



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
www.lakeapc.org

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

AGENDA

Thursday, October 26, 2023 at 9:00 a.m.

Primary Location:

City of Lakeport
Large Conference Room, 225 Park Street, Lakeport

Teleconference Locations:

525 South Main Street Suite B, Ukiah
Caltrans District 1, 1656 Union St., Eureka
14050 Olympic Drive, Clearlake

General Public Teleconference:

Zoom videoconference link is provided by request. Please send comments to our Senior Transportation Planner, John Speka, at spekaj@dow-associates.com and note the agenda item number being addressed. Oral comments will also be accepted by telephone or video during the meeting when public comment is invited.

Dial-in number: 1 (669) 900-6833 / Meeting ID: 841 0389 1671 # Password: 238650

**Zoom link provided to members in distribution email and to public by request*

1. Call to order
2. Approval of August 24, 2023 Minutes
3. 2024 Regional Transportation Improvement Program/State Transportation Improvement Program (RTIP/STIP) Discussion and Approval (*Villa*)
4. Highway Infrastructure Program (HIP) Discussion and Approval (*Villa*)
5. Review and Approval of the Lake APC Overall Work Program Policy and Application Instructions (*Pedrotti*)
6. Announcements and Reports
 - a. Lake APC
 - i. Grant Updates (*Davey-Bates*)
 - ii. Update on Carbon Reduction Program (CRP) (*Villa*)
 - iii. Miscellaneous
 - b. Lake Transit Authority
 - i. Transit Hub Update (*Sookne/Davey-Bates verbal report*)
 - ii. Current Transit Projects (*Sookne/Davey-Bates verbal report*)
 - iii. Miscellaneous

- c. Caltrans
 - i. Lake County Projects Update
 - ii. Miscellaneous
- d. Local Agency Updates

- 7. Information Packet
 - i. Lake County CT Milestone Handout

- 8. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda

- 9. Next Proposed Meeting – **November 16, 2023**

- 10. Adjourn meeting

Public Expression - The TAC welcomes participation in TAC meetings. Comments will be limited for items not on the agenda to three minutes per person, and not more than 10 minutes per subject, so that everyone may be heard. This time is limited to matters under TAC jurisdiction which have not already been considered by the TAC.

Americans with Disabilities Act (ADA) Requests - To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (*as allowed under Section 12132 of the ADA*) please contact the Lake APC office at 707-263-7799 at least 72 hours prior to the meeting.

Posted: October 20, 2023

List of Attachments:

- Agenda Item #2 – 8/24/23 Draft Lake TAC Minutes*
- Agenda Item #3 – 2024 RTIP/STIP Staff Report, Criteria, Applications & Reso*
- Agenda Item #4 – Highway Infrastructure Project (HIP)*
- Agenda Item #5 – Lake APC OWP Policy/Instructions, Application & Forms*
- Agenda Item #5ai – Grant Updates*
- Agenda item #6aaii – Update on Carbon Reduction Program (CRP)*
- Agenda item #7i – Caltrans Milestone Report*



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TECHNICAL ADVISORY COMMITTEE MEETING Draft Meeting Minutes

Thursday, August 24, 2023
9:02 a.m.

Primary Location:

City of Lakeport Large Conference Room, 225 Park Street, Lakeport

Teleconference Locations:

525 South Main Street Suite B, Ukiah
Caltrans District 1, 1656 Union St., Eureka
City Council Chamber, 14050 Olympic Drive, Clearlake

Present

James Sookne, Lake Transit Authority
Ron Ladd, City of Lakeport
Blake Batten, Caltrans District 1
Dave Swartz, City of Clearlake (Engineering Consultant)
Mireya Turner, County of Lake (Community Development Director)
Victor Fernandez, City of Lakeport (Community Development Director)

Absent

Alan Flora, City of Clearlake
Scott DeLeon, County of Lake, Public Works Director
Efrain Cortez, California Highway Patrol

Also Present

Lisa Davey-Bates, Lake Area Planning Council
Nephele Barrett, Lake Area Planning Council
Michael Villa, Lake Area Planning Council
Alexis Pedrotti, Lake Area Planning Council
John Speka, Lake Area Planning Council
Jesus Rodriguez- Lake Area Planning Council
Kyle Finger, Caltrans District 1
Lawrence Liao- ETG Consultant
Sean McAtee- Cambridge Systematics Consultant
Lauren Picou- Headway Consultant

1. **Call to order**

The meeting was called to order at 9:02 a.m.

2. **Approval of May 25, 2023 Minutes**

Motion by Ron, seconded by Victor, and carried unanimously to approve the May 25, 2023, minutes.

3. Draft Lake-Mendo Travel Demand Model Presentation (Cambridge Systematics)

Sean McAtee gave a presentation on the Lake-Mendocino Travel Demand Model that was created by Cambridge Systematics. Sean explained what the Travel Demand Model is a tool to provide travel information that can aid in planning for transportation improvements. It can also be used to predict existing and future travel demands and scenarios. The model is close to being ready for public use and Sean will continue to work with Caltrans to finalize any revisions. Once that occurs, Headway Transportation will continue their work on finalizing the Vehicle Miles Traveled (VMT) model in Lake County for the Konocti Corridor Project.

4. 2024 Regional Transportation Improvement Program/State Transportation Improvement Program (RTIP/STIP) Discussion

Michael reported that the California Transportation Commission (CTC) adopted the Fund Estimate (FE) for the 2024 State Transportation Improvement Program (STIP) at their August 16, 2023 meeting. The FE identified an available STIP programming target through FY 2028/29 in the amount of \$3,756,000 for the Lake County region. Of the \$3,756,000, \$188,000 will be used for Planning, Programming and Monitoring, leaving \$3,568,000 available for projects. The FE also included an unprogrammed balance of \$1,919,000 from the previous STIP Cycle and \$71,000 of lapsed funds from Fiscal Year 19/20, increasing the total available for projects in the amount of \$5,558,000 through 2028/29.

On August 18, 2023, staff of Lake APC distributed a call for projects in Lake County for the available funding. An RTIP Funding Application as well as scoring criteria was included with the notice, establishing 5:00p.m., Friday, October 6, 2023 as the deadline for applications. Applications will be ranked and potentially recommended to the Lake APC for approval during their November meeting.

5. Overall Work Program- Discussion on First Amendment

Alexis reported that the Final FY 2023/24 Overall Work Program (totaling \$600,682) was adopted by the Lake APC Board on June 7, 2023. The First Amendment to the Overall Work Program (totaling \$718,593) was also recently presented and adopted by the Board on August 9, 2023.

The FY 2022/23 books have closed, requiring any unexpended planning funds to be added into the current fiscal year. The First Amendment simply allocates carryover funding to the same work element and agency as it was previously allocated to.

The Final OWP included carryover estimates for RPA and LTF, and this amendment adjusted those totals to reflect the actual carryover amounts. The total amount being carried over into the FY 2023/24 OWP is \$152,911 (\$9,368 - RPA; \$26,010 - PPM; \$117,533 -LTF).

A digital copy of the First Amendment will be provided under a separate cover. Hard copies will be provided upon request.

6. Regional Surface Transportation Program (RSTP) Fund

Lisa initiated the conversation by noting that a portion of RSTP funds are distributed annually by formula to each jurisdiction and can be utilized on eligible projects on any federal aid facility. Funds are distributed on a reimbursable basis once the jurisdiction has provided the appropriate information to Lake APC staff. A portion of the funds are also distributed directly to the County of Lake.

Lisa wanted to bring it to the TAC's attention that while Phil Dow is currently conducting the Speed Zone Studies through the Overall Work Program it is likely that won't be an option into the future. Phil currently receives \$12,500 to conduct the studies, but it is highly unlikely that another consultant would do it at that rate, and there will need to be a way to pay the additional costs. Lisa mentioned one option could be for the TAC to consider taking a small portion (5-10%) off the top prior to distribution to cover the extra costs to prepare the Speed Zone studies once Phil Dow retires. Lexi created a RSTP Funding Distribution chart for each agency to see the impact at a 5% and 10% reduction in RSTP funds. Nephele would like to talk to other jurisdictions to see how much it's costing them to hire a consultant to give a better idea of how much will be needed to cover the additional costs. Lisa wanted to make sure everyone was aware of the situation before the next RSTP distribution.

7. **Announcements and Reports**

a. **Lake APC**

i. **Update on Grant and Grant Opportunities**

John provided updates on several current or potential projects and grant opportunities that Lake APC staff has been monitoring, and the summary is an excerpt from the staff report:

Lake 29 Improvement Project- Since the last (May) TAC meeting, we learned that the application made last fall for a Trade Corridor Enhancement Program (TCEP) to fund right-of-way for the "2B" portion of the project (\$43.571 million) was unsuccessful. Staff continues to work with District 1 to find potential sources for funding the remaining portions of the project.

Reconnecting Communities Program- Lake APC, City of Clearlake, and Caltrans District 1 have been looking into possible funding sources to improve intersection and general crossing safety across SR 53 in Clearlake. One pilot program through the State, known as "Reconnecting Communities: Highways to Boulevards," will divide \$149 million between three qualifying projects; one urban, one corridor, and one rural. The program is intended to assist underserved communities that have been separated by a State Highway to restore connectivity by enhancing mobility, access, or economic development. A "Call for Communities" with program related needs has recently been opened with a deadline set for September 20.

Rural and Tribal Assistance Pilot Program- Another federal program was recently opened which provides funding for rural and tribal assistance for "financial, technical, and legal assistance" or "assistance with development phase activities." Jurisdictions would need to apply for assistance with a specific project in mind that could "reasonably" be expected to be eligible for certain federal grant programs, such as TIFIA, INFRA, Mega, or RAISE. However, there are no requirements to apply to any of those programs to fund the project, just that the project could qualify. Funding up to around \$320,000 would be available to assist development phase activities even if details regarding costs, funding, delivery, or even the project description weren't yet fully formed. APC staff applied for funds to prepare an

outreach study within the City of Clearlake, which could potentially be used for the Reconnecting Communities Program application discussed above. The study would also be useful for other future funding program applications that may have similar outreach requirements.

