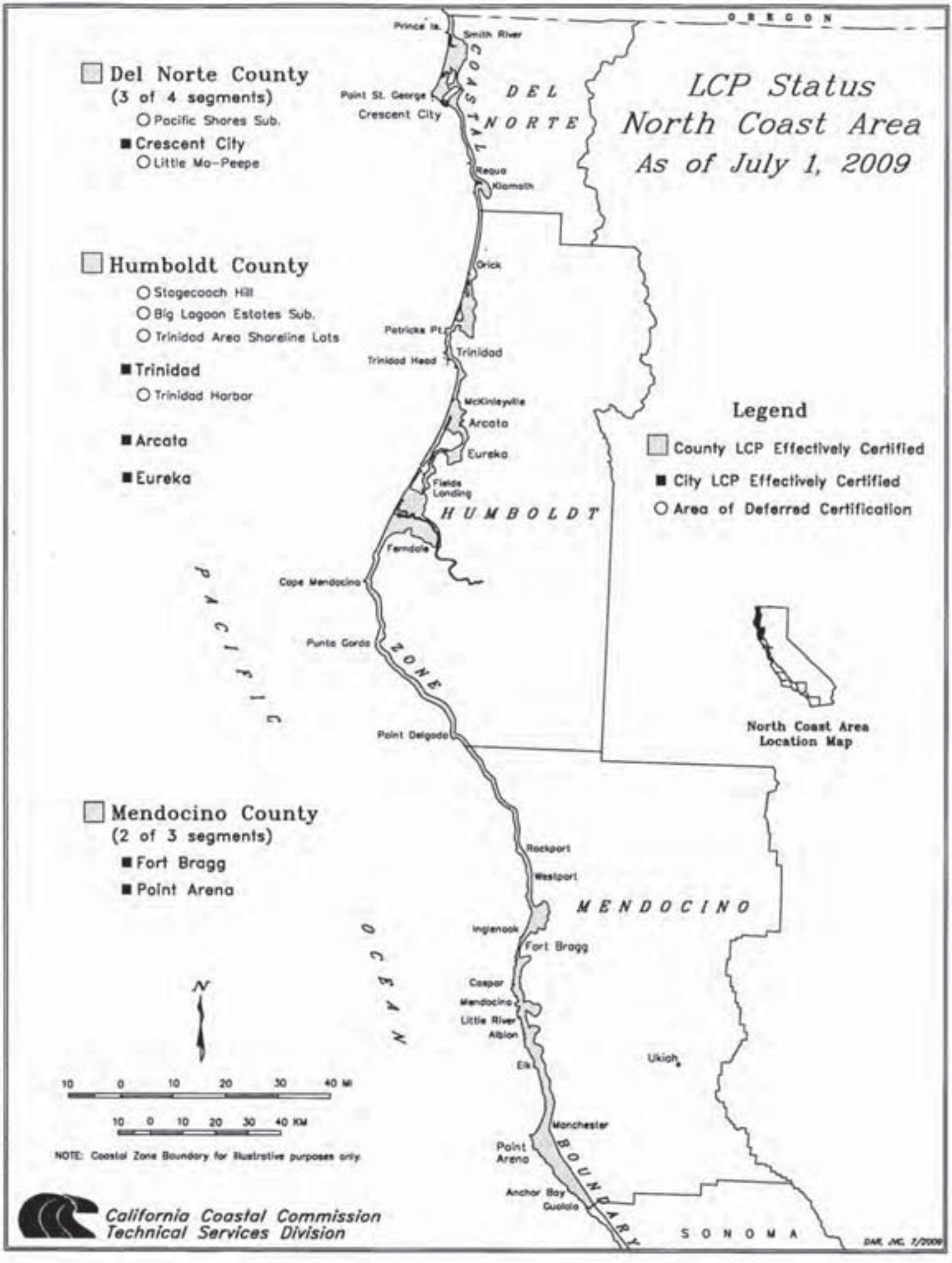
SCALE: 1"=25' **SECTION B**



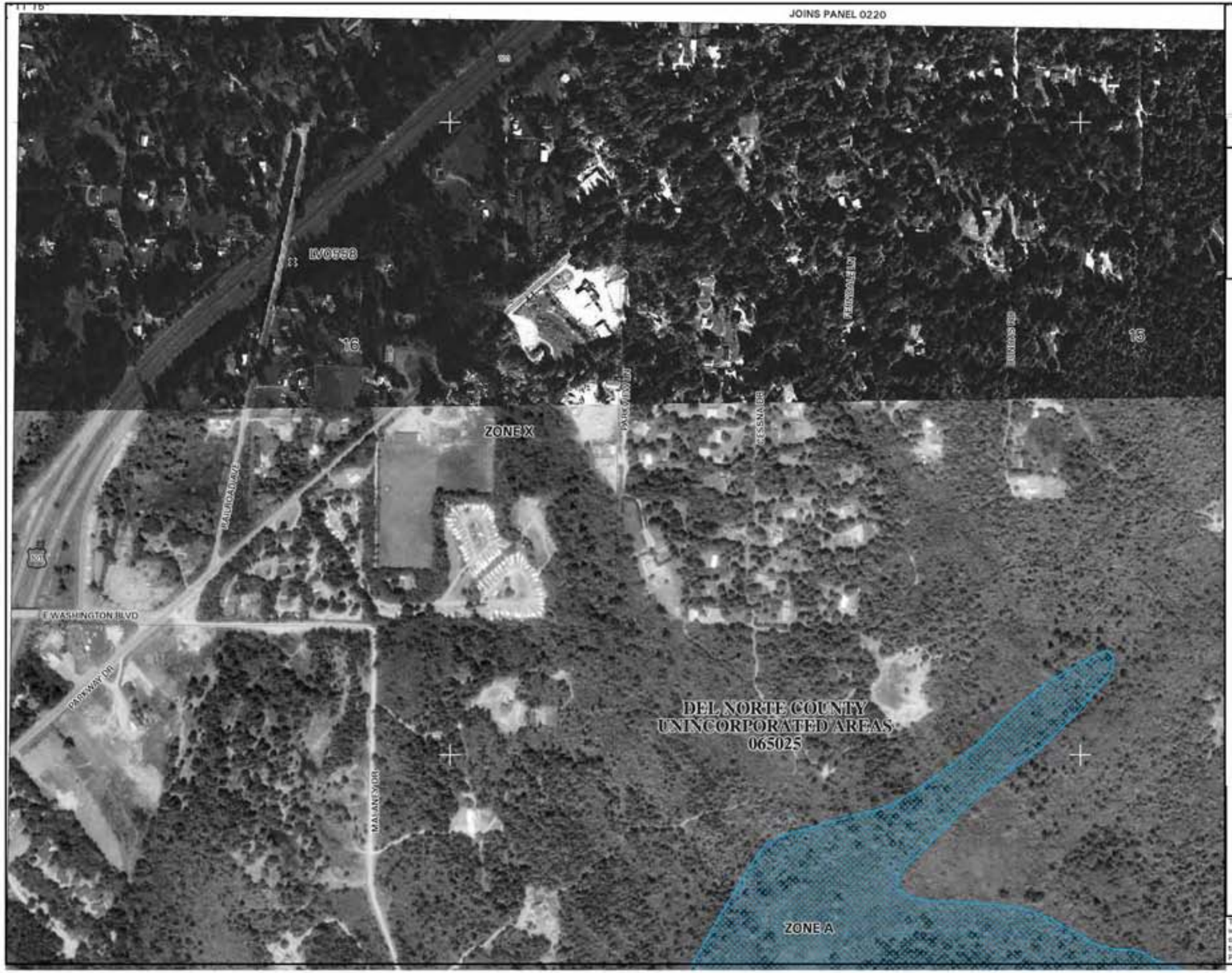
SCALE: 1"=25' **SECTION A**

DETAIL AREA

SCALE: 1"=50'


LCP Status
North Coast Area
As of July 1, 2009
Del Norte County
(3 of 4 segments)
Pacific Shores Sub.
Crescent City
Little Mo-Peepe
Humboldt County
Stagecoach Hill
Big Lagoon Estates Sub.
Trinidad Area Shoreline Lots
Trinidad
Trinidad Harbor
Arcata
Eureka
Mendocino County
(2 of 3 segments)
Fort Bragg
Point Arena
Legend
County LCP Effectively Certified
City LCP Effectively Certified
Area of Deferred Certification
North Coast Area
Location Map
OREGON
Prince Is.
Smith River
Point St. George
Crescent City
DEL NORTE
COASTAL
Requa
Klamath
Orick
Patricks Pt.
Trinidad
Trinidad Head
McKinleyville
Arcata
Eureka
Fields Landing
HUMBOLDT
Ferndale
Cape Mendocino
Punta Gorda
PACIFIC OCEAN
ZONE
Point Delgado
Rockport
Westport
MENDOCINO
Ingleneok
Fort Bragg
Caspar
Mendocino
Little River
Albion
Elk
Ukiah
Manchester
Point Arena
Anchor Bay
Gualala
BOUNDARY
SONOMA
N
10 0 10 20 30 40 MI
10 0 10 20 30 40 KM
NOTE: Coastal Zone Boundary for illustrative purposes only.
California Coastal Commission
Technical Services Division
DAR, MC, 7/2009

JOINS PANEL 0220



MAP SCALE 1" = 500'

250 0 500 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0218E

FIRM

FLOOD INSURANCE RATE MAP

DEL NORTE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 218 OF 675

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

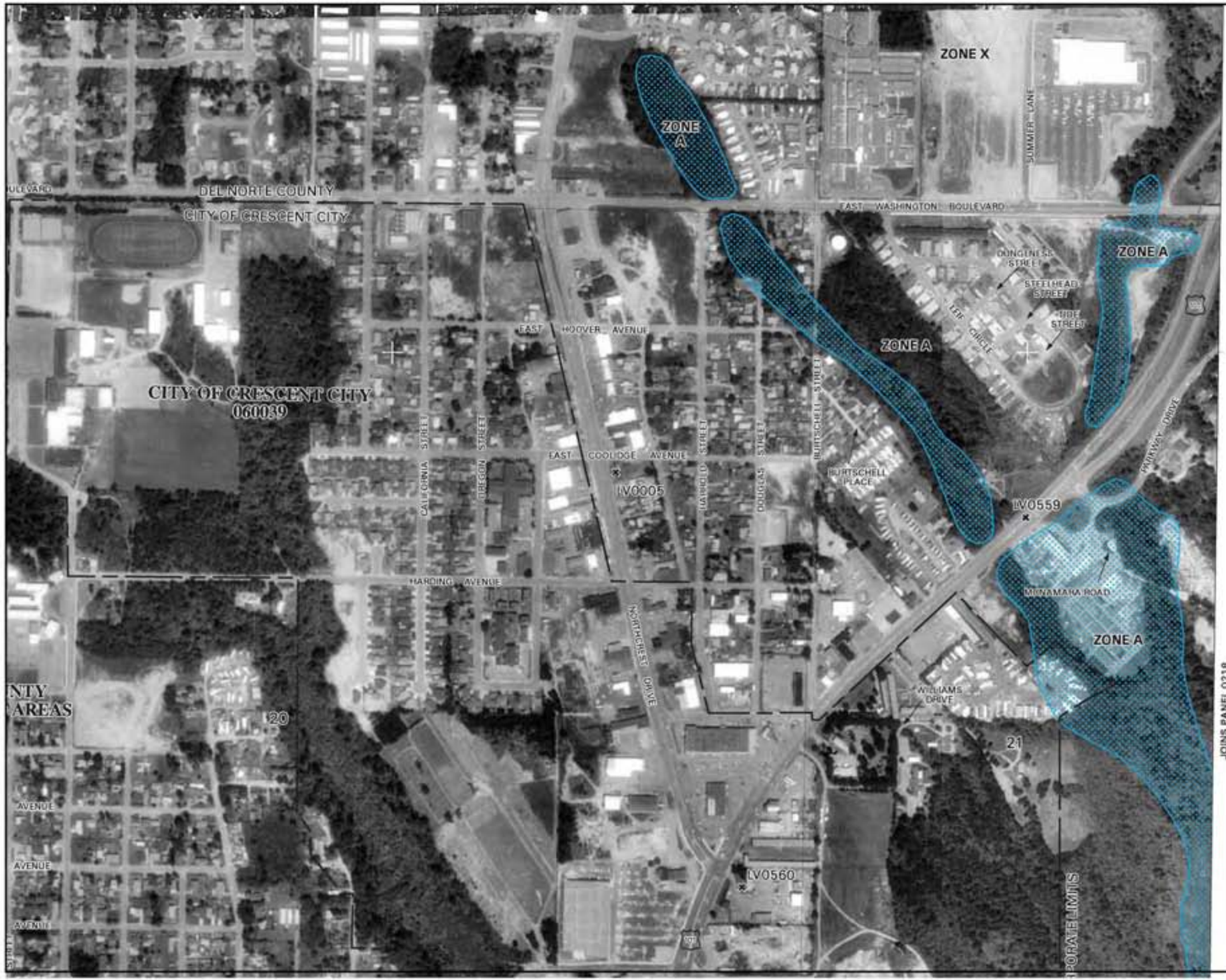
COMMUNITY	NUMBER	PANEL	SUFFIX
DEL NORTE COUNTY, UNINCORPORATED AREAS	065025	0218	E
CRESCENT CITY, CITY OF	060058	0218	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06015C0218E

EFFECTIVE DATE:
SEPTEMBER 26, 2008

Federal Emergency Management Agency



MAP SCALE 1" = 500'

250 0 500 1000 FEET

METE

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0214E

FIRM

FLOOD INSURANCE RATE MAP

DEL NORTE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 214 OF 675

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DEL NORTE COUNTY, UNINCORPORATED AREAS	060039	0214	E
CRESCENT CITY, CITY OF	060048	0214	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06015C0214E

EFFECTIVE DATE:
SEPTEMBER 26, 2008

Federal Emergency Management Agency

od insurance is available in this community, contact yo
onal Flood Insurance Program at (800) 638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0218E

FIRM

FLOOD INSURANCE RATE MAP

DEL NORTE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 218 OF 675

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DEL NORTE COUNTY, UNINCORPORATED AREAS	060059	0218	E
CRESCENT CITY, CITY OF	060039	0218	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06015C0218E

EFFECTIVE DATE:
SEPTEMBER 26, 2008

Federal Emergency Management Agency

MAP SCALE 1" = 500'

250 0 500 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0331E

FIRM

FLOOD INSURANCE RATE MAP

DEL NORTE COUNTY,
CALIFORNIA AND
INCORPORATED AREAS

PANEL 331 OF 675

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DEL NORTE COUNTY, UNINCORPORATED AREAS	065025	0331	E
CRESCENT CITY, CITY OF	065038	0331	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06015C0331E

EFFECTIVE DATE:
SEPTEMBER 26, 2008

Federal Emergency Management Agency

331

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

METR

PANEL 0335E

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

DEL NORTE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 335 OF 675

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DEL NORTE COUNTY, UNINCORPORATED AREAS	065025	0335	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06015C0335E

EFFECTIVE DATE:
SEPTEMBER 26, 2008

Federal Emergency Management Agency

ATTACHMENT F - RIGHT OF WAY DATA SHEET

STATE OF CALIFORNIA
RIGHT OF WAY DATA SHEET

EXHIBIT
4-EX-1

December 28, 2012
01-DN-101-PM 23.5/28.4
EA 01-0B780K
US 101 Crescent City Gateway Traffic Calming Project in Del Norte County