Safe Streets and Roads for All (SS4A)- In July, staff submitted an application for potential funding under the federal Safe Streets and Roads for All (SS4A) program to supplement recently adopted Local Road Safety Plans (LRSPs). Certain criteria must be included within existing LRSPs in order to qualify jurisdictions for capital safety projects under the program, and there are currently a few areas that would need to be updated in order to meet requirements of the project guidelines.

Eligible implementation activities are projects or a systemic series of projects (e.g., corridors, area wide strategies, etc.) that increase safety and are found within the Action Plans, or LRSPs. For instance, the County of Lake prepared an application that involves widening portions of Point Lakeview Road between Anderson Road and Konocti Vista Road. Potential future projects can also be found in the LRSPs of Lakeport and Clearlake such as the following:

Lakeport: Eleventh Street corridor improvement projects including those listed for intersections at Forbes Street (mini roundabout), Central Park Street (flashing beacons, signage), and/or Brush Street (flashing beacons, crosswalk improvements, signage), or other pedestrian safety projects such as systemic sidewalk construction on 11th Street, 6th Street, and/or Lakeshore Boulevard.

Clearlake: Improvements along intersections of Highway 53 with the highest crash rates (e.g., Lakeshore Dr/40th Ave, 18th Ave, Old Hwy 53) including signage, flashing beacons, striping, etc. Other projects could include signage or flashing beacons at unsignalized intersections such as Old Hwy 53/Austin Rd, Austin Rd/Cypress Dr, Phillips Ave/18 Ave, or else installation or upgrades of pedestrian crossings near schools (e.g, Arrowhead Rd/Ciwa St, Arrowhead Rd/Halika St, Old Hwy 53/Airport Rd, etc.), all listed within the Clearlake LRSP.

Federal Transit Agency 5310 Program-- Finally, staff will be assisting Lake Transit in preparing an application for the current cycle of Federal Transit Agency 5310 grants. The program is intended for “enhanced mobility of seniors and individuals with disabilities,” and the new submittal will allow for continued Non-Emergency Medical Transportation (NEMT) services to be provided by Lake Transit Authority (LTA). NEMT trips are made available with either standard transit service vehicles, or else through a Volunteer Driver Program (VDP), both administered through LTA. Staff will also be looking into using additional 5310 funds to begin implementing certain recommendations of the recently adopted Transit Development Plan, such as micro-transit service in the Lakeport and Southlake regions of the County. The deadline for applications is set for the end of August.

ii. 20/21 Highway Infrastructure Program (HIP) Funding-

Michael reported that the Highway Infrastructure Program (HIP) is a federal funding source provided by the Federal Highway Administration (FHWA) available for award by the RTPA for road/street/highway construction projects. The Lake County region has approximately \$55,924 available for the 20/21 apportionment. These funds must be obligated before September 30, 2024.

Previous apportionments have been obligated towards the County of Lake's South Main Street and Soda Bay Road project due to the limitations on the use of funds and timeline for obligation. Compared to past apportionments, the eligibility for these funds has expanded. Typically, projects may not be undertaken on roads functionally classified as local or rural minor collectors unless the roads were on a Federal-aid highway system on January 1, 1991. However, the current apportionment allows for a significantly expanded list of eligible projects, including those proposed for roads classified as local or rural minor collectors. Included in the packet is a list of eligible projects defined in Title 23 U.S.C Section 133 (b). Section 133(c)(2) indicates which projects are eligible for projects on classified local or rural minor collector roads.

iii. Carbon Reduction Program

Michael explained that the Carbon Reduction Program (CRP) is a federal funding source provided by the Federal Highway Administration (FHWA) available for award by the RTPA. The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.

The Lake County region has \$118,677 for Cycle 1 of the FFY 2022 apportionment and \$121,050 for Cycle 2 of the FFY 2023 apportionment which comes to a total of \$239,727. Funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. CRP funds can be combined with other eligible USDOT funds that support the reduction of transportation emissions.

Eligible projects include but are not limited to:

- Transportation alternatives to the construction, planning and design of on-road and off-road trail facilities for pedestrians and bicyclist, and other non-motorized forms of transportation.
- Certain types of projects to improve traffic flow that are eligible under Congestion Mitigation and Air Quality Improvement (CMAQ) programs, and that do not involve construction of new capacity.
- Mode shift projects that maximize the existing right-of-way for accommodation of non-motorized modes, or transit options that increase safety, equity, accessibility, and connectivity may be eligible.

Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Regional Transportation Improvement Program (RTIP) and be consistent with the Long-Range Statewide Transportation Plan. The TAC has until September 30, 2025 to obligate the 2022 cycle.

iv. Miscellaneous: None

b. Lake Transit Authority

i. Transit Hub Update

Lisa reported that Caltrans has had continued staff turnover on this project. Staff is currently seeing if they can allocate all the money at once for design and construction or if they have to go with what they were previously told, which would require 30% design before additional funding would be allocated.

ii. Current Transit Projects

Staff is working with its partners on getting the bugs worked out of the contactless payment system. LTA intends to begin marketing this new service in the upcoming months.

iii. Miscellaneous - None

c. Caltrans

i. Lake County Projects Update

Blake reported that District will be discussing a Complete Street Projects along State Route 20, through the communities of Upper Lake, Nice, Glenhaven and Clearlake Oaks. This will be done in two townhall meetings- one on September 6 for the East Region Town Hall, and the second on September 20 for the Western Region Town Hall. Also, along the Northshore, Caltrans will be working with Lake Transit on a Clean California enhancement proposal to improve four bus stops on Hwy 20. This will allow them to add shelters, trash cans and other improvements to beautify the corridor. Applications are due at the end of August and be awarded in September. Blake also went over Sustainable Transportation Planning Grants. Awards for the current round will be announced at the end of the month. A Call for Projects for the next cycle (2024/25) will be out in October, and will be due in January 2024. Caltrans will be encouraging agencies to apply for the Climate Adaptation component of the program as there is a large amount of money available (\$31.9 million), with no matching requirements for tribes.

ii. Miscellaneous: None

d. Regional Housing Update

John discussed opportunities for agencies to obtain a “Pro-Housing Designation.” Jurisdictions with the designation would receive bonus points for certain housing grant programs, such as the Affordable Housing and Sustainability Communities, or Infill Infrastructure Grant programs. The program is not competitive, instead requiring a certain score based on several categories that are intended to facilitate housing development. The designation is not currently required, but may be beneficial in competitive funding programs.

e. Local Agency Updates -

City of Lakeport: Ron Ladd stated that they also applied for the Clean California grant

and are waiting on notification. This grant will provide funding for pedestrian upgrades to 1st and 2nd streets with trash receptacles, street trees, free dump days, and public outreach. The City's Highway Safety Improvement Program (HSIP) project for sign replacements is underway and they are just signing off on the final submittals and shop drawings. The planning grant for a Citywide Active Transportation Plan is still in the early stages of securing a consultant. Ron had a question regarding the Bike and Ped funds for their Bike Boulevard project. Specifically, he was asking Lexi on the best way to submit a claim to receive the funds. Lexi explained he can do one claim and that she would be happy to help guide him.

8. **Information Packet: None**
9. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda – None**
10. **Next Proposed Meeting – September 21, 2023**
11. **Adjourn Meeting – Meeting adjourned at 10:21 a.m.**

Respectfully Submitted,

John Speka
Lake Area Planning Council



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: 2024 Regional Transportation Improvement Program
STIP Fund Estimate

DATE PREPARED: 10/18/2023
MEETING DATE: 10/26/2023

SUBMITTED BY: Michael Villa, Project Coordinator

BACKGROUND:

The California Transportation Commission (CTC) adopted the Fund Estimate (FE) for the 2024 State Transportation Improvement Program (STIP) at the August 16, 2023 meeting. The FE identified an available STIP programming target through FY 2028/29 in the amount of \$3,756,000 for the Lake County region. Of the \$3,756,000, \$188,000 will be programmed for Planning, Programming and Monitoring leaving \$3,568,000 to be available for projects. In the previous STIP cycle we had an unprogrammed balance of \$1,919,000 and lapsed funds of \$71,000 from Fiscal Year 19/20 which have been added to the FE increasing the total for projects to \$5,558,000 through 2028/29.

On August 18, 2023 a call for projects was announced that included the RIP Funding Application as well as the scoring criteria with a deadline of 5:00p.m., Friday, October 6, 2023. A total of two applications were received, one from the City of Clearlake and one from the County of Lake. Below is a brief summary of each project.

Dam Road/Dam Road Extension Roundabout (City of Clearlake) – Received 10/6/2023, 1:06pm

Funding Need: \$8,374,000(CON)

Funding Requested: \$5,500,000

Unsecured Funding: 2,874,000

Note: The \$5,500,000 will be reserved for future funding when the \$2,874,000 has been secured.

Soda Bay Road Rehabilitation and Bike Lanes, Phase 2 (County of Lake) – Received 10/6/2023, 3:14pm

Funding Need: \$6,775,800(CON)

Funding Requested: \$5,558,000

Secured Funding: \$555,800(Local)/\$662,000(Federal)

Historically, the STIP has been the source of the majority of transportation funding for large scale projects within the Lake County Region. Revenues that flow into the STIP have declined in recent cycles reducing the ability to fund very large projects. The passage of SB1 stabilized the State revenues that flow into the STIP, but it is unlikely that we will see the large programming from years past. It is important to remember that Lake APC has historically contributed 15% of costs related to the Lake 29 project. This project was established as a Regional Priority Project in Resolution 12-13-11 and continued in Resolution 17-18-10. This is important to keep in mind for future STIP cycles since ROW and Construction costs are still unprogrammed for Segments 2A & B.

At this time the TAC will discuss/review each application and scoring sheet. Then a recommendation will be made for the Lake APC Board of Directors for which project will utilize the RIP funding.

ACTION REQUIRED: Recommend a project to utilize available RIP funds, or direction to reserve funding for future use.

ALTERNATIVES: None

RECOMMENDATION: None

**Lake APC
RTIP Project Selection Criteria**

The following criteria have been established consistent with Resolution 12-13-11 which established Regional Transportation Improvement Program (RTIP) policies and selection criteria. Evaluations and scoring will be conducted by the Technical Advisory Committee. In formulating funding recommendations to the APC, the TAC may consider other relevant factors and through the exercise of professional judgment, may vary from that priority order which may have been established through the numerical ranking process. Final project selection shall be made by the APC.

Project: _____
Applicant: _____
Date Reviewed: _____

Criteria & Maximum Points	Score	Comments
Regional Benefit 20 Points		
Safety 15 Points		
Reasonableness/Cost Benefit 15 points		
Urgency 10 Points		
One-Time Funding Opportunity/ Leveraging Other Funds 10 Points		
Traffic Volume 10 Points		
Readiness 10 Points		
Complete Streets/Multi-Modal 10 Points		
TOTAL		

LAKE APC REGIONAL IMPROVEMENT PROGRAM (RIP) - APPLICATION FORM

Applicant Agency: City of Clearlake

Date: October 5, 2023

Project Contact: Adeline Leyba

Telephone: 707-994-8201

PROJECT INFORMATION (USE ADDITIONAL SHEETS AS NECESSARY)

Project Type: *(Check One)*

Highways/Streets/Roads Transit _____ Bike & Pedestrian _____

Project Title: Dam Road/Dam Road Extension Roundabout

Project Purpose: What transportation deficiency will this project address (safety, congestion, operations, plan implementation, etc.)?

This project will mainly address safety and congestion. Roundabouts increase traffic capacity and make intersections safer and efficient. With population growth and increase in development, this will increase bicycle, pedestrian, and vehicular traffic in this area. The project will improve the traveling conditions for transit vehicles accessing the area as well as improve safety for pedestrians at crossing and reduce traffic congestion. This will increase the flow capacity by providing a safer alternative to stop signs, forcing drivers to slow down. The addition of bike lane networks and extra lanes has the potential to alleviate stress on the City’s roadway infrastructure and operational performance as the proposed improvements are adjacent to two educational facilities, Lake County Campus of Woodland Community College and Obsidian Middle School as well as an existing retail center and fast-food restaurants and other civic facilities.

State route 53 is a busy corridor that runs through the City of Clearlake with highway access at Dam Road. The City of Clearlake’s 2040 General Plan, Goal CI 4, is to enhance the walkability and bicycle friendliness of the city’s infrastructure. Objectives to enhance pedestrian bicycle networks with sidewalks are intended to promote active transportation and alleviate traffic congestion in areas of high pedestrian activity. Having a roundabout will address and improve bicycle, pedestrian, and vehicular traffic access by supporting the increased use by all.

Project Location & Limits:

Dam Road and Dam Road Extension. The Dam Road/Dam Road Extension Roundabout Project is located within the City of Clearlake, approximately 400 feet from SR 53 at Post Mile 1.10. The City of Clearlake is located in the rural region of Lake County, approximately 110 miles north of San Francisco. Situated along the southeastern shores of Clear Lake, the city is both accessed and divided by State Route (SR) 53. As shown on the Geological Survey (USGS) 7.5-minute 1993 Lower Lake,

California quadrangle (USGS 1993), the area is in Section 34 of Township 12 North, Range 7 West, Mount Diablo Base Meridian.

Project Description:

The project proposes construction of a multi-lane, circular roundabout to replace a four-way conventional, four-way stop (unsignalized) intersection, located approximately 400 feet from Highway 53 (SR 53) and near the Clearlake Shopping Center. A temporary construction equipment staging area would be established on a vacant site to the northeast of the project on Dam Road Extension. The project would include multi-lane entries on all intersection approaches. On the northbound approach, one through-right lane and one dedicated left turn lane is provided while the southbound approach would consist of one through-left lane and one right turn lane. From Dam Road, the eastbound approach consists of two through lanes and a dedicated right turn bypass lane. The westbound Walmart driveway approach consists of a through-right and through-left lane. Ten-foot shared use pathways and crosswalks would be provided at each splitter island located 25 feet upstream of the yield line entrance. The central island would incorporate a circular shape with an asymmetric diameter ranging between 62 and 96 feet with a uniform truck apron width of 15 feet. The roundabout would provide diameter ranging between 120 and 160 feet.

The roundabout project would have an approximate 4 percent grade to the east. Retaining walls would be constructed in the northeast, southeast, and southwest corners to help minimize grading impacts to the existing properties. The existing roadway contours and grading Excavation would involve removing existing roadway materials and some digging at depths of not more than four feet. The temporary staging site consists of a vacant property, approximately 800 feet north of the subject intersection on the west side of Dam Road Extension. It would include temporary chain link fencing and be used for storage and maintenance of construction equipment. All fencing and equipment would be permanently removed from the site upon completion of the project. The project would be conducted during dry months, Spring, Summer, and Fall, and be completed in less than one year commencing start of construction.

The temporary staging site consists of a vacant property, approximately 800 feet north of the subject intersection on the west side of Dam Road Extension. It would include temporary chain link fencing and be used for storage and maintenance of construction equipment. All fencing and equipment would be permanently removed from the site upon completion of the project.

The project area consists of 3.48/ acres plus one offsite 3.75 acre staging area. This project includes a segment of Dam Road that runs east from State Route (SR) 53.

Has this project been identified by the APC as a regional priority?

Yes, this project has been identified as one of the top regional priorities in the Regional Transportation Plan (see Attachment E) as well as the Highway 53 Corridor Study. The Dam Road/Dam Road Extension roundabout was programmed into the Regional Transportation Improvement Program for the funding of environmental, design work and right-of-way. As stated in the Active Transportation Plan workshops, participants were asked to identify improvement locations that were considered to be important, with a roundabout at Dam Road being a desired feature in this area.

Proposed Funding:

RIP Request	\$ <u>5,500,000.00</u>
Local	\$ _____
State	\$ _____
Federal	\$ _____
Other	\$ <u>2,874,000.00</u>
Total	\$ <u>8,374,000.00</u>

NOTE: The \$2,874,000 is not available at this time. We request to have the \$5,500,000 reserved for future funding and programmed once the \$2,874,000 is secured.

Leverage: Requested RIP Funds/Total Funding Needs: **\$5,500,000 / \$8,374,000**

What alternative sources of funding have already been sought for this project and what is the status of those funds?

The city has already been allocated \$1,344,000 for Environmental studies, design, and Right-of-way. The plans, specifications and estimates portion are ready for solicitation and should be complete in 2024/2025. The city will also seek to obtain funding through the Local Partnership Program Competitive Program in the next funding round.

Project Component	Cost Estimate
Environmental Studies & Permits	\$211,000
Plans, Specifications & Estimates	\$563,000
Right of Way	\$570,000
Construction	\$
Total	\$1,344,000

Does project have a completed Project Study Report (PSR) or equivalent? **Yes X** No _____

If yes, indicate date and who completed PSR? *Omni Means has completed a feasibility study for the city though a PSR will also be completed.*

If no, who will complete PSR? California Engineering Company

Estimated PSR completion date: December 2023 (*PSRs due prior to STIP programming*)

Is project consistent with current Regional Transportation Plan? **Yes X** No _____

Is project identified in other plans? **Yes X** No _____ If yes, which one(s)? **Hwy. 53 Corridor Study and Regional Transportation Plan**

Will project implement a specific plan that has been developed for the area? **Yes X** No _____ If yes, which one? **Hwy. 53 Corridor Study and Regional Transportation Plan**

Environmental Clearance Status:

NEPA/CEQA (circle one or both) Status: Complete

Anticipated/Actual Document Type? NEPA/CE

Permits Required: *A Caltrans encroachment permit is anticipated* Status: TBD

If the project is on or adjacent to a highway, street, or road, what is the Average Daily Traffic (ADT) of the facility?

Traffic volume data point to the expected increase. Average Daily Traffic (ADT) was approximately 18,300 between 2015 and 2019, and more recently, 19,400 in 2021. An SR 53 Corridor Study adopted by the Regional Transportation Planning Agency (Lake Area Planning Council) in 2022, estimated an annual growth rate of 2.5 percent for through traffic on SR 53. Furthermore, Annual Average Daily Truck Traffic was assumed to comprise seven percent of those volumes. Freight movement is expected to increase as improvements are made along the interregional route through Lake County, which includes SR 53.

Given the anticipated increase in non-motorized bicycle and pedestrian crossings (combined with posted speed limits of 45 and 55 mph within the proposed improvement areas), an uptick in traffic conflicts or collisions would be reasonably expected to result. Data from the Clearlake Police Department showed 10 fatalities in the past six years alone on SR 53, with Statewide Integrated Traffic Records System (SWITRS) data noting at least four fatal pedestrian collisions since 2018 at or near the intersections discussed above.

Is this project considered urgent? **Yes X** No ____ If yes, explain why.

The current unsignalized, four-way stop, intersection continues to cause safety issues due to the increased congestion from the opening of the nearby school and expansion of a nearby college. Congestion at the intersection has created problems on both the local and the state highway. The purpose of the project is to improve traffic operations and flow, enhance accessibility and improve safety. It would reduce congestion and accommodate bicyclists and pedestrians.

Describe the Regional Significance or Regional Benefit of this project:

State Highway 53 is a primary route for regional and interregional travel. This area is traveled by pedestrians and bicyclists as well as vehicles. Retail/commercial businesses lie in this area (Walmart, Big 5, fast food restaurants), and civic facilities such as schools and county offices are adjacent.

The area to the north is the future location of the transit hub. The construction of the transit provides a connection and transfer point located within walking distance of several common destinations and is expected to increase ridership in the coming years.

A roundabout will provide safe access between the transit center and areas west of the highway. With approximately 75% of the city population living west of SR 53 and given the low-income and relative transit dependency of the population, this will result in increased bicycle and pedestrian traffic crossing the highway, along with a corresponding increase in potential motorist conflicts along the four-lane corridor. The roundabout will facilitate a safer flow for all modes of transportation.