1. Right of Way Cost Estimate

	Current Value Future Use	Escalation Rate[i]	Escalated Value
A. Total Acquisition Cost	$41,400[ii]	3.5%	$45,900
B. Mitigation Acquisition & Credits	$8,000[iii]	3.5%	$8,870
C. Project Development Permit Fees	$14,200[iv]	3.5%	$15,744
Subtotal	$63,600		$70,514
D. Utility Relocation (Project Share)	$0	3.5%	$0
Owners Share: $13,000			
E. Relocation Assistance (RAP)	$0	0%	$0
F. Clearance/Demolition	$0	0%	$0
G. Title & Escrow	$0	0%	$0
H. Total Estimated Right of Way	**$64,000**	Rounded	**$71,000**
I. Construction Contract Work	$80,000[v]		

2. Current Date of Right of Way Certification **September 2016**

3. Parcel Data:

Type		Dual/Appr	Utilities		RR Involvements	
X			U4-1		None	X
A	11[vi]		-2		C&M Agrmt	
B	2[vi]		-3		Svc Contract	
C			-4	4[vii]	Easements	
D			U5-7		Rights of Entry	
Total	11		-8		Clauses	
			-9	4		

Areas:

R/W: 0.00 Ac.
Excess: 0
Mitigation: 0

No. Excess Parcels: 0

Misc. R/W Work

Rap Displ	No
Clear/Demo	No
Const Permits	Yes
Condemnation	No
USA Involvement	No

[i] Escalation rate is 3.5% per year being applied for 3 years.
[ii] Right of Way Acquisition costs are associated with Permanent Easement (0.03 acres) for (2) Gateway sign placement and Temporary Construction Easements (TCEs, 0.46 acres) along areas where sidewalks and curb and gutter are being constructed, where two (2) Gateway signs are being placed, and for ditch crossing relocation.
[iii] Mitigation costs are associated with the relocation of the existing coastal access pedestrian crossing and the revegitation of the ditch.
[iv] Anticipated Permits: CDFG 1602, RWQCB 401, NPDES 402, ACOE 404, CCC
[v] Reconstruction of five (5) private driveways and relocation of two (2) signs to be included in the contract plans. Costs associated with these items are in Construction estimate, but not part of Right of Way total.
[vi] Eleven (11) properties will require TCE, two (2) of which will also require a permanent easement.
[vii] Anticipated impacted utilities: Telephone, Sewer, Electric, Water, Gas

4. Are there any major items of construction contract work?

Yes X No

Four driveways on west side of US-101 along northern portion of project and one driveway on east side of US-101 along southern portion of project will be reconstructed to conform to sidewalks being constructed as part of project.

5. Provide a general description of the right of way and excess lands required (zoning use, major improvements, critical or sensitive parcels, etc.)

Permanent easements will be necessary for:
- Two (2) residential parcels for the placement of Gateway signs

Temporary construction easements will be necessary for:
- Six (6) commercial parcels where sidewalks will be constructed adjacent to the property frontages
- One (1) commercial parcel where curb ramp is being constructed
- Three (3) residential parcels where Gateway signs will be erected
- One (1) commercial parcel where ditch crossing will be relocated.

6. Are any properties acquired for this project expected to be rented, leased or sold?

Yes No X

7. Is there an effect on assessed valuation? Yes Not Significant No X

8. Are utility facilities or rights of way affected? Yes X No

Anticipated utilities that will be affected from the construction of sidewalks will be sewer, water, electric and telephone. The impacts to these utilities will involve adjusting the vaults to grade that are currently in the proposed project area.

9. Are Railroad facilities or rights of way affected Yes No X

10. Were any previously unidentified sites with hazardous waste and/or material found?

Yes _____ No X

11. Are RAP displacements required? Yes _____ No X

No. of single family _____ No. of Business/nonprofit _____

No. of multi-family _____ No. of farms _____

12. Are there material borrow and/or disposal sites required? Yes _____ No X

13. Are there potential relinquishments and/or abandonments? Yes _____ No X

14. Are there any existing and/or potential airspace sites? Yes _____ No X

15. Indicate the anticipated Right of Way schedule and lead time requirements.

Based on the R/W requirements on Page 1 of this Data Sheet, R/W will require a lead time of __15__ months from the date regular appraisals can begin to project certification.

In any event, R/W Maps will require __0__ months from Final Maps to Project Certification.

16. It is anticipated that Caltrans will perform all Right of Way work? Yes __X__ No _____

Del Norte Local Transportation Commission reserves the right to perform all Right of Way work to meet the project delivery schedule.

Evaluation Prepared By:

Right of Way _____ Date 12/28/12
Brian Stephenson, Senior Project Engineer,
Dokken Engineering

Railroad N/A Date _____

Utilities _____ Date 12/28/12
Brian Stephenson, Senior Project Engineer,
Dokken Engineering

ATTACHMENT G - TRANSPORTATION MANAGEMENT PLAN (TMP)

TRANSPORTATION MANAGEMENT PLAN

To: Valency Fitzgerald, PE
Caltrans District 1 Advance Planning

Date: 13 November 2012
File: DN-101 PM 23.5/28.4
EA: 01-0B780K
Crescent City Gateway
Traffic Calming.

From: Sara Hawley, PE
LSC Transportation Consultants, Inc.

Project Information

Location:	On Route 101 in Del Norte County, in the south and north areas of Crescent City, from PM 23.5 to PM 26.2 and from PM 26.8 to PM 28.4, respectively.
Type of Work:	Gateway traffic calming improvements including sculptures, signage, raised medians, crosswalk, actuated warning beacons, painted median area, completion of sidewalk.
Anticipated Traffic Control:	One-way reversible traffic control. Lane reduction. Lane shift. Reduced shoulder. Shoulder closure.
Estimated Maximum Delay:	10 minutes.
Peak Hour Traffic Volumes:	Up to 1,600 vph in south section, up to 1,950 vph in north section
Lane Requirement Charts Included:	No.
Number of Working Days:	Undetermined.
PSR Date:	November/2012
RTL Date:	Undetermined.
District Traffic Manager/ TMP Manager:	Troy Arseneau (707) 445-6377

TMP Coordinator: Marie Brady (707) 445-6689

Anticipated Traffic Impacts

Significant traffic impacts are not anticipated provided that the following recommendations and requirements are incorporated into the project. In conformance with Deputy Directive-60, District Lane Closure Review Committee approval is not required for projects with anticipated traffic delay less than 30 minutes.

Recommendation

A request for an updated Transportation Management Plan shall be made during the design phase.

Hours of Work

- The full width of the traveled way shall be open for use by public traffic on Saturdays, Sundays, designated legal holidays and the day preceding designated legal holidays, after 3:00 p.m. on Fridays, and when construction operations are not actively in progress. If a legal holiday falls on a Monday the full width of the traveled way shall be open on the preceding Friday.

Public Notice

- Upon receipt of notice that the roadway width, including paved shoulder, for a direction of travel will be narrowed to less than 16 feet, the Resident Engineer shall promptly notify the HQ Construction liaison Jay Horton at (916) 322-4957.

- The District Public Information Office, (707) 445-6444, shall be contacted two weeks in advance of the start of construction.

- Any emergency service agency whose ability to respond to incidents will be affected by any lane closure must be notified prior to that closure.

- Impacts to reservation land during the construction phase shall be coordinated with the affected local tribal government and other entities during the design phase. Contact Kathleen Sartorius, District 1 Native American Liaison, (707) 441-5815.

- Work shall be coordinated with the local busing system (including school buses and public systems) to minimize impact on their bus schedules.

- The Resident Engineer shall provide information to residents and businesses before and during project work that may represent a negative impact on commerce and travel surrounding the zone of construction.

- Include a memo to the Resident Engineer that at least 5 days in advance of excavation work in the vicinity of possible Caltrans facilities, that Maintenance-Electrical Supervisor (825-0590) shall be contacted to locate existing Caltrans underground electrical facilities.

Traffic Control

- One closure is permitted within the project limits.

- The W11-1 vehicular traffic sign (bicycle symbol) and the W16-1 supplemental plaque (SHARE THE ROAD) shall be placed, in each direction of travel, prior to the construction zone.

- One-way traffic control shall be in conformance with the Caltrans Standard Plan T-13, "TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON TWO LANE CONVENTIONAL HIGHWAYS."

    - A minimum of 16 feet of paved roadway shall be open for use by public traffic.

    - The maximum length of one-way traffic control closure is 2,000 feet.

    - When one-way traffic control is in effect, additional advance flaggers will be required. All flaggers shall have continuous radio contact with personnel in the work area. All flaggers are required to wear a white ANSI Z89.1 hard hat, ANSI Z87.1 eye protection , and an ANSI 107-2004 Class III ensemble.

- Work that occurs within 6 feet of the edge of traveled way, on a conventional highway, shall require a shoulder closure in conformance with "Figure 6H-3, Work on Shoulders (TA-3)" in the January 21, 2010 CA MUTCD for Streets and Highways (Pg. 6H-11/12).

- A minimum of one PCMS in advance of both ends of each construction site shall be required to notify the public of the closures related to this project.

- Access to businesses, side roads and residences shall be maintained at all times. When work or traffic queues extend through an intersection, additional traffic control will be required at the intersection.

- If persons with disabilities (e.g. hearing, visual, or mobility) are found to use this facility, the temporary traffic control measure mentioned in the January 21, 2010 CA MUTCD Chapter 6D shall be incorporated to accommodate disabled pedestrians through the work zone.

- The following project is anticipated to have closures within this project's work limits and shall be included in SSP 5-120A: Project 01-0B25015 (DN-101-27.27/27.60 Pedestrian Safety Project).

- The following project is anticipated to have closures near this project and shall be used to assess cumulative corridor delay: Project 01-0B25015 (DN-101-27.27/27.60 Pedestrian Safety Project).

Contingency Plan

The Contractor shall prepare a contingency plan for reopening closures to public traffic. The Contractor shall submit the contingency plan for a given operation to the Engineer within one working day of the Engineer's request. Contingencies for unanticipated delay, emergencies, etc. shall be coordinated between the RE and the Contractor.

ATTACHMENT H - COLLISION ANALYSIS

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: Valency Fitzgerald, Project Engineer
District 1 Advance Planning

Date: May 25, 2012

File: 01-DN-101
PM 23.4/26.2
PM 26.8/28.4
01-0B780K
DNLTC Oversight
Project

From: Matt Smith
District 1, Traffic Safety Office

Subject: Collision Analysis Request

District 1 Traffic Safety Office received a request for a collision analysis for two segments of the Crescent City Gateway Project on Del Norte US 101; a 2.76 mile segment at the southern end and a 1.58 mile segment at the northern end. A review of the collision history was completed for the 5-year time period of 1/1/2006 thru 12/31/2010.

Upon a cursory review, District 1 Traffic Safety offers the following comments:

Southern Urban Transition Zone (PM 23.42/26.18):

- This segment of highway has experienced 41 collisions, which resulted in no fatal, 15 injury, and 26 property damage only (PDO) type of collisions. The "Actual" "F+I" (Fatal plus Injury) and "Tot" (Total) collision rates for this segment of highway are both less than the statewide average for similar facilities.

- A primary type of collision is apparent: Thirty-two percent (13 of 41) of collisions are of type Rear-end. Twenty-two percent (9 of 41) are of type Hit Object.

- The primary movement proceeding collision is coded as Proceeding Straight, which comprises eighty-one percent (33 of 41) of collisions. Twenty percent (8 of 41) are coded as Stopped.

- Two primary collision factors are apparent: Twenty-seven percent (11 of 41) are a result of Speeding and Twenty-seven percent (11 of 41) are a result of Other than Driver. Those coded Other than Driver were caused by an animal in the roadway.

- One collision involved a bicycle, none of the collisions involved pedestrians, and eleven involved an animal in the roadway.

- Fifty-six percent (23 of 41) of collisions occurred during daylight hours, and seventy-one percent (29 of 41) occurred during dry conditions.

- There is a collision concentration from PM 23.46 to PM 24.02 (See Collision Diagram). Nineteen of the forty-one collision occurred within this 0.56 miles segment. There does not appear to be a specific collision concentration within the southern "Area of traffic calming focus" from approximately PM 25.1 to PM 25.8.

Collision Data Summary (1/1/2006-12/31/2010)					
Total	Fatal	Injury	PDO	Wet	Dark
41	0	15	26	12	18

PDO= Property Damage Only

Northern Urban Transition Zone (PM 26.82/28.40):

- This segment of highway has experienced 36 collisions, which resulted in 1 fatal, 15 injury, and 20 property damage only (PDO) type of collisions. The "Actual" "F+I" (Fatal plus Injury) and "Tot" (Total) collision rates for this segment of highway are approximately the same as the statewide average for similar facilities (1.1 and 1.0 times respectively).

- A primary type of collision is apparent: Thirty-one percent (11 of 36) are Rear-end collisions. Nineteen percent (7 of 36) are Broadsides, and fourteen percent (5 of 36) are coded as Hit Object.

- The primary movement proceeding collision is coded as Proceeding Straight, which comprises seventy-five percent (27 of 36) of collisions. Twenty-five percent (9 of 36) involved vehicles making left turns.

- The two primary collision factors are coded as Other Violations and Speeding. Twenty-eight percent (10 of 36) are Other Violations and twenty-two percent (8 of 36) are coded as Speeding.

- One collision involved a bicycle, and 4 collisions involved pedestrians. The fatal collision involved a pedestrian crossing the highway at PM 27.40.

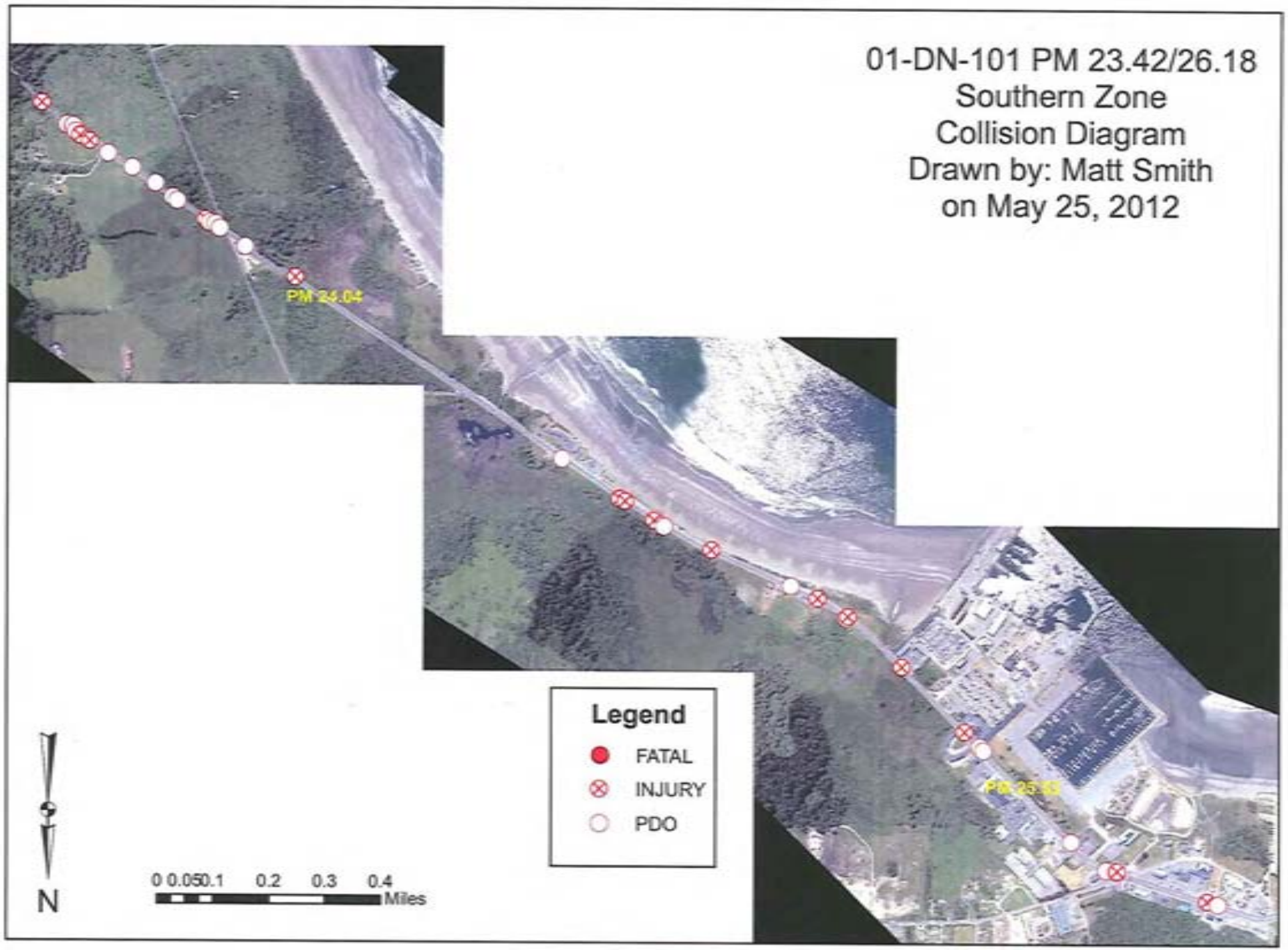
- Sixty-seven percent (24 of 36) of collisions occurred during daylight hours, and eighty-one percent (29 of 36) occurred during dry conditions.