Describe the level of readiness of this project:

The environmental document has been prepared and approved by Caltrans and a solicitation for proposals is forthcoming to begin the design and right-of-way phase. This portion of the project is scheduled to be completed in 2024/2025.

Will RIP funds help to leverage other funds or is there a one-time funding opportunity associated with this application?

The city anticipates this to be a one-time funding opportunity.

Are there safety concerns at this project site? If so, how will the project address them?

The existing conditions at the proposed project site are unsafe at the intersection. Traffic often backs up and SR53 has vehicles backed up at this intersection, causing dangerous conditions in this area. The Dam Road/Dam Road Extension Roundabout project will relieve congestion which is currently backing up onto SR 53.

Describe the project's cost "reasonableness" or cost/benefit. Numerical cost/benefit data is not required.

The City contracted with a qualified design professional, Omni Means, to conduct a detailed feasibility report for the design and installation of the subject roundabout. This report considered various pathways, right of way needs, and utility needs for the installation and construction of a roundabout at the subject intersection. Considering the construction constraints coupled with the traffic flow, the feasibility study arrived at a design alternative which was determined to be constructable within the physical constraints, that met the traffic pattern and flow requirements. Based on the preferred alternative the consultant produced a preliminary cost estimate, which has since been updated to allow for current market conditions. The project will be designed and competitively bid which will refine the baseline for reasonable construction costs.

Does this project address the Complete Streets Act or provide a multi-modal benefit? If so, how? If not, why?

This project will provide a multi-modal benefit to the community. This will integrate different modes of transport to improve the flow of vehicles, pedestrians, and bicycles. It will reduce congestion and increase safety. This improvement project will provide significant improvements to traffic flow and reduction of congestion in the busy commercial area of Clearlake.

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

- ***Attachment A - Regional Location Map***
- ***Attachment B - Transportation Impact Study***
- ***Attachment C - Site Plan with Preliminary Design Layout***
- ***Attachment D - Site Photographs***
- ***Attachment E – Resolution***
- ***Attachment F – NEPA/CE***
- ***Attachment G – Feasibility Study***



Adeline Leyba
Public Works Director | City of Clearlake
14050 Olympic Dr.
Clearlake, CA 95422
Phone: 707-994-8201 Ext: 341
Fax: 707-995-2653

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	10/10/2023 10:58:51
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
01		0119000038	3125	City of Clearlake		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake County	53	1.100	1.200			
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
David Bingham			707-994-8201	dbingham@clearlake.ca.us		

Project Title

Dam Road Roundabout

Location (Project Limits), Description (Scope of Work)

The project proposes construction of a multi-lane, circular roundabout to replace a four-way conventional, four-way stop (unsignalized) intersection, located approximately 400 feet from Highway 53 (SR 53) and near the Clearlake Shopping Center at Dam Road and Dam Road Extension. The Dam Road/Dam Road Extension Roundabout Project is located within the City of Clearlake, approximately 400 feet from SR 53 at Post Mile 1.10. The City of Clearlake is located in the rural region of Lake County, approximately 110 miles north of San Francisco. Situated along the southeastern shores of Clear Lake, the city is both accessed and divided by State Route (SR) 53. As shown on the Geological Survey (USGS) 7.5-minute 1993 Lower Lake, California quadrangle (USGS 1993), the area is in Section 34 of Township 12 North, Range 7 West, Mount Diablo Base Meridian.

Component	Implementing Agency
PA&ED	City of Clearlake
PS&E	City of Clearlake
Right of Way	City of Clearlake
Construction	City of Clearlake

Legislative Districts

Assembly:	1	Senate:	2	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		03/23/2021
Circulate Draft Environmental Document Document Type CE		
Draft Project Report		05/23/2023
End Environmental Phase (PA&ED Milestone)		08/07/2023
Begin Design (PS&E) Phase		11/13/2023
End Design Phase (Ready to List for Advertisement Milestone)		12/27/2024
Begin Right of Way Phase		12/27/2024
End Right of Way Phase (Right of Way Certification Milestone)		06/01/2025
Begin Construction Phase (Contract Award Milestone)		06/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		03/01/2027
Begin Closeout Phase		06/01/2027
End Closeout Phase (Closeout Report)		12/01/2027

Date 10/10/2023 10:58:51

Purpose and Need

This project will mainly address safety and congestion. Roundabouts increase traffic capacity and make intersections safer and efficient. With population growth and increase in development, this will increase bicycle, pedestrian, and vehicular traffic in this area. The project will improve the traveling conditions for transit vehicles accessing the area as well as improve safety for pedestrians at crossing and reduce traffic congestion. This will increase the flow capacity by providing a safer alternative to stop signs, forcing drivers to slow down. The addition of bike lane networks and extra lanes has the potential to alleviate stress on the City's roadway infrastructure and operational performance as the proposed improvements are adjacent to two educational facilities, Lake County Campus of Woodland Community College and Obsidian Middle School as well as an existing retail center and fast-food restaurants and other civic facilities.

State route 53 is a busy corridor that runs through the City of Clearlake with highway access at Dam Road. The City of Clearlake's 2040 General Plan, Goal CI 4, is to enhance the walkability and bicycle friendliness of the city's infrastructure. Objectives to enhance pedestrian bicycle networks with sidewalks are intended to promote active transportation and alleviate traffic congestion in areas of high pedestrian activity. Having a roundabout will address and improve bicycle, pedestrian, and vehicular traffic access by supporting the increased use by all.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	1

Date 10/10/2023 10:58:51

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	0	0	0

Fund #2:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									The city would like to reserve these funds for future programming.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,500			5,500	
TOTAL					5,500			5,500	
Fund #3:	Local Funds - City Funds (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									These funds have not yet been secured.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,874			2,874	
TOTAL					2,874			2,874	

Attachments

Attachment A - Regional Location Map

Attachment B - Transportation Impact Study

Attachment C - Site Plan with Preliminary Design Layout

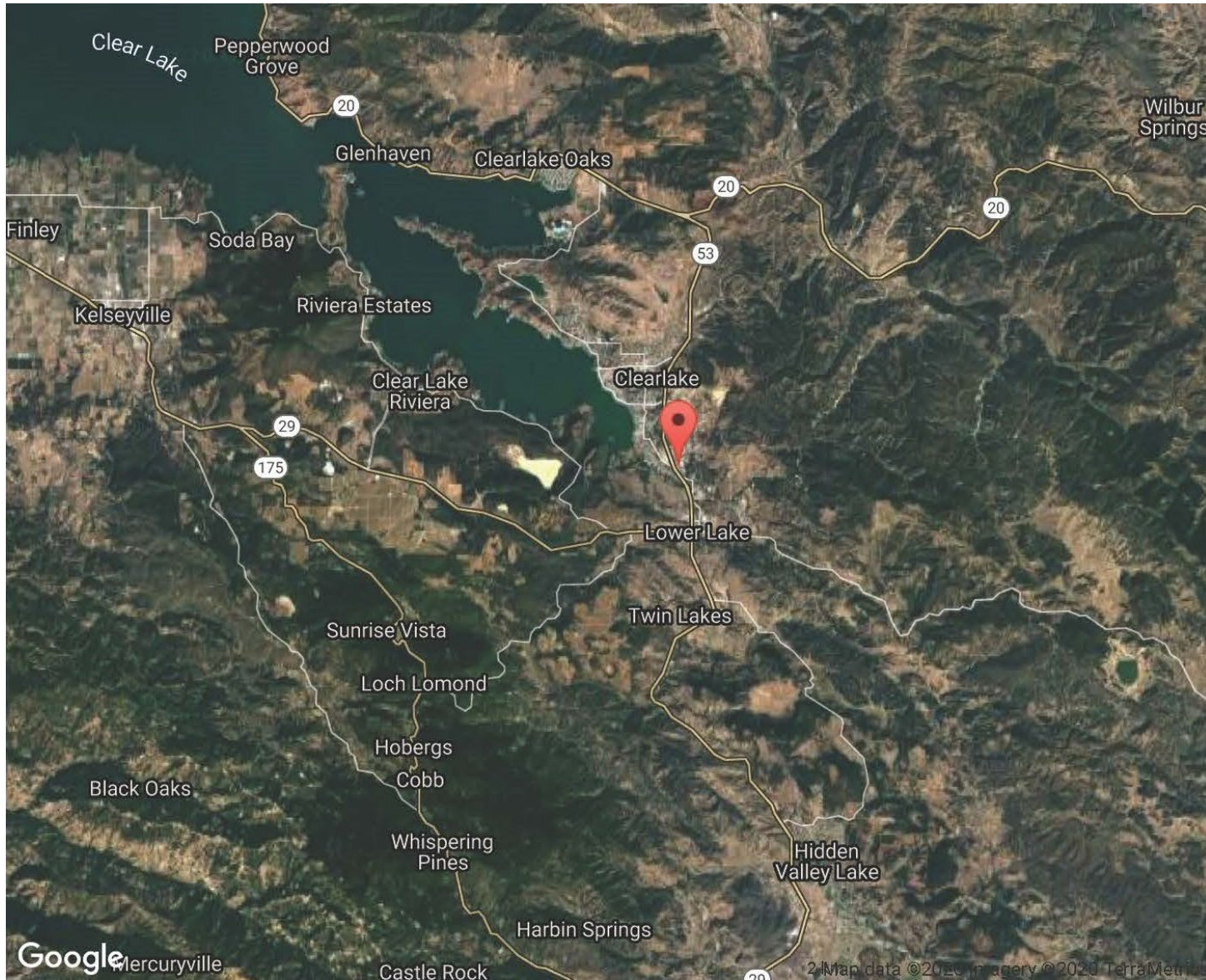
Attachment D - Site Photographs

Attachment E - Resolution

Attachment F - NEPA/CE

Attachment G - Feasibility Study

Attachment A – Regional Location Map
(Project Location indicated by Red Marker)



Attachment B – Transportation Impact Study *(By Headway Transportation)*

Starts on Next Page



September 20, 2021

Adeline Brown
Construction Manager
City of Clearlake
14050 Olympic Drive
Clearlake, CA 95422

Transportation Impact Evaluation – Dam Road Roundabout

Dear Ms. Brown,

This letter presents the findings of a Transportation Impact Evaluation completed to identify potential impacts related to vehicle miles traveled (VMT) and other California Environmental Quality Act (CEQA) transportation criteria. The project includes a new multi-lane roundabout at the existing Dam Road/Dam Road Extension intersection in Clearlake, CA (shown in **Attachment A**). The *Dam Road/Dam Road Extension Roundabout Feasibility Study Final Report* (Omni Means, Ltd., December 2014) provides traffic operations analysis and design and performance criteria for the proposed roundabout. This letter provides an evaluation of potential transportation related environmental impacts.

THRESHOLDS OF SIGNIFICANCE

Based on criteria outlined in the CEQA Appendix G Environmental Checklist Form, the project would create a significant transportation impact if it would:

- ▶ Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- ▶ Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses Vehicle Miles Traveled (VMT)
- ▶ Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- ▶ Results in inadequate emergency access

IMPACT EVALUATION

Public Transit Evaluation

The project would not make any changes to the existing public transit system or conflict with any public transit plans. Lake Transit, Lake County's public transit service, provides fixed route service with multiple routes that run through the Dam Road/Dam Road Extension intersection. The *Dam Road/Dam Road*

Extension Roundabout Feasibility Study Final Report shows minimal delay (less than 11 seconds) during the AM and PM peak hours based on 2035 traffic volume forecasts. Transit travel times are not expected to be impacted. The design accommodates transit buses throughout the roundabout. Therefore, the project would have a less-than-significant impact on public transit.

Alternative Transportation Mode Evaluation

The project would not conflict with any multimodal (bicycle or pedestrian) transportation programs or plans. The project includes marked crosswalks on all four legs of the intersection and new or improved sidewalks around the entire intersection. The proposed roundabout would connect to surrounding existing bicycle and pedestrian facilities. The final design is to be in accordance with applicable federal design guidelines. Therefore, the project would have a less-than-significant impact on alternative transportation modes.

Vehicle Circulation Evaluation

The purpose of the project is to improve overall vehicle circulation through the Dam Road/Dam Road Extension intersection. The project would not conflict with any vehicle circulation programs or plans. The *Dam Road/Dam Road Extension Roundabout Feasibility Study Final Report* shows minimal delay (less than 11 seconds) during the AM and PM peak hours based on 2035 traffic volume forecasts. Therefore, the project would have a less-than-significant impact on vehicle circulation.

Vehicle Miles Traveled (VMT) Evaluation

Per SB 743 criteria, as of July 1, 2020, the CEQA guidelines require the evaluation of VMT as a key criterion to determine potentially significant transportation impacts. The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) published by the Governor’s Office of Planning and Research (OPR) identifies two types of projects that potentially increase VMT – land use projects and transportation projects. The *Technical Advisory* also states:

“Many transportation projects change travel patterns. A transportation project which leads to additional vehicle travel on the roadway network, commonly referred to as ‘induced vehicle travel,’ would need to quantify the amount of additional vehicle travel in order to assess air quality impacts, greenhouse gas emissions impacts, energy impacts, and noise impacts.”

“If a project would likely lead to a substantial or measurable increase in vehicle travel, the lead agency should conduct an analysis assessing the amount of vehicle travel the project will induce. Projects that would not likely lead to a substantial increase in vehicle travel, and therefore generally should not require an induced travel analysis, include:

- ▶ *Installation of roundabouts or traffic circles*
[list includes 26 other items]



Based on OPR's guidance, it is reasonable to estimate that the project would not increase VMT per capita compared to existing/baseline conditions and therefore the project would have a less-than-significant impact on VMT.

Design Feature Evaluation

Evaluation of the *Dam Road/Dam Road Extension Roundabout Feasibility Study Final Report* (Omni-Means, December 2014) does not indicate any incompatible uses or introduced features significantly affecting safety. The design is to be in accordance with applicable federal guidelines. Therefore, the project would have a less-than-significant impact related to safety.

Emergency Access Evaluation

The project would maintain full access for surrounding parcels and the existing roadway connections and therefore would have a less-than-significant impact related to emergency access.

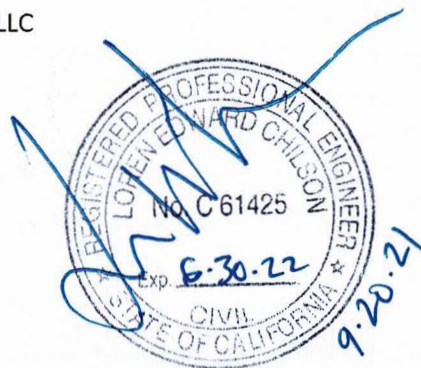
CONCLUSIONS

The following is a list of key findings:

- ▶ The potential project impacts related to alternative modes of travel, vehicle circulation, public transit, design features, and emergency access would be less-than-significant.
- ▶ The project consists of a new roundabout at an existing intersection, which is not expected to cause substantial induced vehicle travel based on guidelines presented in OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018). Therefore, the project would have a less-than-significant impact on VMT.
- ▶ All potential transportation related impacts would be less-than-significant.

Sincerely,
Headway Transportation, LLC

Loren E. Chilson, PE
Principal



Attachments:

A - Dam Road Roundabout – Project APE (ECORP Consulting, Inc.)





- Map Features**
- Direct APE - 2.17 ac.
 - Lake County GIS Parcels

Sources: ESRI, USGS, Lake County, Maxar (2020)





ECORP - N:\2021\2021-138 Dam Road Roundabout\Project\MapPS\Aerial_MapDamRd.mxd_APE_20210611.mxd_LDS\J_Swager_6/11/2021

ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 80'

Map Date: 6/11/2021
 **ECORP Consulting, Inc.**
 ENVIRONMENTAL CONSULTANTS

Scale in Feet



Dam Road Roundabout - Project APE
2021-138 Dam Road Roundabout Project

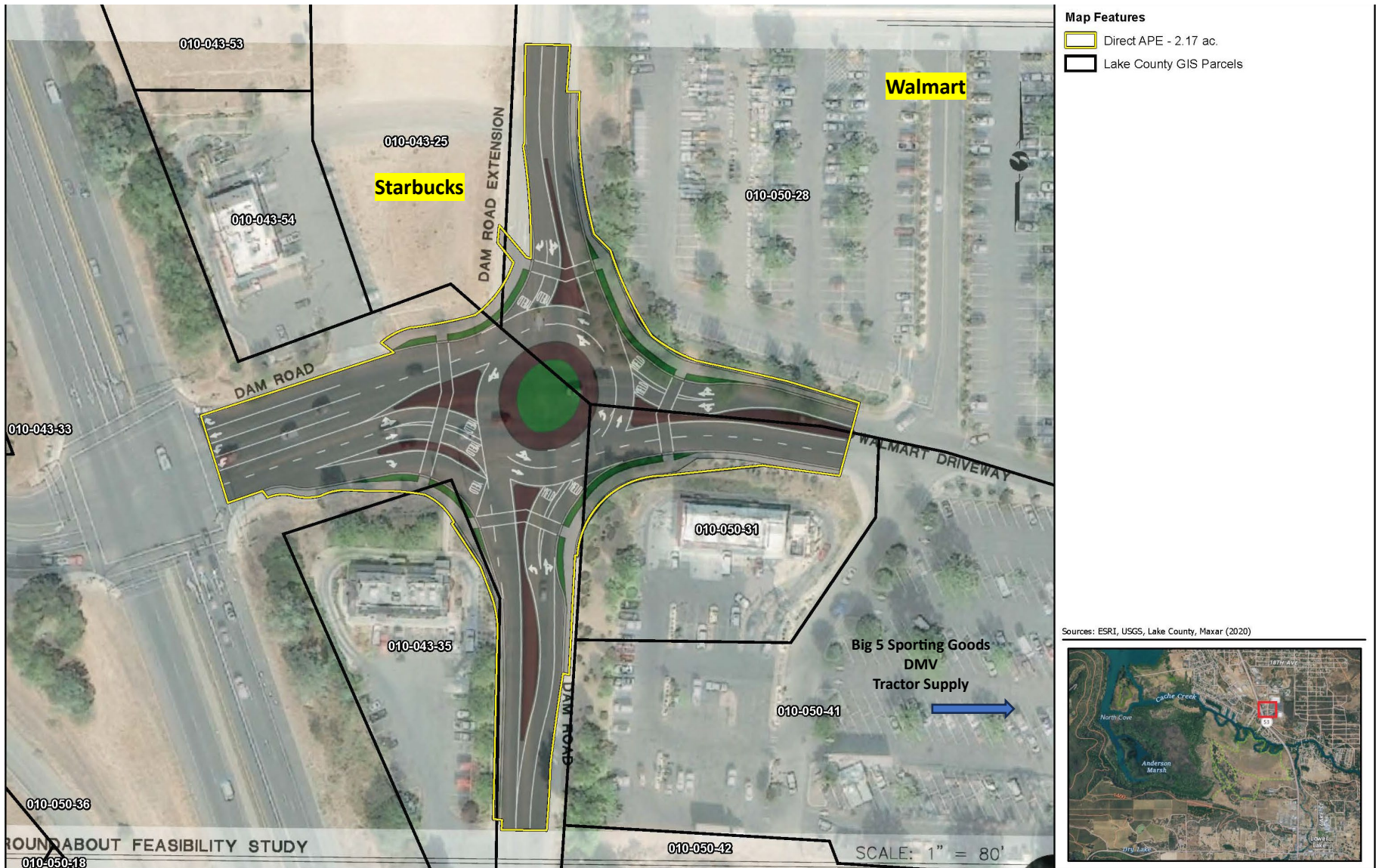
Attachment C

Site Plan with Preliminary Design Layout

Aerial View (Current Conditions)



Aerial View with Preliminary Design Overlay



Attachment D

Site Photographs



Photo 1. Representative photo of developed areas in the Project Area. Photo taken on Dam Road extension just north of the Dam Road intersection on August 3, 2021, facing south.



Photo 1. Representative photo of developed areas in the Project Area. Photo taken on Dam Road extension just south of the Dam Road intersection on August 3, 2021, facing north.