- There is a collision concentration within the northern "Area of traffic calming focus" from approximately PM 27.00 to 27.46 (See Collision Diagram). Twenty of the thirty-six collisions occurred within this 0.46 mile segment.

Collision Data Summary (1/1/2006-12/31/2010)					
Total	Fatal	Injury	PDO	Wet	Dark
36	1	15	20	6	12

If you have any questions or need additional information please contact Matt Smith at 707-445-6443.

cc: 1) MLSuchanek
2) RMMartinelli
3) MSmith
4) File


01-DN-101 PM 23.42/26.18
Southern Zone
Collision Diagram
Drawn by: Matt Smith
on May 25, 2012
PM 24.04
Legend
FATAL
INJURY
PDO
N
0 0.050.1 0.2 0.3 0.4
Miles


01-DN-101 PM 26.81/28.40
Northern Zone
Collision Diagram
Drawn by: Matt Smith
on May 25, 2012
PM 28.40
PM 28.05
PM R27.56
PM 27.22
PM 27.03
PM 26.81
Legend
FATAL
INJURY
PDO
0 0.04 0.08 0.16 0.24 0.32
Miles
N

ATTACHMENT I - SPEED ZONE ANALYSIS

SPEED ZONE ANALYSIS

To: Valency Fitzgerald, PE
Caltrans District 1 Advance Planning

Date: 13 November 2012
File: DN-101 PM 23.5/28.4
EA: 01-0B780K
Crescent City Gateway
Traffic Calming.

From: Sara Hawley, PE
LSC Transportation Consultants, Inc.

INITIATION:

This is a survey of the existing speed zones between PM 25.00 and PM 26.10 and between PM 27.11 and PM 27.50 on U.S. Route 101 at Crescent City in Del Norte County. The survey is in compliance with the procedures specified in the Caltrans Traffic Manual and the requirements of Sections 627 of the California Vehicle Code (CVC).

RESULTS OF THE STUDY:

Existing Conditions

U.S. Route 101 varies from a two-lane to a five-lane highway and passes through a medium-density business zone between PM 25.00 and PM 26.10. US 101 is a five-lane highway through a medium density business zone between PM 27.11 and PM 27.50. Traffic on these sections is subject to the influence of cross traffic, pedestrians and bicyclists. The current traffic volume for the south section of the highway is up to 21,100 ADT during the peak month. The current traffic volume for the north section of the highway is up to 38,500 ADT during the peak month.

Speed Study

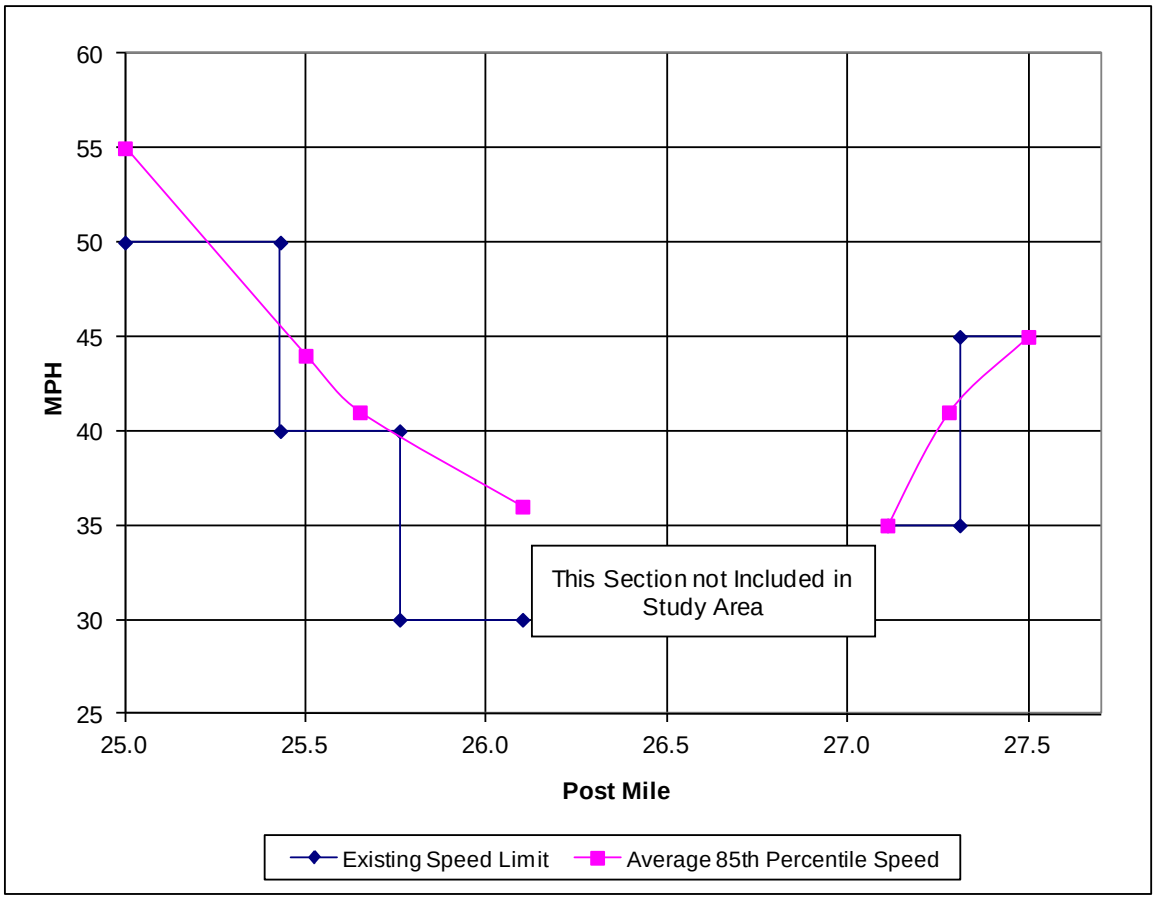
Radar speed surveys were performed in October 2009 at seven locations in the inbound direction for both the north and south study areas on U.S. Route 101 to determine the prevailing speeds along these sections of highway. Three locations in each study area were chosen to observe differing traffic speeds as vehicles enter and progress through the developed areas of Crescent City from both the north and the south. The first location in each study area was selected to observe traffic speeds as drivers encounter the first speed reduction and development along the highway. The second location in each study area was selected to observe traffic speeds as drivers have now had time to adjust their speeds to those appropriate for urban areas. The third location in each study section was selected to observe traffic speeds as vehicles approach the downtown area of Crescent City. A limited fourth survey location was observed in the south study area at a location south of Anchor Way (and the start of the developed area) and immediately north of the reduction in the posted speed limit from 55 mph to 50 mph for northbound traffic on the highway. The survey included over 100 vehicles at all of the survey locations with the exception

of one location in the south study area, where only 67 vehicles were recorded due to low traffic volumes. Speed study results are shown in the following table and chart:

SPEED STUDY SUMMARY

PM	Existing Speed Limit	Proposed Speed Limit	85th Percentile SB	85th Percentile NB	Pace SB	Pace NB
25.00	50	--	--	55	--	43 - 53
25.50	40	--	--	44	--	34 - 44
25.65	40	--	--	41	--	32 - 42
26.10	30	--	--	36	--	28 - 38
27.11	35	--	35	--	27 - 37	--
27.28	35	--	41	--	32 - 42	--
27.50	45	--	45	--	36 - 46	--

PM 25.00 to PM 27.50



Existing Speed Limits

50 MPH	PM 25.00 and PM 25.43
40 MPH	PM 25.43 and PM 25.76
30 MPH	PM 25.76 and PM 26.81
35 MPH	PM 26.81 and PM 27.31
45 MPH	PM 27.31 and PM 27.50

Existing Traffic Control Devices for Inbound Direction

PM	FNBT	FSBT
25.02	R02 (50)	R02 (55)
25.43	R02 (40)	R02 (50)
25.76	R02 (30)	R02 (40)
25.98	R02 (30)	R02 (30)
26.06		
26.81	R02 (35)	R02 (30)
27.06	R02 (35)	
27.31	R02 (45)	R02 (35)
27.60		R02 (45)

COLLISION REVIEW:

A review was made for the five-year period between January 1, 2006 and December 31, 2010 of the recorded collisions on U.S. Route 101 between PM 25.00 and PM 26.10 and PM 26.88 and PM 27.56. There were 33 collisions (1 fatal, 15 injury, and 17 property damage only (PDO)) on these segments of US 101.

Existing 50 MPH Zone (PM 25.00 to PM 25.43)

A review was made of the recorded collisions on the 0.43-mile segment 50 mph speed zone. There were 5 collisions (0 fatal, 3 injury, and 2 PDO) between January 1, 2006 and December 31, 2010 on this segment of U.S. 101. The actual collision rate for this segment is 0.96 collisions per million vehicle-miles (MVM), which is less than the statewide average of 1.01 collisions per MVM for similar highway types.

Existing 40 MPH Zone (PM 25.43 to PM 25.76)

A review was made of the recorded collisions on the 0.33-mile segment 40 mph speed zone. There were 4 collisions (0 fatal, 1 injury, and 3 PDO) between January 1, 2006 and December 31, 2010 on this segment of U.S. 101. The actual collision rate for this segment is 0.58 collisions per million vehicle-miles (MVM), which is less than the statewide average of 1.05 collisions per MVM for similar highway types.

Existing 30 MPH Zone (PM 25.76 to PM 26.10)

A review was made of the recorded collisions on the 0.34-mile segment 30 mph speed zone, south of L Street/M Street couplet. There were 4 collisions (0 fatal, 2 injury, and 2 PDO) between January 1, 2006 and December 31, 2010 on this segment of U.S. 101. The actual collision rate for this segment is 0.37 collisions per million vehicle-miles (MVM), which is less than the statewide average of 5.15 collisions per MVM for similar highway types.

Existing 35 MPH Zone (PM 26.88 to PM 27.31)

A review was made of the recorded collisions on the 0.34-mile segment 35 mph speed zone, north of L Street/M Street couplet. There were 11 collisions (0 fatal, 6 injury, and 5 PDO) between January 1, 2006 and December 31, 2010 on this segment of U.S. 101. The actual collision rate for this segment is 0.47 collisions per million vehicle-miles (MVM), which is less than the statewide average of 5.15 collisions per MVM for similar highway types.

Existing 45 MPH Zone (PM 27.31 to PM 27.56)

A review was made of the recorded collisions on the 0.25-mile segment 45 mph speed zone, north of L Street/M Street couplet. There were 9 collisions (1 fatal, 3 injury, and 5 PDO) between January 1, 2006 and December 31, 2010 on this segment of U.S. 101. The actual collision rate for this segment is 1.24 collisions per million vehicle-miles (MVM), which is greater than the statewide average of 1.15 collisions per MVM for similar highway types. For this segment the actual collision rate per MVM is approximately 1.1 times the statewide average collision rate for similar highway types. The fatal collision involved a pedestrian crossing the roadway at PM 27.40.

COLLISION RATE SUMMARY

Speed Limit (MPH)	From (PM)	To (PM)	Actual COL/MVM	Statewide Average COL/MVM
50	25.00	25.43	0.96	1.01
40	25.43	25.76	0.58	1.05
30	25.76	26.10	0.37	5.15
35	26.88	27.31	0.47	5.15
45	27.31	27.56	1.24	1.15

ROADSIDE CONDITIONS:

A review of the roadside environment did not reveal any extraordinary conditions that are not readily apparent to the driver. The presence of pedestrians, bicyclists, business driveways, adverse weather conditions, and periodic high volumes should be readily apparent to motorists. They are expected to drive in accordance with the Basic Speed Law, which states: *No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having*

due regard for weather, visibility, the traffic on, and surface and width of the highway, and in no event at a speed which endangers the safety of persons or property.

RECOMMENDATIONS:

Existing 50 MPH Zone (PM 25.00 to PM 25.43)

Retain the existing speed zone of 50 MPH. Install traffic calming improvements (painted island in center area south of Anchor Way) to reduce inbound (northbound) vehicle speeds.

Existing 40 MPH Zone (PM 25.43 to PM 25.52)

Retain the existing speed zone of 40 MPH. Install traffic calming improvements (raised median islands between Northwoods Restaurant and Lighthouse Inn, and between Lighthouse Inn and Super 8 Motel) to reduce traffic speeds.

Existing 40 MPH Zone (PM 25.52 to PM 25.76)

Retain the existing speed zone of 40 MPH.

Existing 30 MPH Zone (PM 25.76 to PM 26.10)

Retain the existing speed zone of 30 MPH.

Existing 35 MPH Zone (PM 26.81 to PM 27.31)

Retain the existing speed zone of 35 MPH. Install traffic calming improvements (raised median island in front of Renner Patriot Gas Station and Alisa's Custom Coffee, which is a part of Project 01-0B25015 (DN-101-27.27/27.60 Pedestrian Safety Project)) to reduce traffic speeds.

Existing 45 MPH Zone (PM 27.31 to PM 27.72)

Retain the existing speed zone of 45 MPH.

BASIS FOR RECOMMENDATIONS:

In general, the speed survey for the southern study segment does not indicate a particularly severe speeding problem, but it does indicate a need to slow inbound traffic speeds at a location further south than is currently occurring. The observed difference between the posted and 85th-percentile speed also indicates that simply posting a lower speed limit would have little or no effect.

The speed survey for the northern study segment indicates that at the northernmost section just south of Parkway Drive, signage and the transitioning of the highway from a 4-lane freeway

segment to a 5-lane roadway with urban characteristics effectively slows traffic as it enters into the developed area of Crescent City. However, considering that the 85th-percentile speed exceeds the speed limit by 6 mph at the second speed survey location, additional traffic calming measures are needed to slow traffic south of Parkway Drive to achieve an 85th-percentile speed closer to the posted 35 mph speed limit.

Refer to the attached Figures 1 and 2 for a graphic representation.

ENFORCEMENT:

The California Highway Patrol provides speed enforcement for these sections of highway. The Superior Court of California, Del Norte County, has jurisdiction over the area.