Photo 3. Roadside ditch in the Project Area. Photo taken just southwest of the Dam Road/Dam Road Extension intersection on August 3, 2021, facing west.



Photo 4. Roadside ditch in the Project Area. Photo taken just southwest of the Dam Road/Dam Road Extension intersection on August 3, 2021, facing east.

Photo 5: Facing Eastbound



Photo 6: Dam Road Northbound



Photo 7: Dam Road Ext. Southbound



Photo 8: Dam Road Extension Westbound (Looking toward SR 53)



Attachment E

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 17-18- 10

RESOLUTION UPDATING THE ESTABLISHMENT OF REGIONAL PRIORITY PROJECTS

THE AREA PLANNING COUNCIL HEREBY FINDS, DECLARES AND RESOLVES THAT:

WHEREAS,

- At their meeting of June 12, 2013, the Area Planning Council (APC) adopted Resolution #12-13-11 which adopted policies for development of Regional Transportation Improvement Programs and established regional priority projects; and
- The three projects established as regional priorities at that time were the Lake 29 Expressway, South Main/Soda Bay Road Corridor Project, and the Dam Road/Phillips Avenue Extension; and
- Funding needs for the regional priority projects must be considered by the APC when awarding funding available through the State Transportation Improvement Program; and
- At their meeting of October 26, 2017, the TAC recommended that an additional project be included in the list of regional priority projects—the City of Clearlake's Dam Road/Dam Road Extension Roundabout project; and
- The project is considered regionally significant due to its linkage between SR 53 and local street system, current congestion from the intersection impacting the State system, access to a busy commercial area and multiple schools, and proximity to other regional projects;

NOW THEREFORE BE IT RESOLVED THAT:

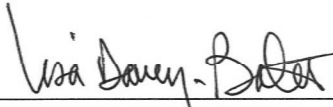
The Lake County/City Area Planning Council will consider funding needs for regional priority projects when awarding funding from the State Transportation Improvement Program. Funding for other projects may be considered once current needs for these projects have been considered. The regional priority projects are as follows:

- Lake 29 Expressway
- South Main Street/Soda Bay Road Corridor Improvements
- Dam Road/Phillips Avenue Extension
- Dam Road/Dam Road Extension Roundabout

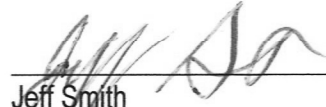
Adoption of this Resolution was moved by Director Mattina, and seconded by Director Simon and carried on this 8th day of November 2017, by the following roll call vote:

AYES: Directors Smith, Simon, Perdock, Parlet, Mattina, Leonard, and Rex Jackman (PAC)
NOES: None
ABSENT: Directors Bennett, Vacant Position-Member-at-Large

WHEREUPON, THE CHAIRMAN DECLARED THE RESOLUTION ADOPTED, AND SO ORDERED.



ATTEST: Lisa Davey-Bates
Executive Director



Jeff Smith
Chair

DEPARTMENT OF TRANSPORTATION

DISTRICT 1 ENVIRONMENTAL PLANNING
DISTRICT 1, PO BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 296-6987
www.dot.ca.gov
TTY 711



*Making Conservation
a California Way of Life.*

July 17, 2023

Adeline Leyba
Department of Public Works
City of Clearlake
14050 Olympic Dr.
Clearlake, CA 95422

01-CLLK-53
City of Clearlake
RPL-5427(028)

Signed Categorical Exclusion (CE) for the Dam Road Roundabout in Clearlake, CA

Dear Ms. Leyba:

Attached you will find a copy of the signed Categorical Exclusion (CE) for the Dam Road Roundabout Project in Clearlake, CA. Please see environmental provisions listed in the CE and ECR for all environmental commitments that will be required as a result of this project. If the project scope changes please notify us as the CE may not be valid and in which case will need to be re-evaluated.

Before construction begins, the following permits will need to be obtained and shared with Caltrans:

- Encroachment Permit – Caltrans District 1
- Grading Permit – Community Development Department – city of Clearlake

If you have any questions, please contact me at (707) 296-6987 or by email at vincent.heim@dot.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Vincent Heim".

Vincent Heim
Associate Environmental Planner
Office of Local Assistance

cc. Russell Hansen
Cassie Nichols



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Dam Road Roundabout

DIST-CO-RTE: 01-LAK-53

PM/PM: 1.10/1.20

EA: NA

Federal-Aid Project Number: RPL-5472(028)

Project Description

Rural Non-MPO – FTIP: In the City of Clearlake at the intersection of Dam Road Extension about 400 feet from and connected to State Route 53 at Post Mile 1.10. Construct a roundabout with multi-lane entries on all approaches and four 10-foot shared use pathways and crosswalks for pedestrians and bicycles.

See Continuation sheet for more details.

Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Print Name	Signature	Date
Not Applicable		
Project Manager	Signature	Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(26)
23 CFR 771.117(d): activity (d)(Enter activity number)
Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Cassie Nichols Cassie Nichols 07/11/2023
Print Name Signature Date

Project Manager/ DLA Engineer

Russell Hansen Russell Hansen 07/11/2023
Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable): 07/10/2023
Date of Environmental Commitment Record or equivalent: 07/10/2023

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

Continuation sheet:

**Dam Road Roundabout
RPL-5427(028)
City of Clearlake**

Project Description

Location

The Proposed Project is located in the city of Clearlake in Lake County, California. The Project corresponds to a portion of Section 34, Township 13 North, and Range 7 West (Mount Diablo Base and Meridian) of the "Lower Lake, California" 7.5-minute quadrangle (U.S. Geological Survey [USGS] 1993). The approximate center of the Project is located at 38.930191° latitude and -122.617814° longitude within the Upper Cache Watershed (Hydrologic Unit Code # 18020116) (Natural Resources Conservation Service [NRCS], USGS, and U.S. Environmental Protection Agency [USEPA] 2016).

Purpose and Need

The city of Clearlake (City), in cooperation with California Department of Transportation (Caltrans), propose to construct a roundabout at the Dam Road and Dam Road Extension in order to improve traffic operations and flow, enhance accessibility and improve safety. The Project will reduce congestion and accommodate bicyclists and pedestrians. A feasibility analysis was performed and based on this technical analysis it was determined that the project, as proposed, is the most feasible solution for improving traffic and safety concerns. This Project has become a high regional need that has become more of a public safety need due to the increased congestion from the opening of the nearby school and expansion of the nearby college. Congestion at the intersection has created problems on both the local as well as the State highway system, as traffic is unable to get through the intersection which backs up onto the highway.

Project Details

The project proposes construction of a multi-lane, circular roundabout to replace a four-way conventional, four-way stop (unsignalized) intersection, located approximately 400 feet from Highway 53 (SR 53) and near the Clearlake Shopping Center. A temporary construction equipment staging area would be established on a vacant site to the northeast of the project on Dam Road Extension. The project would include multi-lane entries on all intersection approaches. On the northbound approach, one through-right lane and one dedicated left turn lane is provided while the southbound approach would consist of one through-left lane and one right turn lane. From Dam Road, the eastbound approach consists of two through lanes and a dedicated right turn bypass lane. The westbound Walmart driveway approach consists of a through-right and through-left lane. Ten-foot shared use pathways and crosswalks would be provided at each splitter island located 25 feet upstream of the yield line entrance. The central island would incorporate a circular shape with an asymmetric diameter ranging between 62 and 96



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

feet with a uniform truck apron width of 15 feet. The roundabout would provide diameter ranging between 120 and 160 feet.

The roundabout project would have an approximate 4 percent grade to the east. Retaining walls would be constructed in the northeast, southeast, and southwest corners to help minimize grading impacts to the existing properties. The existing roadway contours and grading impacts. Excavation would involve removing existing roadway materials and some digging at depths of not more than four feet.

The temporary staging site consists of a vacant property, approximately 800 feet north of the subject intersection on the west side of Dam Road Extension. It would include temporary chain link fencing and be used for storage and maintenance of construction equipment. All fencing and equipment would be permanently removed from the site upon completion of the project.

The project would be conducted during dry months of Spring thru Fall and be completed in less than one year commencing start of construction.

The project would involve right-of-way acquisition, utility relocation, excavation, and construction. Traffic control will ensure access to properties are maintained.

Traffic Control

In accordance with jurisdictional requirements, the construction contractor would be required to obtain an encroachment permit from Caltrans, and the city of Clearlake prior to beginning the work along the Dam Road and State Highway 53. As part of the encroachment permit process, the construction contractor will be required to prepare a traffic control plan for review and acceptance of planned work within the public right-of-way. The development and implementation of a traffic control plan would include, but not necessarily be limited to temporary traffic control systems, delineators, signs, and flaggers conforming to the current California Manual of Uniform Traffic Control Devices.

Environmental Analysis

Aesthetics – A minor level Visual Impact Assessment (VIA) was completed 5/30/2023. Based on the VIA, visual impacts were determined by assessing changes to visual resources and predicting viewer response. The project will not visually change the site dramatically from the existing setup and is considered to provide an aesthetic benefit by creating a more uniform character and improve visual quality with landscaping. Therefore, there will be no visual impact from the project.

Biological Resources – A Natural Environmental Study Minimal Impacts (NESMI) was completed 6/5/2023. The project will have no effects to any federally listed species nor to Essential fish habitat.

Hazardous Waste – An Initial Site Assessment was approved by Caltrans on 05/02/2023. Caltrans determined the ISA was sufficient, that the project was not on the Cortese list, and that there are no significant hazards or issues.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Cultural Resources – Cultural resources were evaluated through consultation with the tribes, and preparation of studies. Studies included the establishment of the Area of Potential Effects (07/29/2021), an Extended Phase I Survey (11/16/2022), summaries of the analysis and findings in the Area Survey Report (11/16/2022) and the Historic Property Survey Report (11/16/2022). Based on these studies, a finding of No Historic Properties Affected was determined. Additionally, due to the potential to uncover unknown tribal resources during ground disturbing activities, environmental commitments have been included in the Environmental Commitment Record (ECR) to coordinate with the Koi nation for cultural/tribal resource training and to designate a tribal monitor for the project. The following language includes:

- Prior to construction, the Koi Nation of Northern California Tribes shall be contacted by the City/project contractor to arrange a cultural/tribal resources sensitivity training to assure all parties involved in grading and excavation activities for the project have an understanding of potential resource discovery and a process to undertake for this discovery. The City shall also be notified of this training so City staff can attend and/or monitor the training.
- Prior to construction, the Koi Nation of Northern California Tribe shall be contacted by the City/project contractor to arrange tribal monitoring for the project. Arrangements shall be made by the applicant with the Koi Nation of Northern California Tribe for tribal monitoring during critical grading and/or excavation portions of the project. Prior to commencing this grading/excavation, the City shall be notified by the project contractor and confirmed by the Koi Nation of Northern California Tribe, that monitoring arrangements for the project have been made that satisfy both parties.”

Other Resources

The project does not take place in the 100-year floodplain. Construction will occur during daylight hours and noise from equipment and project activities will remain within the city of Clearlake’s noise ordinance. Therefore, this temporary noise is expected to be less-than-significant.

Environmental Commitments

Best Management Practices (BMPs), and avoidance and minimization measures are included as part of the project to reduce and avoid impacts to environmental resources. The Environmental Commitments are captured in the attached Environmental Commitment Record (ECR). The ECR will be updated throughout the project as necessary.

Permits

- Encroachment Permit – Caltrans
- Grading Permit – Community Development Department – city of Clearlake









Dam Roundabout CE for signature

Final Audit Report

2023-07-11

Created:	2023-07-11
By:	Vincent Heim (s146347@dot.ca.gov)
Status:	Signed
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Attachment G - Feasibility Study

Dam Road / Dam Road Extension Roundabout Feasibility Study Final Report



Dam Road / Dam Road Extension Roundabout Feasibility Study

Prepared for:

**City of Clearlake
14050 Olympic Drive
Clearlake, CA 95422**

Prepared by:

**Omni-Means, Ltd.
943 Reserve Drive, Suite 100
Roseville, CA 95678
916-782-8688**

December 2014

25-1745-02

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SIDRA Analysis for Year 2035 Ultimate Roundabout Configuration

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Introduction

This report documents Omni-Means' analysis of the design features and safety assessment of a proposed multi-lane roundabout at Dam Road and Dam Road Extension in the City of Clearlake. The existing stop controlled intersection was identified for a roundabout improvement in the SR 53 Corridor Study based on the close spacing to the signalized SR 53 / Dam Road intersection owned and operated by Caltrans. Omni-Means was retained by the City to prepare a feasibility study and determine if a roundabout improvement can be constructed at a reasonable cost. This project was funded under Work Element (WE 615) of the Lake County Area Planning Councils Overall Work Program.

The proposed roundabout operations and safety performance were analyzed based on criteria and methodologies consistent with Report 672 of the National Cooperative Highway Research Program and the 2014 Caltrans Highway Design Manual. From the technical analysis presented in this report, Omni-Means verifies that the proposed roundabout concept satisfies the established design criteria and guidelines.

Geometrics

Project Build-out Conditions (Year 2035)

The proposed roundabout at Dam Road and Dam Road Extension consist of multi-lane entries on all intersection approaches. On the northbound approach, one through-right lane and one dedicated left turn lane is provided while the southbound approach consists of one through-left lane and one right turn lane. For Dam Road, the eastbound approach consists of two through lanes and a dedicated right turn bypass lane. The westbound Walmart driveway approach consists of a through-right and through-left lane. Ten foot shared use pathways and crosswalks are provided at each splitter island located 25 feet upstream of the yield line entrance. The central island is circular in shape with an asymmetric diameter ranging between 62 and 96 feet with a uniform truck apron width of 15 feet. The roundabout maintains an inscribed diameter ranging between 120 and 160 feet.

Pedestrian crossings are provided on all legs of the roundabout. Crossings are 10 feet in width and set back a minimum of 25 feet from the roundabout's circulating roadway. Where crosswalks intersect splitter islands or medians, a 6 foot long minimum paved pathway is provided between the travel lanes. Shared-use pathways, 10 feet in width and located outside of the roundabout, are setback a minimum of 5 feet from the circulatory road with a landscape strip to improve accessibility and discourage pedestrians from crossing into the central traveled way.

The roundabout accommodates bicyclists by allowing users to choose their path of travel. Cyclists who have experience and confidence riding on the roadway can travel through the facility as a vehicle by merging with other vehicular traffic and occupying the lane within the roundabout itself. Other cyclists that may not feel comfortable riding within the travel lane can access the shared-use pathway with bike ramps and travel through the roundabout and cross as a pedestrian.

The project limits of the Dam Road approach will conform to the existing roadway at the SR 53 / Dam Road Caltrans signal controlled intersection located approximately 200 feet to the west. Vehicles traveling from the roundabout to the signal will queue into two left turn lanes, one through lane, and one right turn lane with 150 feet of storage.

Figure 1 illustrates the proposed Dam Road roundabout next to the adjacent SR 53 / Dam Road signalized intersection.

Traffic Operations and Level of Service (Year 2035)

The proposed traffic operations for the roundabout at Dam Road and Dam Road Extension were quantified through the determination of “Level of Service” (LOS). LOS is a qualitative measure of traffic operating conditions, whereby a letter grade “A” through “F” is assigned to an intersection or roadway segment representing progressively worsening traffic conditions. The software program SIDRA was used to analyze the proposed roundabout LOS based on a “gap acceptance” model.

Year 2035 traffic volume forecasts within this study have been developed using future year forecasts from the Lake County Travel Demand Model developed by Lake County and the City Area Planning Commission, 2008. The model’s daily projections were then used to derive AM and PM peak hour volumes. The Year 2035 condition assumes complete development of City approved projects and build-out of the 2035 General Plan.

Table 1 summarizes the proposed Year 2035 traffic condition at Dam Road / Dam Road Extension. The SIDRA traffic operation results for the build-out scenario are attached in the Appendix.

TABLE 1: TRAFFIC CONDITIONS AND LEVEL OF SERVICE (YEAR 2035 MULTI-LANE DESIGN)

Intersection	Approach	AM Peak Hour			PM Peak Hour		
		Average Delay (sec)	Level of Service	95% Queue (ft)	Average Delay (sec)	Level of Service	95% Queue (ft)
Dam Road / Dam Road Extension	Northbound	10.9	B	68.9	10.8	B	60.0
	Southbound	8.5	A	47.1	10.5	B	66.0
	Eastbound	7.3	A	56.2	6.5	A	59.3
	Westbound	7.8	A	34.8	7.9	A	74.7
	Intersection LOS	8.6	A	-	8.4	A	-

Notes:

Level of Service (LOS) delay based on HCM 2010 methodologies

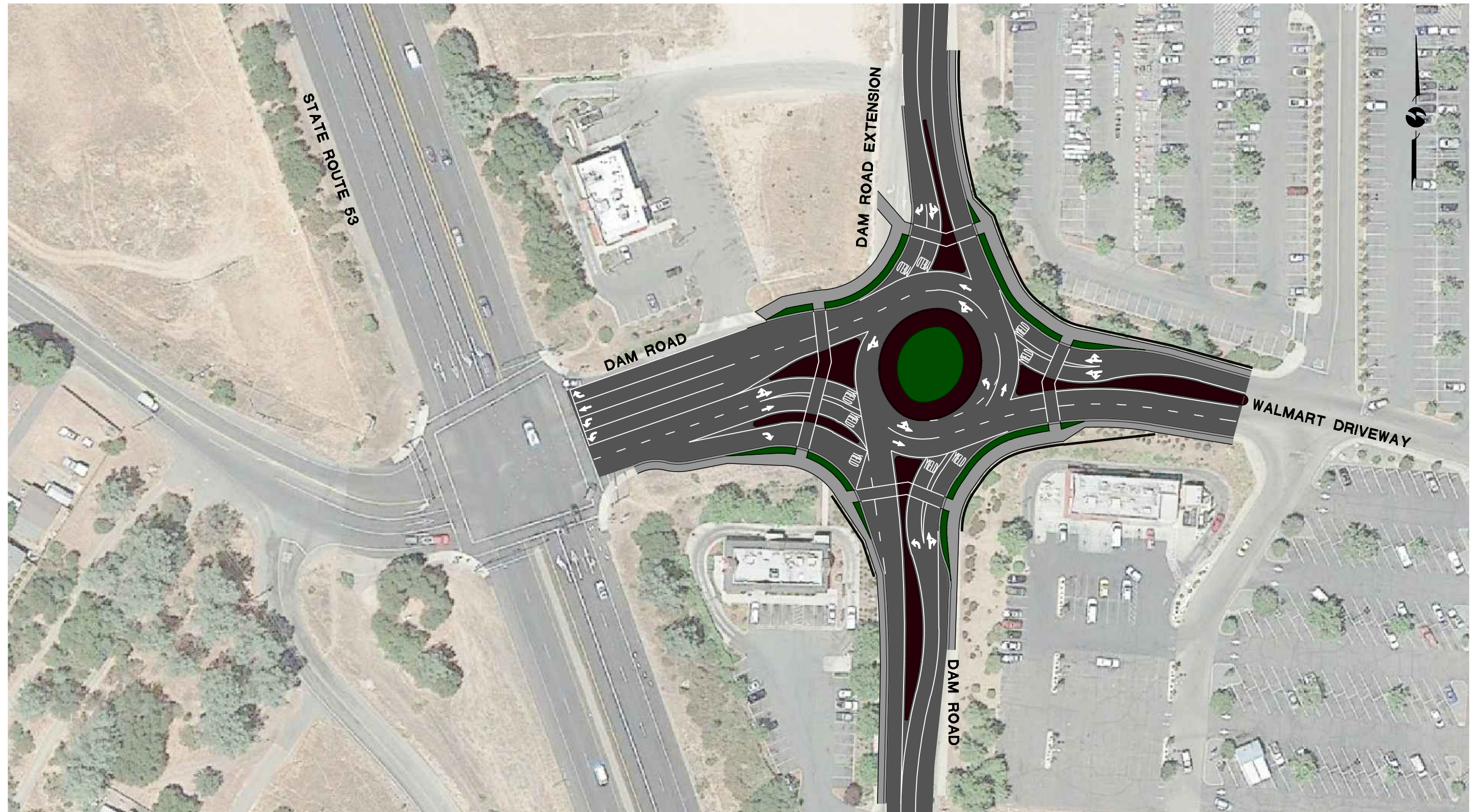
Intersection and approach LOS values are based on average delay for all lanes

SIDRA Standard roundabout capacity and delay model used

Intersection analyzed with 0.92 PHF, 5% Heavy Vehicle, and 1.1 Environmental Factor

As shown in Table 1, the Dam Road / Dam Road Extension roundabout is expected to operate at LOS “A” during the AM and PM peak hour with a multi-lane design. It should be noted that the projected eastbound vehicle queue does not exceed the 200 foot available storage space between the roundabout and SR 53 signalized intersection. The SIDRA analysis confirms that a multi-lane roundabout configuration will provide acceptable LOS and sufficient capacity for Year 2035 and beyond.