IMPLEMENTATION:

Implement the traffic calming improvements associated with the Crescent City Gateway Traffic Calming Project (Project 01-0B780K, DN-101-23.5/28.4) and the Pedestrian Safety Project (Project 01-0B25015, DN-101-27.27/27.60).

FIGURE 1

Existing Vehicle Speeds - South Section

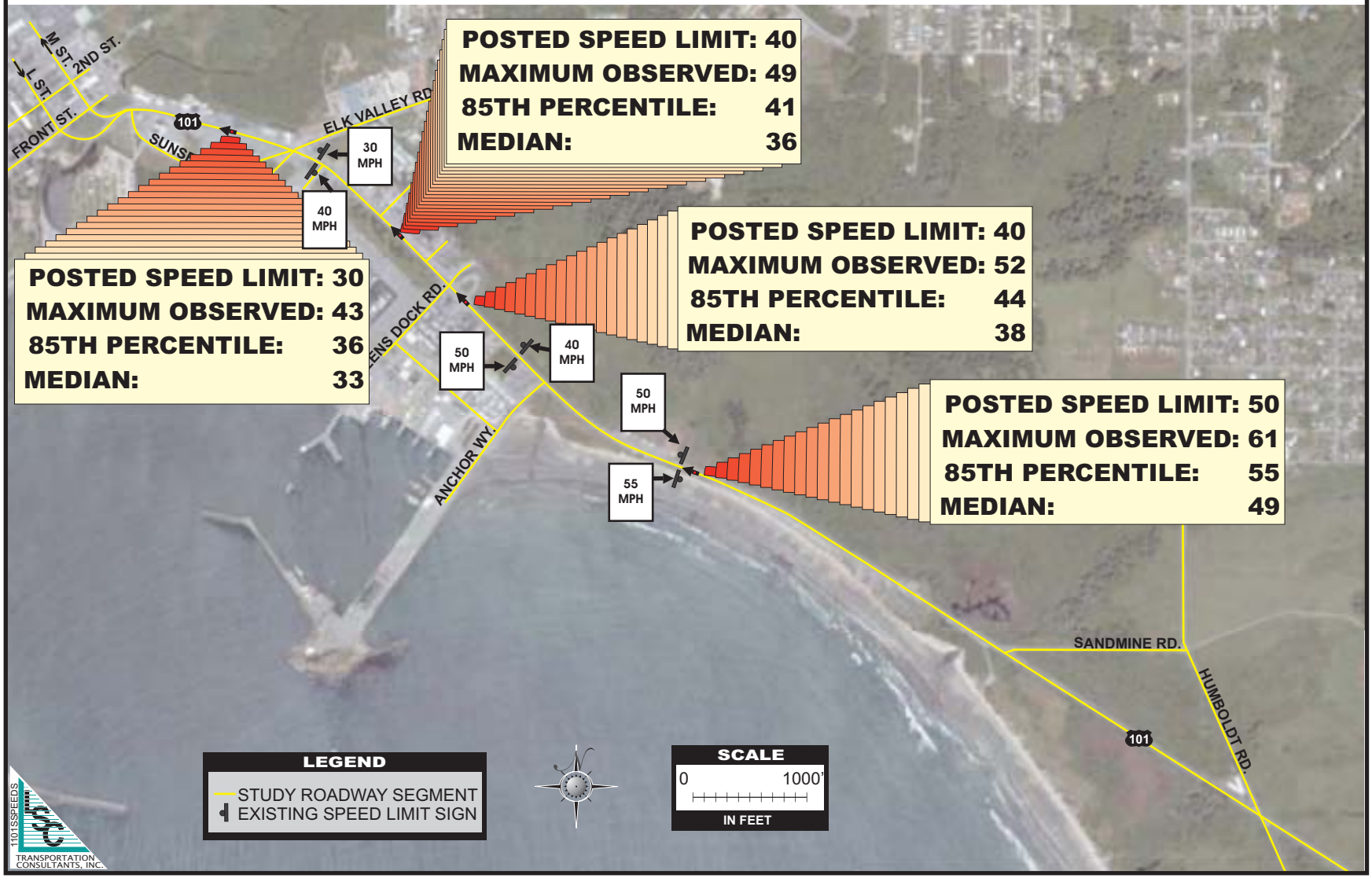
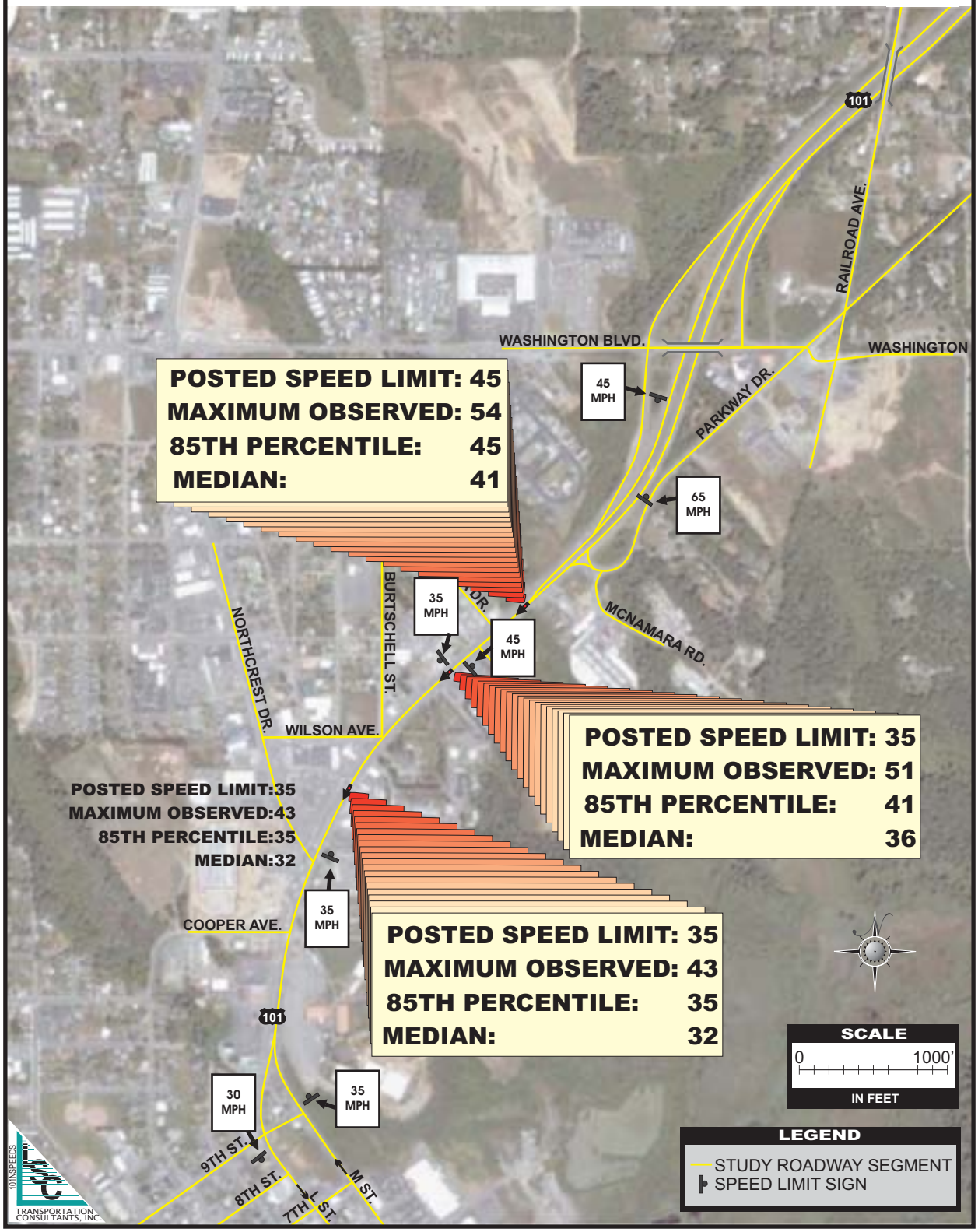


FIGURE 2

Existing Vehicle Speeds - North Section



ATTACHMENT J - PUBLIC MEETING COMMENTS

US Hwy 101 Traffic Calming & Gateway: Crescent City Urban Area
Public Meeting Sign In Sheet

Location: Health and Human Services
Date: 7-Mar-12
Time: 4-6 pm

No.	Name	Company/Title	Phone	Email
1	Mary Dorman	State Farm	464-2414	mary.dorman.ppur@statefarm.com
2	Barry Wendell		818-823-8816	doveliezer2001@yahoo.com
3	Eillen Cooper	FDN Friends	707-465-8904	upsprout@yahoo.com
4	Linda LaMark			
5	Mike Klien Schmidt	Smoke Signals	707-465-2038	mikarmikar 43@gmail.com
6	Dick Mayle	Robins Nest	707-954-1120	mayleda@aol.com
7	Gerry Nailon	Elk Valley	465-2605	gnailon@elk-valley.com
8	Gene Paluzzo	City of Crescent City	707-464-7483	gpaluzzo@crescentcity.org
9	Rex Jackman	Caltrans Planning	707-445-6412	rex_jackman@dot.ca.gov
10	Ernest Perry	CC Harbor District	464-6174	eperry@ccharbor.com
11	Mike Schmidt	Suburban Propane, Manager	464-4165	mschmidt@suburbanpropane.com
12	Mitzi	Bayside Realty	464-9585	mitzi@baysuderealty.info
13	Kevin Tupman	City of Crescent City	464-9506	ktupman@crescentcity.org
14	Kathryn Murray	City of Crescent City	218-7251	kthrynmur@aol.com
15	Eric Wier	City of Crescent City	954-6365	ewier@crescentcity.org
16	John Merzes		464-1138	merzes.1@charter.net
17	Alisa Short	Alisa's Custom Coffee	464-5111	alisascustomcoffee@hotmail.com
18	Leona Welch	Alisa's Custom Coffee	464-5111	
19	Gary Gillespie	Curly Redwood Lodge	464-2137	gary@crlodge.biz
20	Richard Young	CC Harbor District	464-6174 x 24	richard@ccharbor.com
21	David Workman	Caltrans Traffic Safety	707-445-5342	david_workman@dot.ca.gov
22	Brian Stephenson	Dokken Engineering	916-858-0642	bstephenson@dokkenengineering.com
23	Tim Chamberlain	Dokken Engineering	916-858-0642	tchamberlain@dokkenengineering.com
24	Sara Hawley	LSC		
25	Tamera Leighton	DNLTC		
26				

US Hwy 101 Traffic Calming & Gateway: Crescent City Urban Area
Public Meeting Comment Cards Received

Location: Health and Human Services
Date: 7-Mar-12
Time: 4-6 pm

No.	Info		Comment
1	**Name**	Eileen Cooper	The trail for the Washington on ramp to Hy 101 is very poorly placed - impacting wetlands unnecessary. Speeds on the on ramp should be slowed coming into town and walkway should go through already impacted short cut and then follow on ramp.
	Company/Title	Friends of Del Norte	
	Phone		
	Email	Upsprout@yahoo.com	
2	**Name**	Eileen Cooper	Please get rid of billboards at the south gateway. They are very distracting and ugly. Stop putting up more and more signs. The natural marshes speak to people quietly and are our beautiful gateway.
	Company/Title	Friends of Del Norte	
	Phone		
	Email	Upsprout@yahoo.com	
3	**Name**	Eileen Cooper	Intersection of Endert Beach Road and 101 and intersection of Sandmine and 101 are very dangerous. Speeds need to slow down. We do not need a sculpture . An ineffective way to slow traffic. Billboards are ugly and distracting on south highway 101. Our southern gateway is naturally beautiful. The traffic situation at Pacific Terrace Manor and Shangrila on North Hwy 101 is dangerous for pedestrians and cars turning left onto highway. Some kind of traffic light is needed and an island?
	Company/Title	Friends of Del Norte	
	Phone		
	Email	Upsprout@yahoo.com	
4	**Name**	Barry Wendell	It doesn't seem like much of a project. There should be a wider study of pedestrian and bicycle paths along US 101 including bike/ped alternatives at Washington/Parkway and by the fairgrounds, as well as a better bikeway from Elk Valley south to Enderts . I am on the Democratic Party Central Committee at this point, I would be willing to work on this.
	Company/Title		
	Phone	818-823-8816	
	Email	doveliezer2001@yahoo.com	
5	**Name**	Ernst Perry	Please look at the existing crosswalk at Citizens Dock Road and 101. A second lighted crosswalk similar to the proposed crosswalk at the Northwood's would be a needed safety improvement. The Curly Redwood Inn/Fisherman's Café crosswalk gets used at night by users of the motels.
	Company/Title	CC Harbor Dist.	
	Phone		
	Email		
6	**Name**	Richard Young	1. Eventually will need a traffic light at 101 and Citizens Dock Road, regardless of Caltrans objection. 2. Immediately - need an enhanced crosswalk at 101 and Citizens Dock Road.
	Company/Title	CC Harbor Dist.	
	Phone		
	Email	Richard@ccharbor.com	

US 101 TRAFFIC CALMING AND GATEWAY
PUBLIC WORKSHOP 3/7/12

The following comments were made during the public workshop, in addition to the comment cards received:

- Streetlights/overhead lights, especially at crossings along north side
- Lighting at Citizen's Dock crosswalk
- Project is in PID phase. Project won't be constructed for at least 2 years.
- Lighting on potential bike path for safety
- Locate path close to highway
- On a daily basis, we hear tires squealing at Bayside Realty, across from the boat basin.

Public Meeting #1
March 07, 2012

Public Meeting #1
March 07, 2012

ATTACHMENT K - FLOOD PLAIN EVALUATION REPORT SUMMARY

SUMMARY FLOODPLAIN ENCROACHMENT REPORT

Dist. 01 Co. DEL NORTE Rte. 101 P.M. 23.5-28.4
Project No.: EA 01-0B780K Bridge No. _____
Limits: The Crescent City floodplain extends from the Pacific Ocean into the Crescent City Harbor in addition to a small portion of the floodplain which extends into the adjacent coastline south of the Harbor near Anchor Way.

Floodplain Description: The small portion of the floodplain that extends into the coastline adjacent to Crescent City Harbor is labeled as Zone V in the Del Norte County FIRM 06015C0331E and will be encroached by the proposed project between PM 25.17-PM 25.278. This portion includes a tidal creek that rises and recedes due to tidal conditions associated with the Pacific Ocean and passes underneath US 101 at PM 25.26. Hydraulic analysis was used to determine limits of the floodplain associated with this tidal creek.

		No	Yes
1.	Is the proposed action a longitudinal encroachment of the base floodplain?	X	
2.	Are the risks associated with the implementation of the proposed action significant?	X	
3.	Will the proposed action support probable incompatible floodplain development?	X	
4.	Are there any significant impacts on natural and beneficial floodplain values?	X	
5.	Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values? If yes, explain.	X	
6.	Does the proposed action constitute a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q).	X	
7.	Are Location Hydraulic Studies that document the above answers on file? If not explain.		X

PREPARED BY:

Brian Stephenson, PE – Dokken Engineering

6/1/12
Date

LOCATION HYDRAULIC STUDY FORM *

Dist. 1 Co. Del Norte Rte. 101 P.M. 23.5-28.4
EA EA 01-0B780K Bridge No. _____
Floodplain Description:
A portion of the floodplain labled as Zone V in the Del Norte County FIRM 06015C0331E will be encroached by the proposed project between PM 25.17-PM 25.278. This portion includes a tidal creek that rises and recedes due to tidal conditions associated with the Pacific Ocean and passes underneath US 101 at PM 25.26. Hydraulic analysis was used to determine limits of the floodplain associated with this tidal creek.

1. Description of Proposal (include any physical barriers i.e. concrete barriers, soundwalls, etc. and design elements to minimize floodplain impacts)

The proposed project includes the addition of sidewalks, curb and gutter, crosswalks, medians, a curb ramp and four gateway entry signs. Most of the improvements will be constructed in Zone X which has minimal risk of flooding. The only improvement that will be made in Zone V will be painted medians. The application of these medians will not raise or lower the current profile of US 101, and therefore will not impact the floodplain.

2. ADT: Current 11,400 @ PM 25.840 (AADT 2011) Projected No change anticipated

3. Hydraulic Data: Base Flood Q_{100}= N/A CFS
WSE_{100}= N/A The flood of record, if greater than Q_{100}:
Q= N/A CFS WSE= N/A
Overtopping flood Q= N/A CFS WSE= N/A
Are NFIP maps and studies available? YES X NO _____

4. Is the highway location alternative within a regulatory floodway ?
YES _____ NO X

5. Attach map with flood limits outlined showing all buildings or other improvements within the base floodplain.

Potential Q_{100} backwater damages:

A. Residences? NO X YES _____
B. Other Bldgs? NO X YES _____
C. Crops? NO X YES _____
D. Natural and beneficial
FLOODPLAIN VALUES? NO X YES _____

6. Type of Traffic:

A. Emergency supply or evacuation route? NO _____ YES X

B. Emergency vehicle access? NO_____YES__X____
C. Practicable detour available? NO_____YES__X____
D. School bus or mail route? NO_____YES__X____

7. Estimated duration of traffic interruption for 100-year event hours:_____

8. Estimated value of Q_{100} flood damages (if any) – moderate risk level.

A. Roadway $ N/A
B Property $ N/A
Total $ N/A

9. Assessment of Level of Risk Low__X____
Moderate____
High_____

For High Risk projects, during design phase, additional Design Study Risk Analysis May be necessary to determine design alternative.

Signature – Dist. Hydraulic Engineer _____Date_____
(Item numbers 3,4,5,7,9)

Is there any longitudinal encroachment, significant encroachment, or any support of incompatible
Floodplain development? NO__X__YES_____

If yes, provide evaluation and discussion of practicability of alternatives in accordance with 23 CFR 650.113

Information developed to comply with the Federal requirement for the Location Hydraulic Study shall be retained in the project files.

Signature –Project Engineer _____Date 12/13/12
(Item numbers 1,2,6,8)

* Same as Figure 804.7A Technical Information for Location Hydraulic Study located in Chapter 804 of the Highway Design Manual

US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY PROJECT

FLOODPLAIN EVALUATION EXHIBIT

JULY 2012

DEL NORTE LOCAL TRANSPORTATION COMMISSION
CALIFORNIA DEPT. OF TRANSPORTATION DISTRICT 1
LSC TRANSPORTATION CONSULTANTS, INC.
DOKKEN ENGINEERING

400' 0' 400' 800' 1200'
SCALE

HUMBOLDT N

PROJECT ELEMENTS:
-GATEWAY SIGNS

PROJECT ELEMENTS:
-SIDEWALKS
-CURB AND GUTTER
-RAISED MEDIAN
-CROSSWALK

PROJECT ELEMENTS:
-PAINTED MEDIAN
-GATEWAY SIGN

PROJECT ELEMENTS:
-SIDEWALK
-CURB AND GUTTER
-RAISED MEDIAN
-CROSSWALK
-CURB RAMP

PROJECT ELEMENTS:
-GATEWAY SIGN

EAST WASHINGTON BLVD
US 101
ELK VALLEY ROAD
ANCHOR WAY

ZONE A
ZONE X
ZONE VE (ELEV 17)
ZONE V

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD EVENT

ZONE A: NO BASE FLOOD ELEVATIONS DETERMINED

ZONE V: COASTAL FLOOD ZONE WITH VELOCITY HAZARD (WAVE ACTION); NO BASE FLOOD ELEVATIONS DETERMINED.

ZONE VE: COASTAL FLOOD ZONE WITH VELOCITY HAZARD (WAVE ACTION); BASE FLOOD ELEVATIONS DETERMINED.

OTHER FLOOD AREAS

ZONE X: AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOW WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

OTHER AREAS

ZONE X: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN

ATTACHMENT L - STORM WATER DATA REPORT (SWDR)

APPENDIX E

Short Form - Storm Water Data Report

Dist-County-Route: 01-DN-101
Post Mile Limits: PM23.5-28.4
Project Type: _____
Project ID (or EA): 01-0B780K
Program Identification: _____
Phase: ☒ PID ☐ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Region 1: North Coast RWQCB

1.	Is the project required to consider incorporating Treatment BMPs?	Yes ☐	No ☒
2.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
3.	Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
4.	Does the project potentially create permanent water quality impacts?	Yes ☐	No ☒
5.	Does the project require a notification of ADL reuse	Yes ☐	No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Storm Water Data Report.

Estimate Construction Start Date: May 2014 Construction Completion Date: July 2014

Separate Dewatering Permit (if yes, permit number) Yes ☐ Permit #_____ No ☒

Erosivity Waiver Yes ☐ Date: _____ No ☒

This Short Form – Storm Water Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Brian Stephenson 10/23/12

Brian Stephenson, Registered Project Engineer *Date*

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

W Faubel 10/25/12

(Stamp Required for PS&E only) *Wes Faubel, District/Regional SW Coordinator or Designee* *Date*

1. Project Description

The US 101 Crescent City Gateway Traffic Calming Project proposes to reduce entering vehicle speeds into Crescent City to levels consistent with urban conditions, to enhance safety for all users, and to aid bicycle and pedestrian travel along and across the US highway. To achieve this, pedestrian treatments proposed along US 101 in the north and south segment of Crescent City are to include:

- Raised Medians, Painted Median
- Sidewalks, Curb and Gutter
- Crosswalks and 1 curb ramp
- Relocation of existing roadside ditch pedestrian crossing

The relocation of the pedestrian ditch crossing will include relocating an existing culvert currently located 160' north of proposed pedestrian crossing location. Fill will be required to cover the relocated culvert to create a crossing of compacted soil that matches the existing condition. The existing pedestrian ditch crossing location will be revegetated to a natural ditch condition. The ditch is expected to be jurisdictional and contain Waters of the US. This delineation will take place in later phases of the project development process.

Due to the site topography being relatively flat and the limited disturbed area of the project, no permanent water quality impacts are anticipated.

Disturbed Soil Area and Net Additional Impervious Area

Alternative 1 is the no build alternative and would have no change in impervious area. The existing impervious area for Alternative 2, is estimated to be 0.27 acres. The additional impervious area is estimated to be 0.03 acres. Table 1 and Table 2 show the disturbed soil area (DSA) and net added impervious area (AIA) for the project by segment of project, north and south (if applicable), and post mile location.

Table 1: Project DSA

Segment of Project	Post Mile Location	DSA (SQFT)	DSA (AC)
North	PM 27.30-27.33	470	0.01
North	PM 27.36-27.44	969	0.02
North Sub-Total		1439	0.03
South	PM 25.62	150	0.00*
South	PM 25.65	150	0.00*
South Sub-Total		300	0.01
Total		1739	0.04

*- rounded to nearest hundredth.

Table 2: Project AIA

Segment of Project	Post Mile Location	AIA (SQFT)	AIA (AC)
North	PM 27.30-27.33	470	0.01
North	PM 27.36-27.44	969	0.02
Total		1439	0.03

Soil disturbance was calculated using topographical base mapping of existing conditions with proposed improvements superimposed over top to determine areas being impacted.

As of May 2012, Crescent City is proposed to be within the Phase II Small MS4 (Municipal Separate Strom Sewer System) General Permit.

Related permits that will be procured during the PS&E phase of the project will be the Section 401 Water Quality Certification and the Section 1602 Streambed Alteration Agreement for the relocation of the ditch pedestrian crossing.

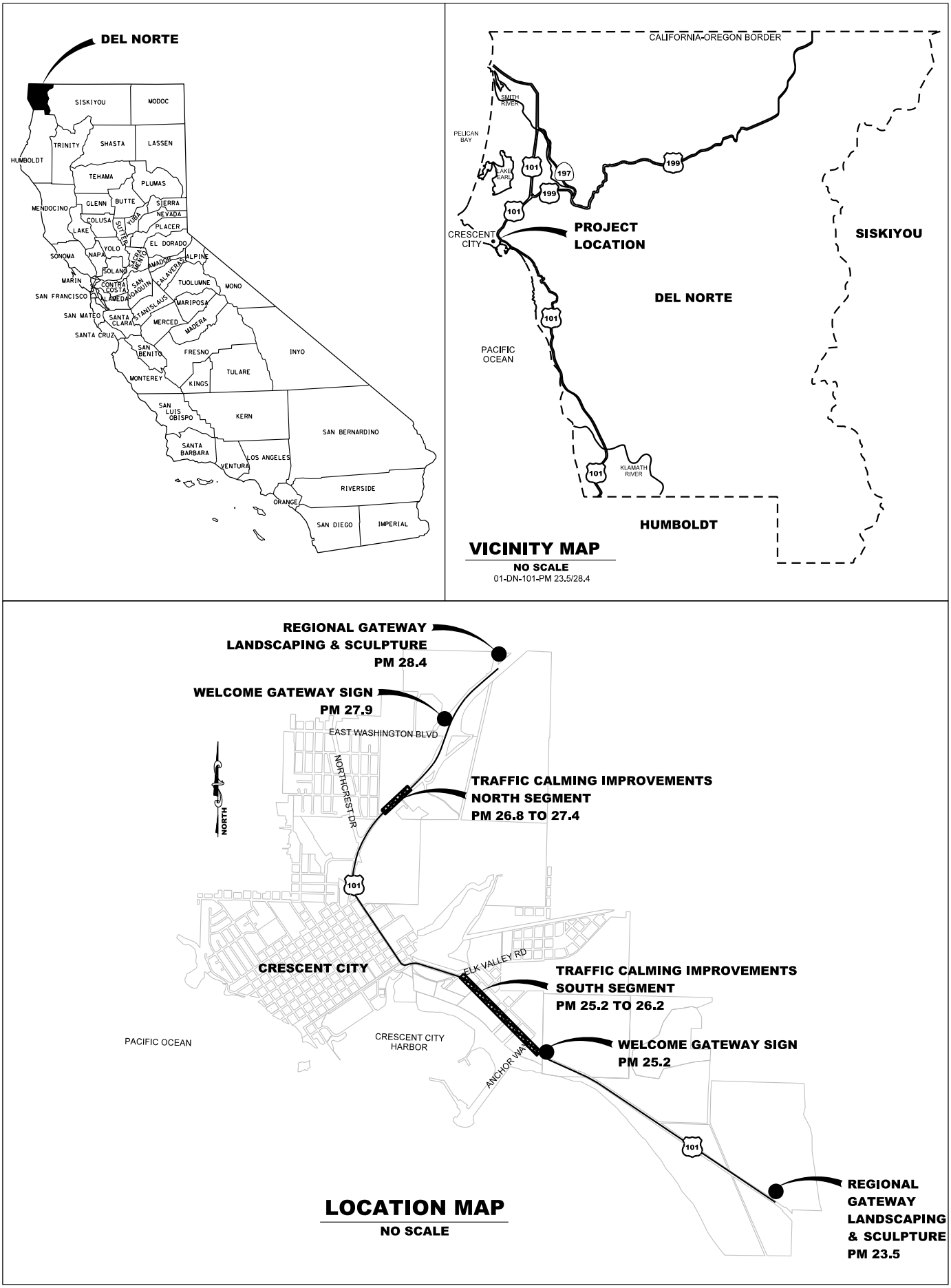
2. Construction Site BMPs

Temporary construction BMPs will be deployed under a Water Pollution Control Program (WPCP) with construction administered by the local agency. Concrete washouts, waddles and inlet protection are anticipated to be used as line item BMPs. Additional BMPs may be identified at later project phases.

Attachments

A. Vicinity Map
B. Evaluation Documentation Form
C. Typical Sections
D. Layouts

Attachment A: Vicinity Map


DEL NORTE
SISKIYOU
MODOC
TRINITY
SHASTA
LASSEN
HUMBOLDT
TEHAMA
PLUMAS
MENDOCINO
GLENN
BUTTE
SIERRA
NEVADA
COLUSA
YUBA
SUTTER
PLACER
LAKE
EL DORADO
SONOMA
NAPA
YOLO
ALPINE
AMADOR
SOLANO
CALAVERAS
MARIN
CONTRA COSTA
SAN JOAQUIN
TUOLUMNE
MONO
SAN FRANCISCO
ALAMEDA
STANISLAUS
MARIPOSA
SAN MATEO
SANTA CLARA
MERCED
SANTA CRUZ
MADERA
SAN BENITO
FRESNO
INYO
MONTEREY
TULARE
KINGS
SAN LUIS OBISPO
KERN
SAN BERNARDINO
SANTA BARBARA
LOS ANGELES
VENTURA
RIVERSIDE
ORANGE
SAN DIEGO
IMPERIAL
CALIFORNIA-OREGON BORDER
SMITH RIVER
PELICAN BAY
LAKE EARL
101
197
199
CRESCENT CITY
PROJECT LOCATION
SISKIYOU
DEL NORTE
PACIFIC OCEAN
KLAMATH RIVER
HUMBOLDT
VICINITY MAP
NO SCALE
01-DN-101-PM 23.5/28.4
REGIONAL GATEWAY LANDSCAPING & SCULPTURE PM 28.4
WELCOME GATEWAY SIGN PM 27.9
EAST WASHINGTON BLVD
NORTHCREST DR
TRAFFIC CALMING IMPROVEMENTS NORTH SEGMENT PM 26.8 TO 27.4
NORTH
CRESCENT CITY
ELK VALLEY RD
TRAFFIC CALMING IMPROVEMENTS SOUTH SEGMENT PM 25.2 TO 26.2
PACIFIC OCEAN
CRESCENT CITY HARBOR
ANCHOR WAY
WELCOME GATEWAY SIGN PM 25.2
REGIONAL GATEWAY LANDSCAPING & SCULPTURE PM 23.5
LOCATION MAP
NO SCALE

Attachment B: Evaluation Documentation Form

DATE: _____10/25/12_____

Project ID (or EA): __01-0B780K (0112000177)_

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If **Yes**, go to 10. If **No**, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document.		✓	If **Yes**, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. _____ *(Dist./Reg. SW Coordinator initials*) If **No**, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?		✓	If **Yes**. *(write the MS4 Area here)*, go to 5. If **No**, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If **Yes**, continue to 6. If **No**, go to 10.
6.	Is it a new facility or major reconstruction?		✓	If **Yes**, continue to 8. If **No**, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?	✓		If **Yes**, continue to 8. If **No**, go to 10.
8.	Does the project result in a net increase of one acre or more of new impervious surface?		✓	If **Yes**, continue to 9. If **No**, go to 10. *0.04 (Net Increase New Impervious Surface)*
9.	Project is required to consider approved Treatment BMPs.		See Sections 2.4 and either Section 5.5or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.	
10.	Project is not required to consider Treatment BMPs. _____*(Dist./Reg. Design SW Coord. Initials)* _____*(Project Engineer Initials)* _____ *(Date)*	✓	Document for Project Files by completing this form, and attaching it to the SWDR.	

1 *See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs*

Attachment C: Typical Sections

REVISION #	DATE:	DESCRIPTION AND SHEET NO.:	APPROVED BY:	DATE:

REGISTERED PROFESSIONAL ENGINEER
B. ROSEN JR.
STEPHENSON
No. 68338
Exp. 09/30/09
CIVIL
STATE OF CALIFORNIA

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CHECKED: 02/15/08
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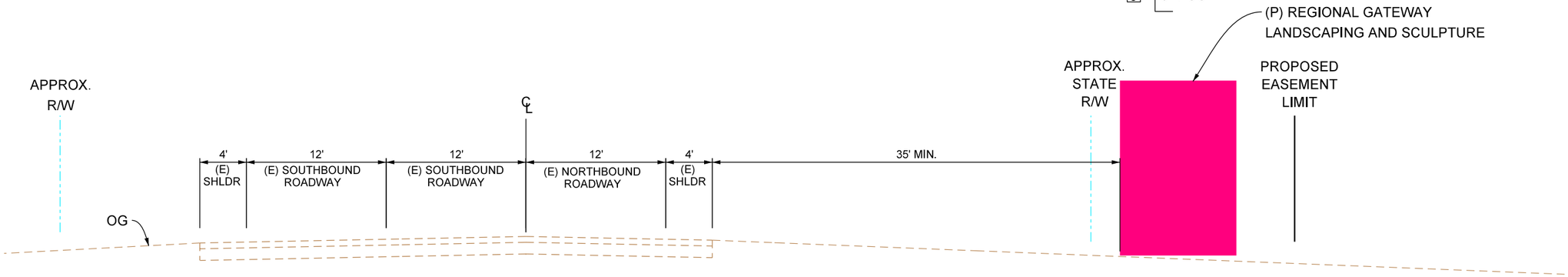
CONTRACT NO.

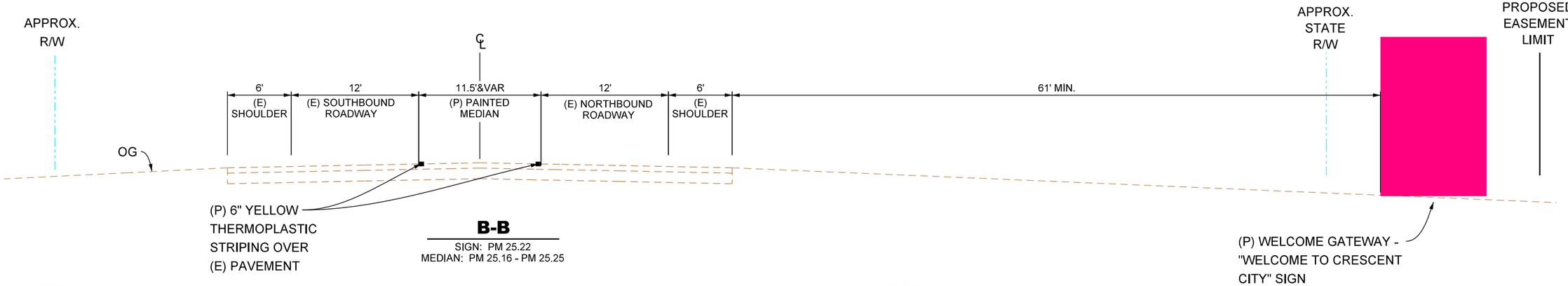
DOKKEN ENGINEERING
2365 IRON POINT ROAD, SUITE 200
FOLSOM, CA 95630
PH: 916-858-0642 FAX: 916-858-0643

LEGEND:

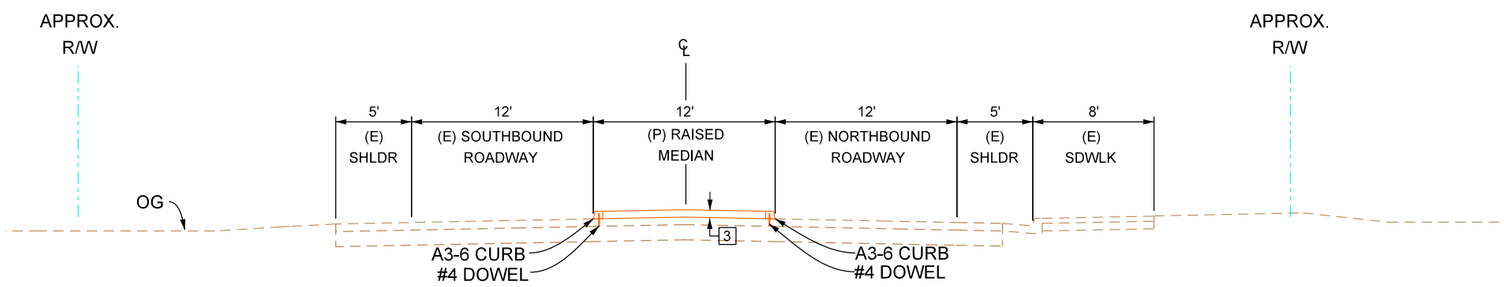
1. 4" PCC / 6" AB
2. 9" AC
3. 6" PCC



A-A
PM 23.49



B-B
SIGN: PM 25.22
MEDIAN: PM 25.16 - PM 25.25



C-C
PM 25.62 - PM 25.63

DEL NORTE LOCAL TRANSPORTATION COMMISSION
US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY STUDY

TYPICAL SECTIONS

RECORD DRAWINGS

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X-1
OF

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STATE OF CALIFORNIA

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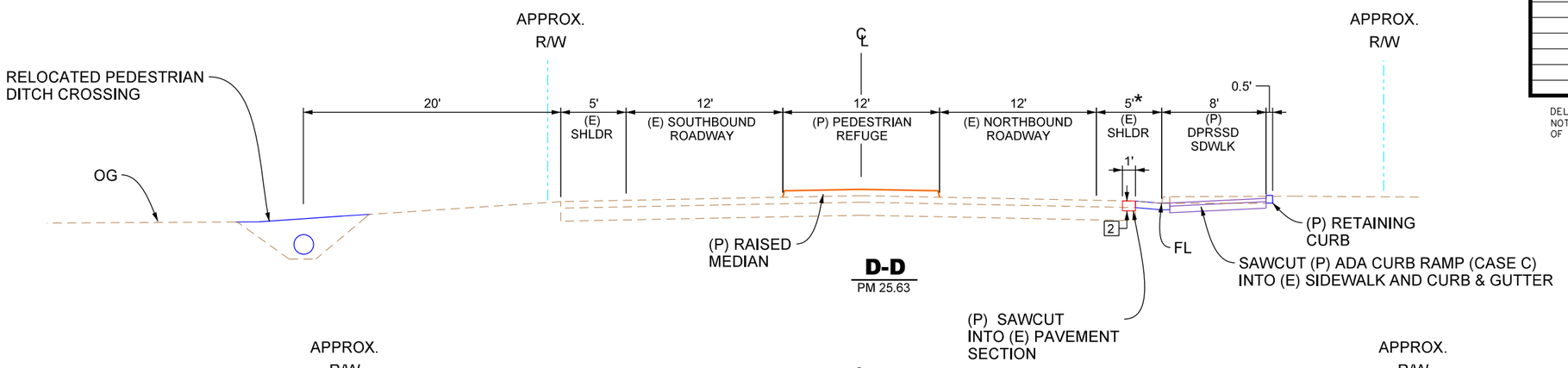

D-D
PM 25.63

LEGEND:

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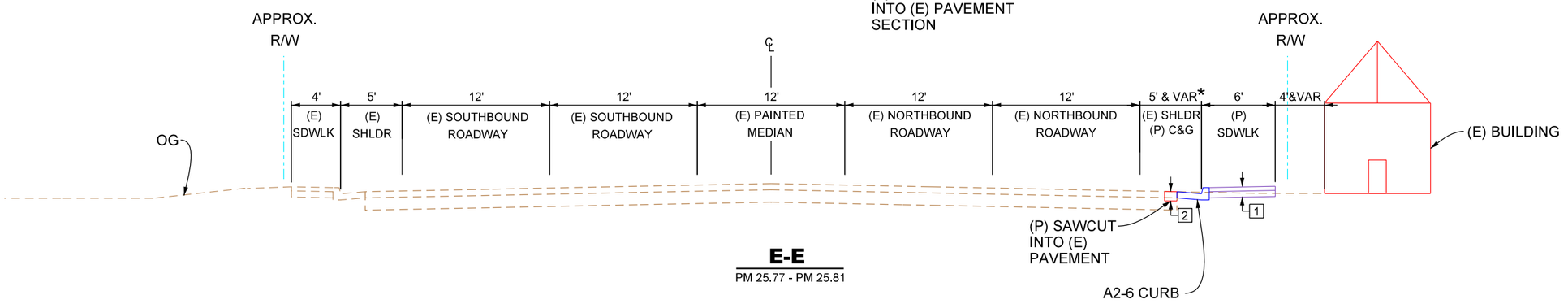
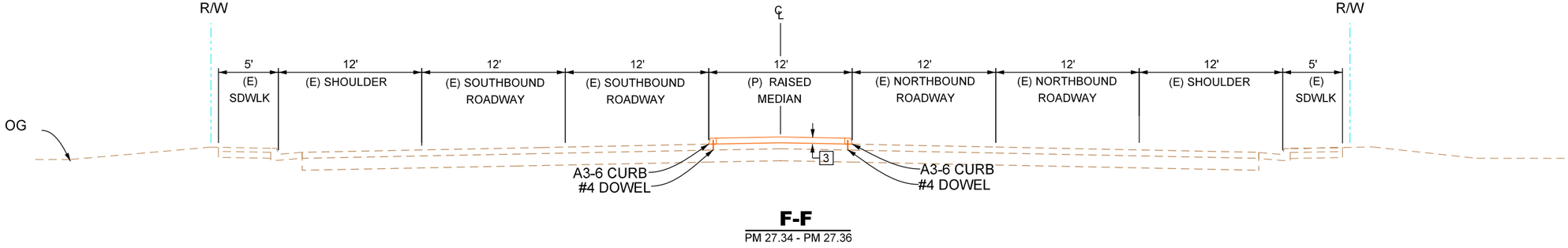
2	9" AC
3	6" PCC

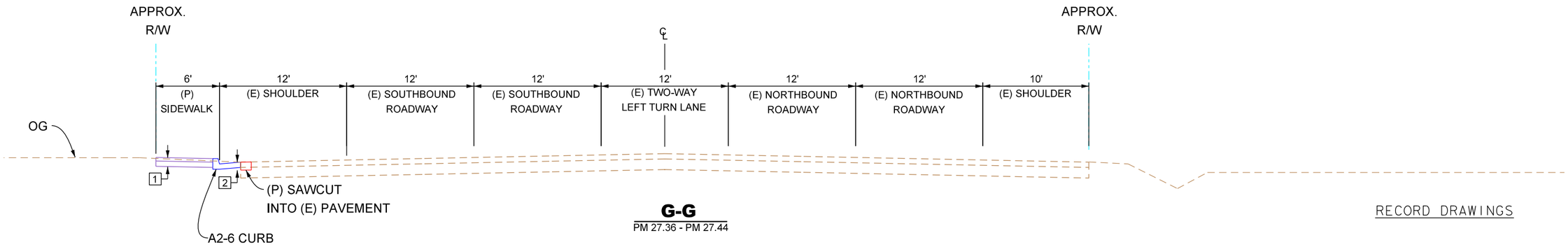
*ANTICIPATED DESIGN EXCEPTION



E-E
PM 25.77 - PM 25.81



F-F
PM 27.34 - PM 27.36



G-G
PM 27.36 - PM 27.44

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FOLSOM, CA 95630
PH: 916-858-0642 FAX: 916-858-0643

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US HIGHWAY 101 TRAFFIC CALMING AND GATEWAY STUDY

TYPICAL SECTIONS

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Exp. 9/30/13
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STATE OF CALIFORNIA

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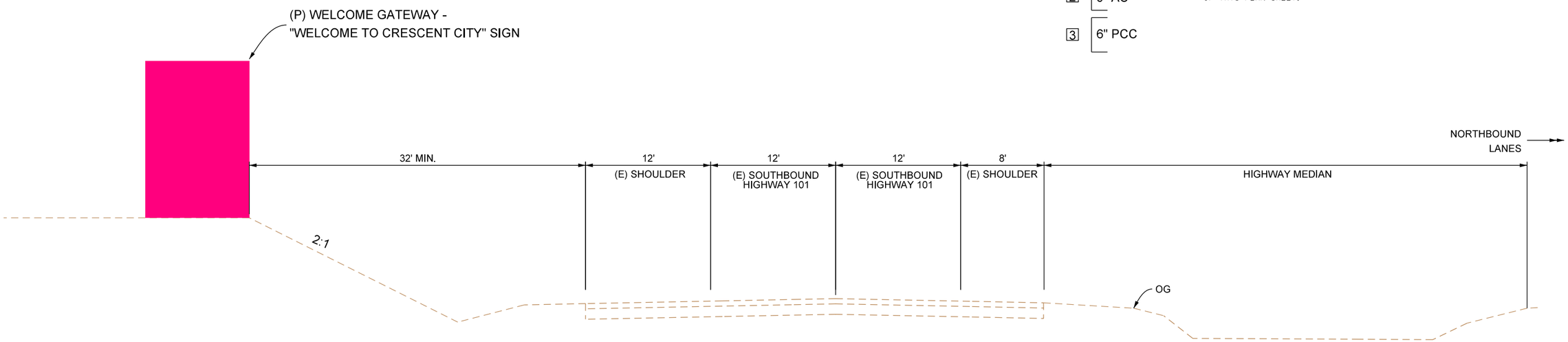
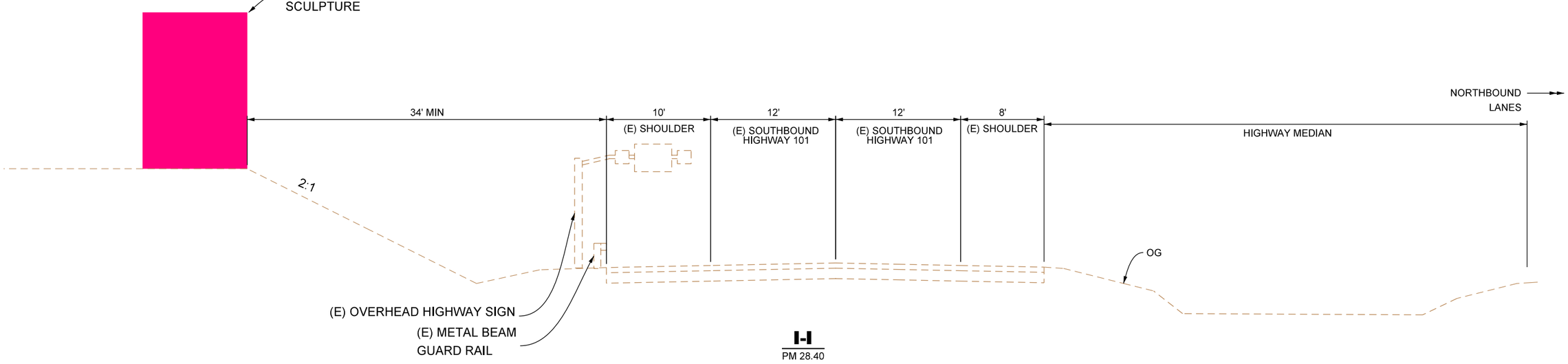
3. 6" PCC



H-H
PM 27.91



I-I
PM 28.40

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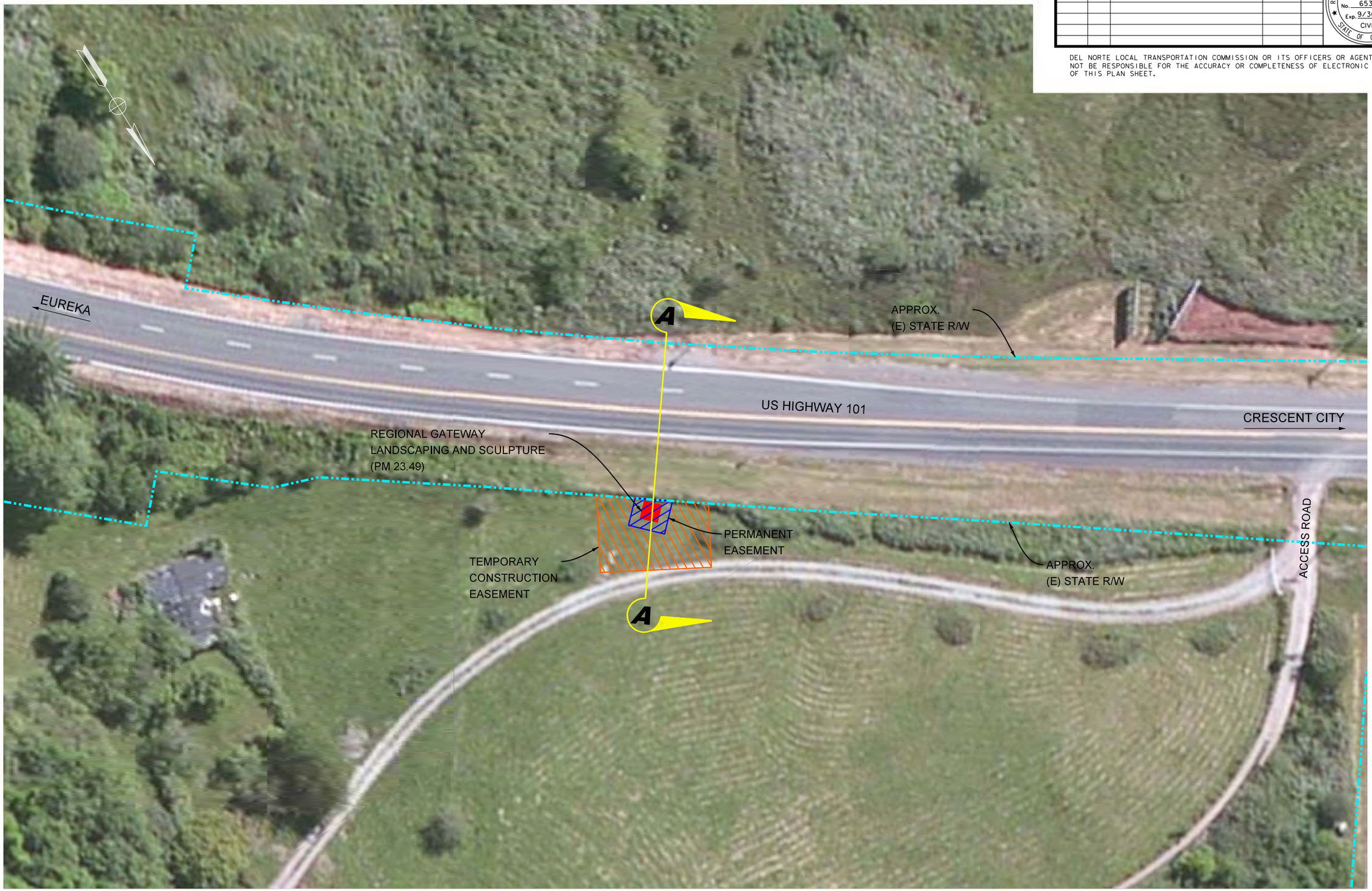

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L-1

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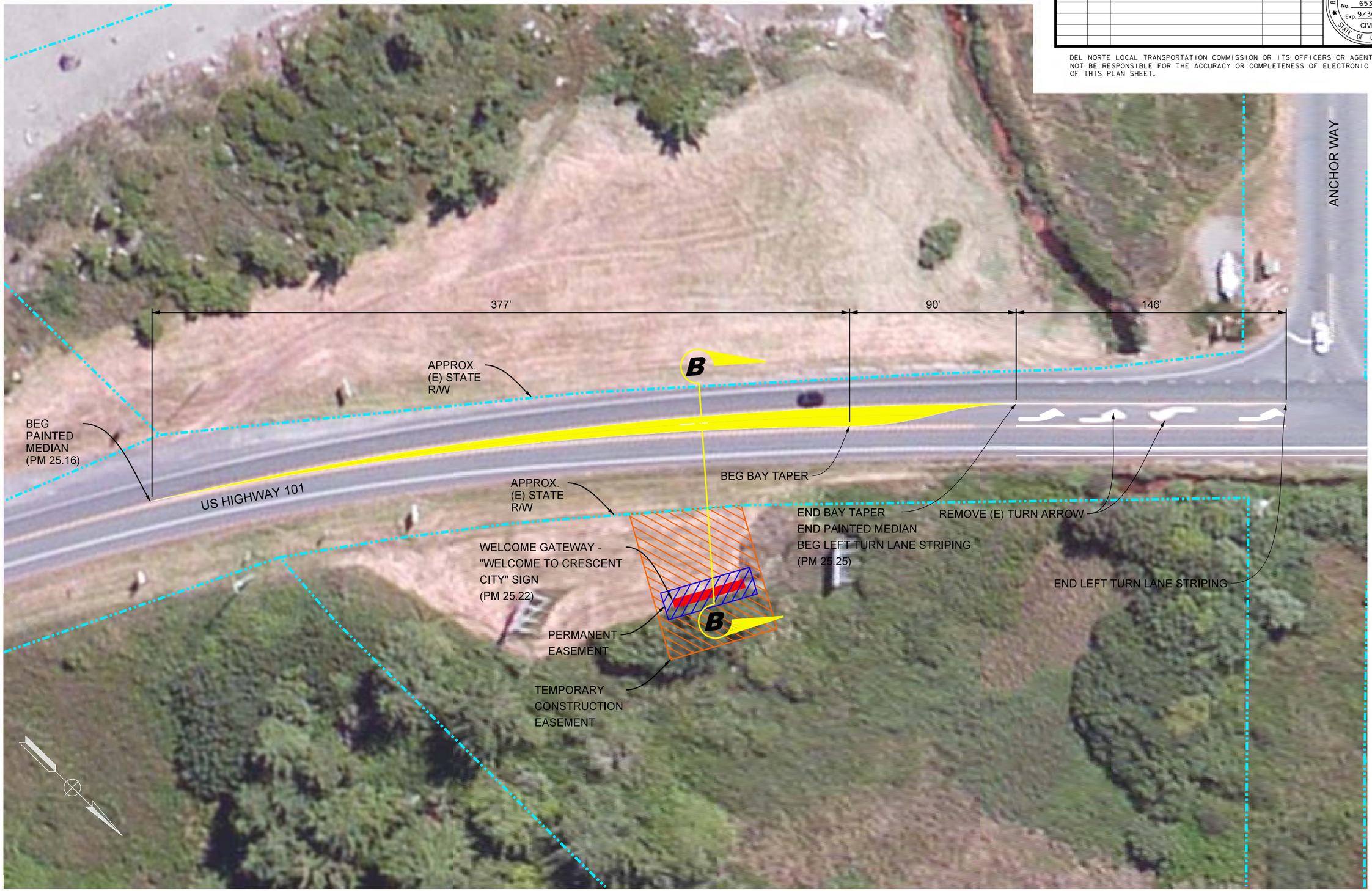

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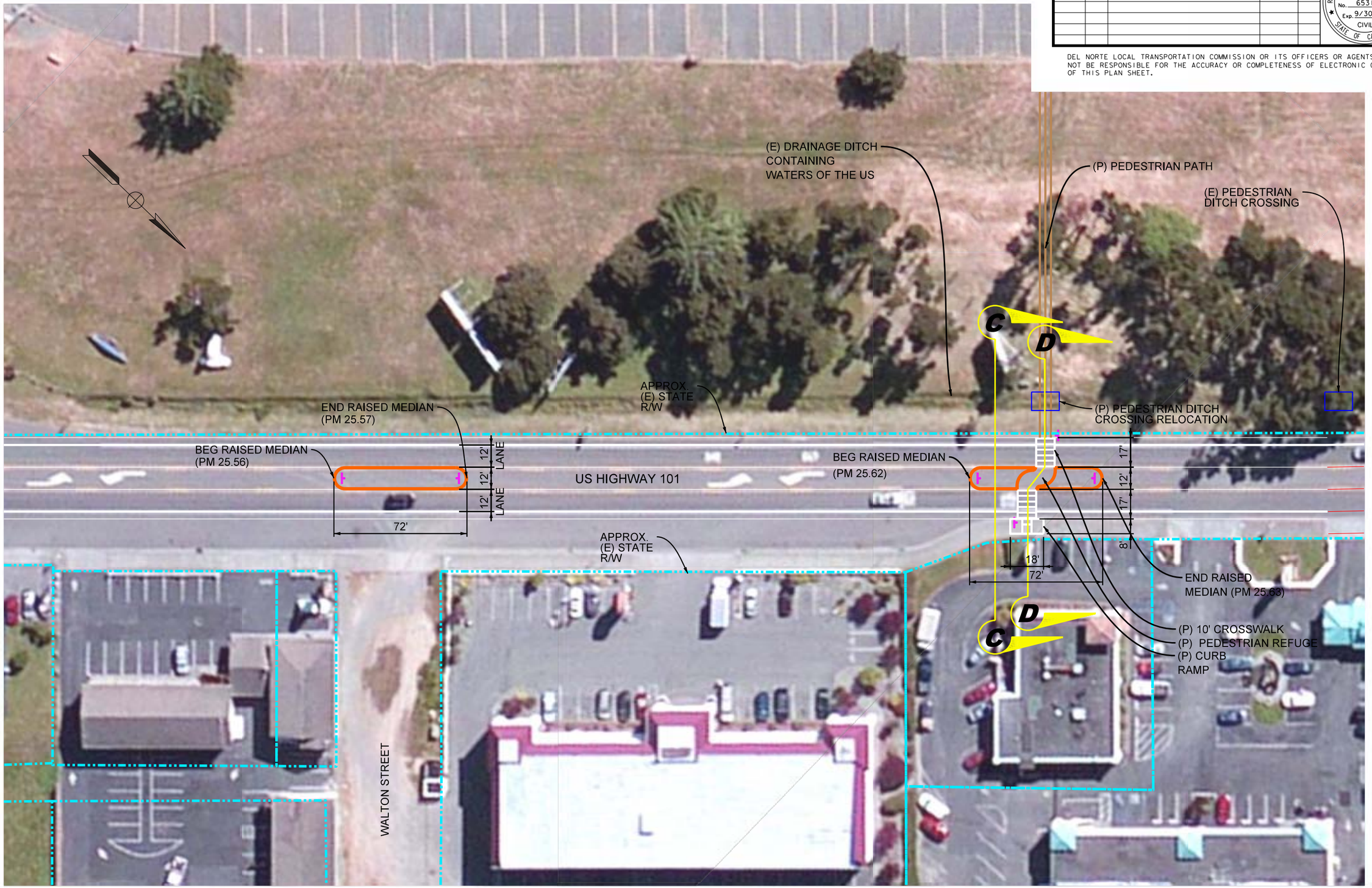

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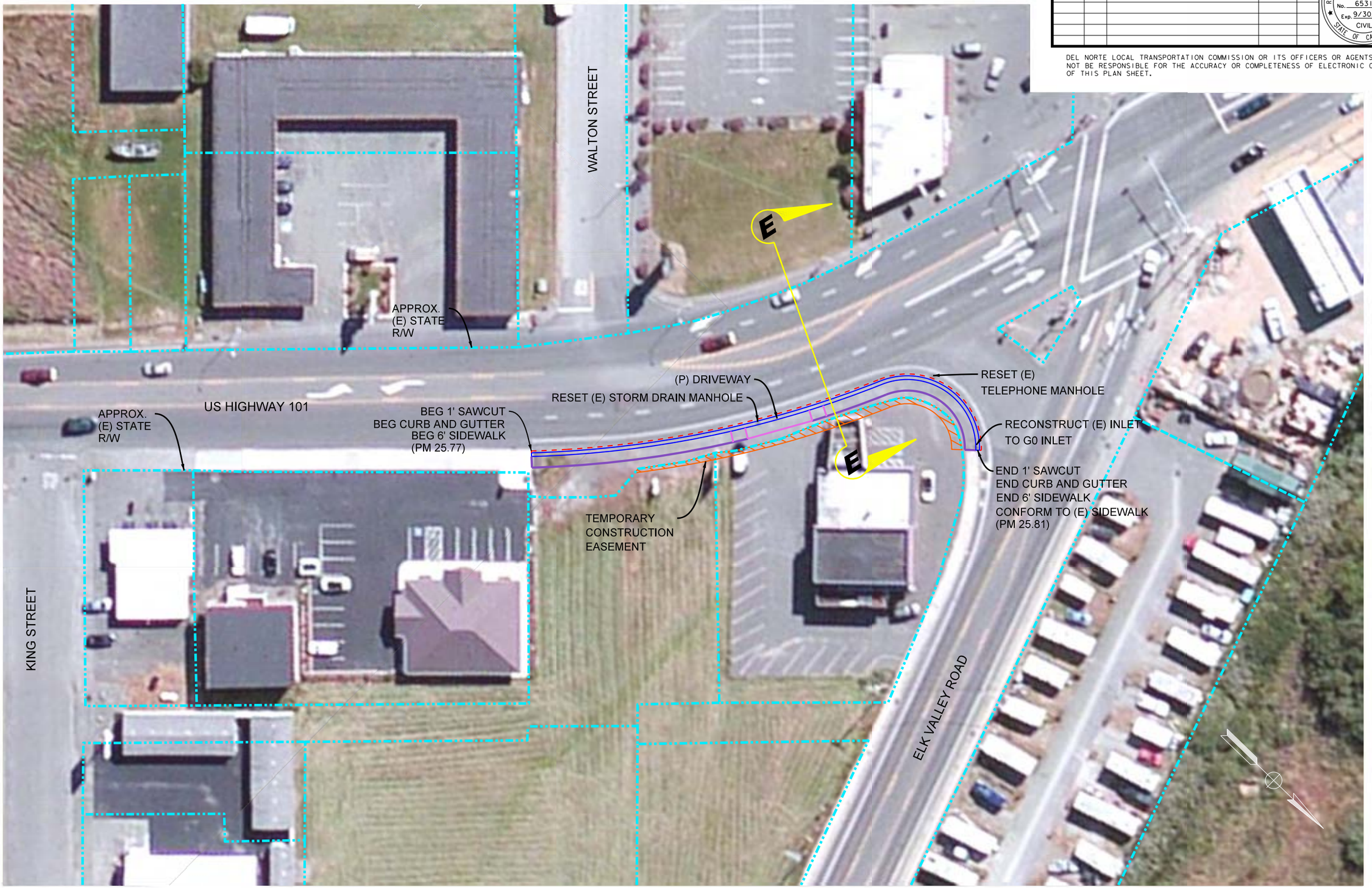

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L-4

9/11/2012

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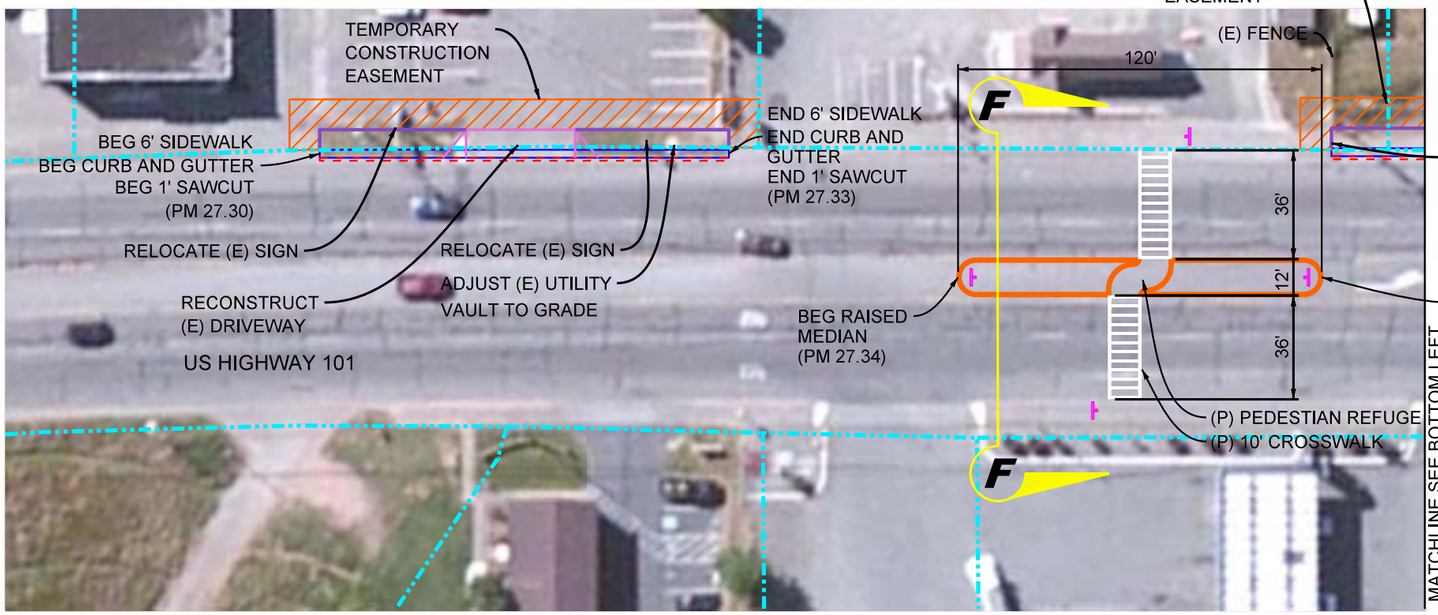

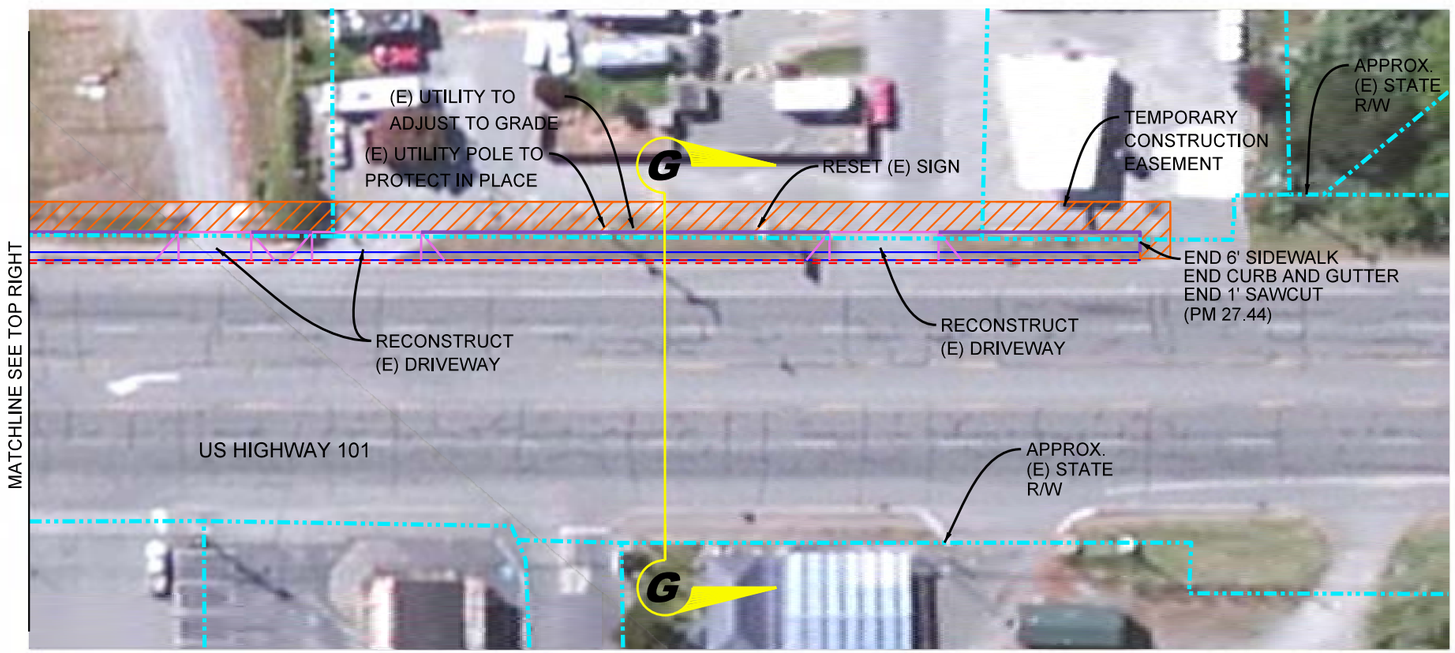

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L-5

9/11/2012

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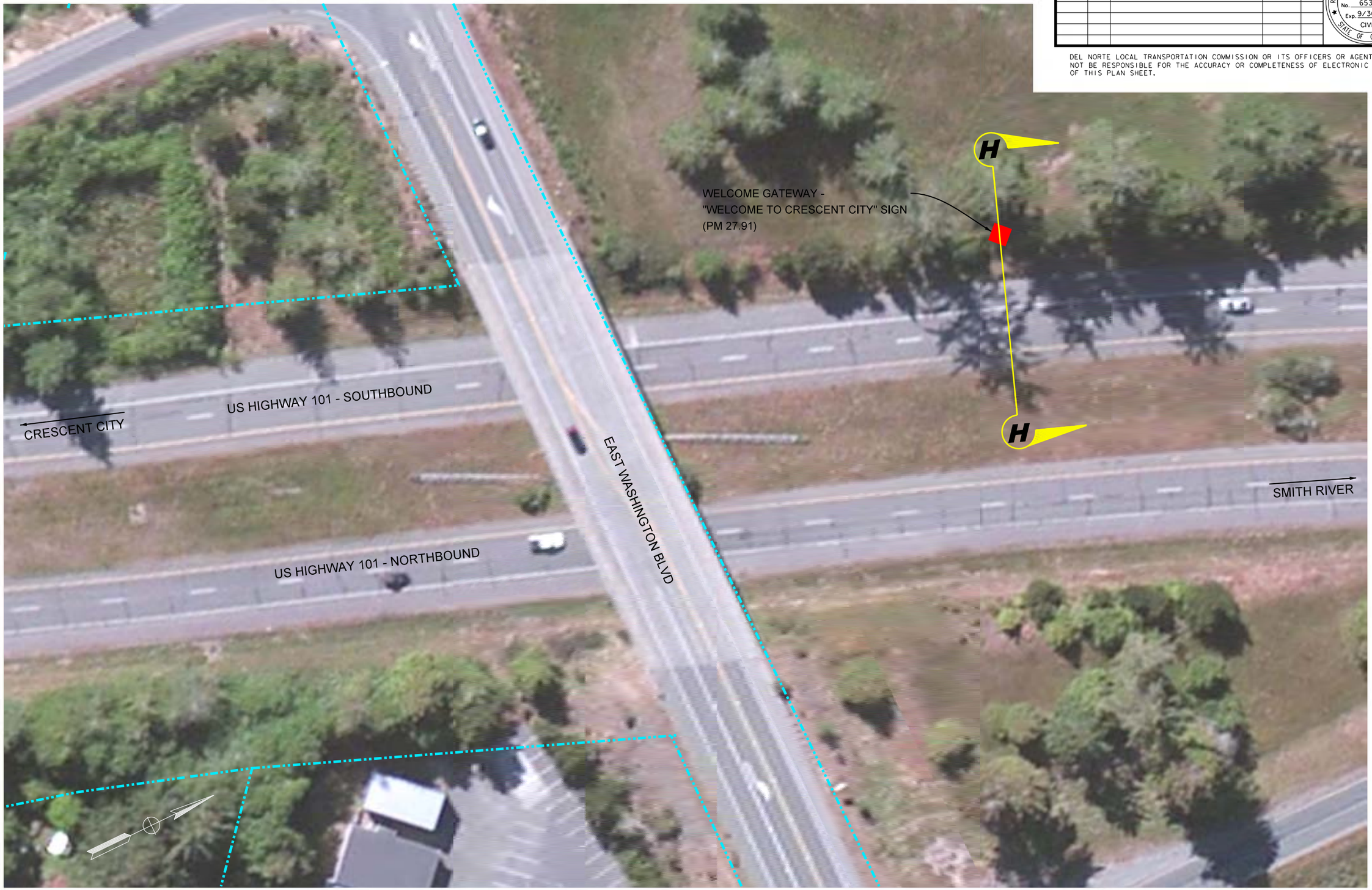

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9/5/2012

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REGISTERED PROFESSIONAL ENGINEER
BROSEN JR.
STEPHENSON
No. 68338
Exp. 09/30/09
CIVIL
STATE OF CALIFORNIA

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REGIONAL GATEWAY
LANDSCAPING AND SCULPTURE
(PM 28.4)

(E) OVERHEAD HIGHWAY SIGN

CRESCENT CITY

RAILROAD AVENUE

US HIGHWAY 101 -
SOUTHBOUND

APPROX.
(E) STATE
R/W

US HIGHWAY 101 -
NORTHBOUND

SMITH RIVER

APPROX.
(E) STATE
R/W

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LAYOUT SHEET

SHEET NO.

OF

ATTACHMENT M - PROGRAMMING SHEET

PROGRAMMING SHEET - 2012/2013

EA: 01-0B780K Project Manager: Kevin Church Date: 1/8/2013
PROJECT NAME: Crescent City Gateway **CO-RTE-PM: DN-101-23.6/28.4** **Type: STIP/grant?**

PROJECT SCHEDULE

Milestone		Date (STATUS)
Begin Environmental Document	M020	10/1/2014
Begin Project Report	M040	8/1/2014
Circulate Environmental Document (DED)	M120	NA
Project Approval & Environmental Document (PA&ED)	M200	10/1/2015
District Submits Bridge Site Data to Structures	M221	NA
Right of Way Maps	M224	7/1/2015
Regular Right of Way	M225	10/1/2015
District Plans, Specifications & Estimates to DOE	M377	4/1/2016
Draft Structures Plans, Specifications & Estimates	M378	NA
District Plans, Specifications & Estimates (PS&E)	M380	7/1/2016
Right of Way Certification	M410	9/1/2016
Ready to List (RTL)	M460	10/1/2016
Headquarters Advertise (HQ AD)	M480	2/1/2017
Approve Construction Contract	M500	5/1/2017
Contract Acceptance (CCA)	M600	7/15/2018
End Project	M800	12/1/2018

ESTIMATE	DATE	AMOUNT
ROADWAY	12/13/2012	474
BRIDGE		0
Subtotal Const		474
RIGHT OF WAY	12/13/2012	64
MITIGATION		0
		64
GRAND TOTAL		538

EXISTING PROGRAMMING

PAED	
PS&E	
RW - Sup	
RW - Cap	
Const - Sup	
Const - Cap	

*Does not apply to RW Capital + Not Escalated ++ Only Escalated to 1 year into Future

PROJECT COSTS BY SB45 CATEGORY

CAPITAL COST ESTIMATE (Escalation Factor)	Prior Yrs+	12/13	13/14 (3.5%)	14/15 (3.5%)	15/16 (3.5%)	16/17 (3.5%)	Future++ (3.5%)	Total	
Right of Way					64			$71	
Construction						474		$544	
							CAPITAL COSTS TOTAL	$615	
SUPPORT COSTS (Escalation Factor)			1.50%	1.50%	1.50%	1.50%	1.50%		Sup/Cap
PAED				20	20			$42	6.75%
PS&E					100	45		$152	24.77%
Right of Way					150	25	15	$200	32.45%
Construction						75	60	$144	23.46%
							SUPPORT COSTS TOTAL	$538	87.44%
							TOTAL PROJECT COSTS	$1,153	

PROJECT SUPPORT IN PYS

	Prior Yrs	12/13	13/14	14/15	15/16	16/17	Future	Total	PY%
Environmental	0.00	0.00	0.00	0.12	0.08	0.00	0.00	0.20	5.71%
Design	0.00	0.00	0.00	0.00	0.25	0.12	0.00	0.37	10.57%
Engineering Services	0.00	0.00	0.00	0.00	0.05	0.10	0.00	0.15	4.29%
Surveys	0.00	0.00	0.00	0.00	0.10	0.15	0.00	0.25	7.14%
Right of Way	0.00	0.00	0.00	0.00	0.85	0.35	0.15	1.35	38.57%
Traffic	0.00	0.00	0.00	0.02	0.05	0.02	0.00	0.09	2.57%
Construction	0.00	0.00	0.00	0.00	0.00	0.50	0.20	0.70	20.00%
Project Management	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.12	3.43%
District Units*	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.12	3.43%
Subtotal Dist/Region Resources	0.00	0.00	0.00	0.22	1.46	1.32	0.35	3.35	95.71%
59-DES Project Development	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-DES Structures Foundation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-Office Engineer	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.15	4.29%
59-DES Project Management	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-DES Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-DES Other Units**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Subtotal DES Resources	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.15	4.29%
TOTAL Pays	0.00	0.00	0.00	0.22	1.46	1.47	0.35	3.50	

**DES Admin, DES Plng, DES Maintenance
HRS/PYS = 1758
Comments: Schedule assumes that this project will be programmed with state highway $ in the 14/15 FY. If other funding is identified/secured, the schedule will be adjusted as appropriate.

DOKKEN ENGINEERING
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Memo to File

DATE: January 2, 2013 **RECORDED BY:** Brian Stephenson

TALKED WITH: Heidi Sykes, Jim DeLuca, Valency Fitzgerald, Ilene Poindexter

SUBJECT: Non-standard shoulder widths in the project area

NATURE: ☐ Incoming Call ☐ Outgoing Call ☒ Conference Call

The item(s) presented below summarize the substantive item(s) discussed/resolved during this conversation to the best of the writer's memory.

ITEM(S) DISCUSSED:

In the southern transition zone (PM 23.42/26.18) there is a section of highway shoulder that is around 2-3 feet in width, which is below the standard width of 8 feet. The Crescent City Gateway Project proposes to paint the existing median in this area to help alert drivers of the upcoming intersections and pedestrian crossings. The question was raised how to document this in the PSR. The conference call was to describe the project to Jim Deluca and Heidi Sykes and get their feedback on how they would like to see the sub-standard shoulder width addressed in areas where the project proposes only to paint the median. Jim and Heidi both agreed that in areas where the scope of work is limited to painting the median area, the shoulders would not need to be constructed out to the standard width. The project would be required to document this with a Fact Sheet during the Project Report Phase.

ACTION REQUIRED:

Prepare a Memo to File, and update the Section 4 text in the PSR to reflect the discussion about the existing shoulder widths in areas where there is only painting proposed on the highway. Jim DeLuca and Heidi Sykes both agreed that in the areas where the project is proposing only to paint the median, the existing shoulders can remain at their current widths. This will be documented by fact sheet in later phases of the project. In areas where the project is proposing curb, gutter and sidewalk along highway 101, the standard shoulder width of 8' will be incorporated into the design, or a Fact Sheet will be prepared during the project report phase.