FIGURE 1



CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 80'

PRELIMINARY BUILDOUT ALTERNATIVE - OVERVIEW



Roundabout Design and Performance Criteria

The following design criteria were used to analyze the geometrics and safety performance of the proposed roundabout at Dam Road:

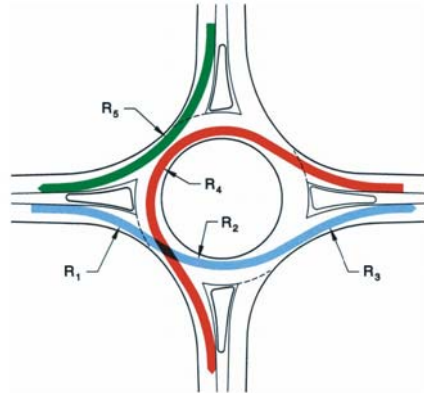
- Criteria and methodologies to be consistent with Report 672 of the National Cooperative Highway Research Program (NCHRP) titled *Roundabouts: An Informational Guide (Second Edition)*. This document supersedes the original roundabout guide published by the FHWA in 2000.
- The “STAA-Standard-56” design vehicle from the Caltrans Highway Design Manual, 6th Edition (update March 2014) shall be accommodated on all movements. This vehicle shall be accommodated such that the tractor portion of the vehicle does not need to mount any truck aprons.
- The “Bus-45, motor coach” design vehicle from the Caltrans Highway Design Manual, 6th Edition (update March 2014) shall be accommodated on all movements. This vehicle shall be accommodated such that it does not need to mount any truck aprons.
- Fast path entry speeds on single lane roundabout approaches should be 25 mph or less.
- Fast path entry speeds on multi-lane roundabout approaches should be 30 mph or less.
- Minimum stopping sight distance for posted and design speeds should be provided for vehicles approaching roundabout entrances and pedestrian crosswalks.
- Minimum intersection sight distance for conflicting circulatory design speeds should be provided for vehicles approaching the roundabout entrances.
- View angles for all legs of the roundabout should be no more than 15 degrees.
- Entry angles for all legs of the roundabout should be between 20 and 40 degrees.

Vehicle Fast Paths

The “Fastest Path” represents the path that the most aggressive drivers could take through the roundabout and assumes no other traffic to be within the intersection. NCHRP Report 672 indicates that the recommended maximum vehicle entry speeds along the fastest path should be less than 25 mph at rural single-lane roundabouts, and less than 30 mph at rural multi-lane roundabouts. NCHRP Report 672 also indicates that the differential speed between consecutive or conflicting projected fast path speeds should be less than 15 mph.

Fast path speeds are determined for five locations per approach. These include entry speeds (referred to as V1); through movement circulating speeds (V2); exiting speeds (V3); left turn movement circulating speeds (V4); and right turn speeds (V5). Exhibit 1 from NCHRP Report 672 depicts the corresponding fast path movements.

Exhibit 1 – Roundabout Fast Path Movements



Fastest-path speeds for the proposed roundabout at Dam Road / Dam Road Extension are provided in Figure 2. The projected fastest-path speeds for each approach are shown below in Table 2.

TABLE 2: PROPOSED VEHICLE FAST PATH SPEEDS

Movement	Northbound Dam Road (N#)	Southbound Dam Road Ext (S#)	Eastbound Dam Road (E#)	Westbound Walmart Driveway (W#)
Entering (V1)	26.5	24.9	27.4	28.3
Circulating (V2)	22.1	20.9	22.7	20.4
Exiting (V3)	33.6	32.8	33.9	32.5
Left Turn (V4)	14.3	14.9	14.9	15.0
Right Turn (V5)	21.0	20.1	19.6	22.5

Notes:

All values are in miles per hour

V3 exiting speeds are derived from vehicle acceleration formulas in NCHRP 672

V3 fast path speed measured at exit crosswalk or 100 feet downstream from V2.

N/A = Fastest path speed does not exist for this approach

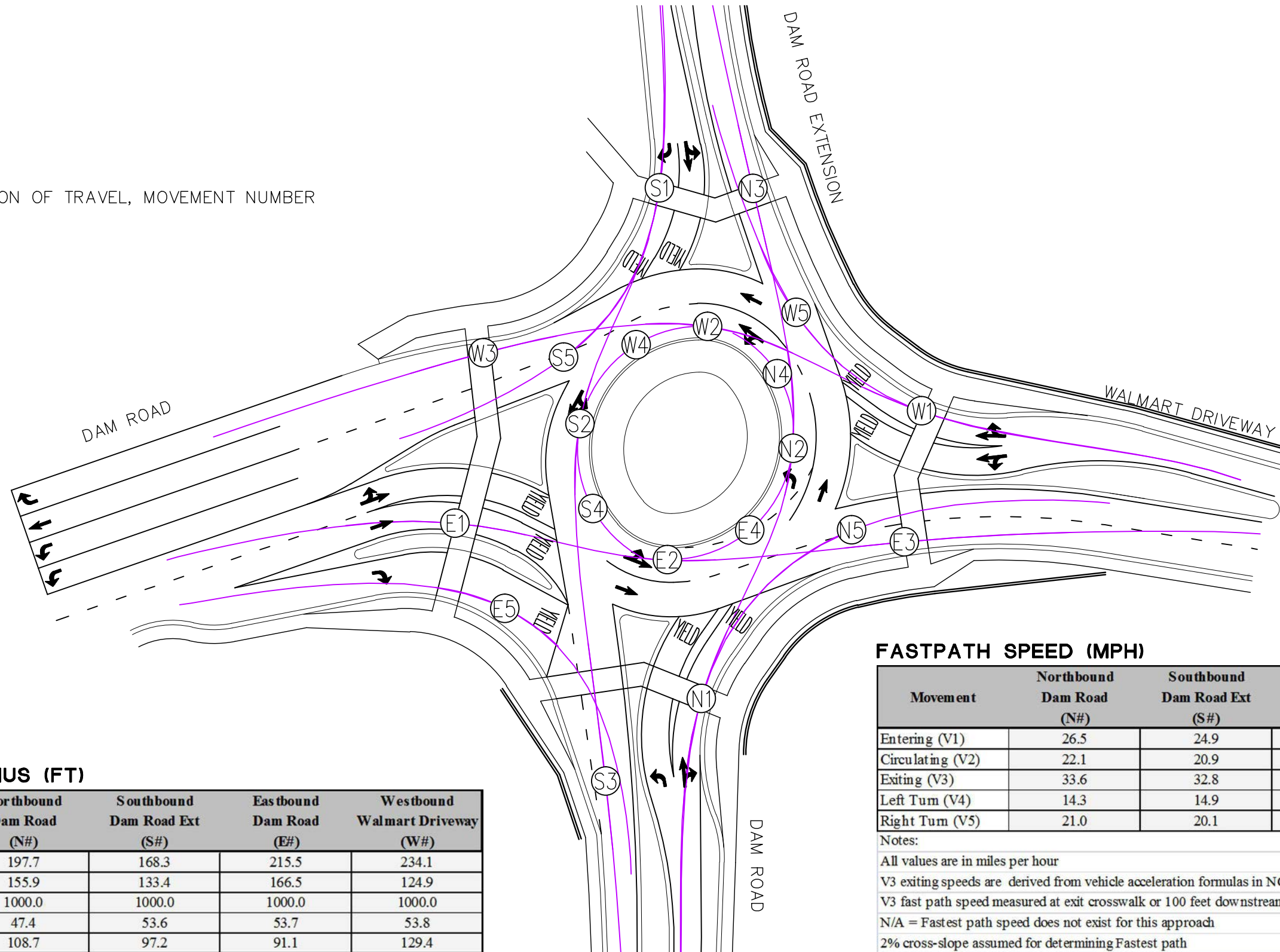
2% cross-slope assumed for determining Fastest path

As shown in Table 2, the V1 multi-lane entry speeds fall within the 30 mph maximum fast path speed established from NCHRP 672. The deflected geometry of the high speed approach median and the flared multi-lane entry along Dam Road channelize and control vehicle speeds as they approach the intersection.

FIGURE 2

LEGEND:

⊗# - DIRECTION OF TRAVEL, MOVEMENT NUMBER



FASTPATH SPEED (MPH)

Movement	Northbound Dam Road (N#)	Southbound Dam Road Ext (S#)	Eastbound Dam Road (E#)	Westbound Walmart Driveway (W#)
Entering (V1)	26.5	24.9	27.4	28.3
Circulating (V2)	22.1	20.9	22.7	20.4
Exiting (V3)	33.6	32.8	33.9	32.5
Left Turn (V4)	14.3	14.9	14.9	15.0
Right Turn (V5)	21.0	20.1	19.6	22.5

Notes:

All values are in miles per hour
 V3 exiting speeds are derived from vehicle acceleration formulas in NCHRP 672
 V3 fast path speed measured at exit crosswalk or 100 feet downstream from V2.
 N/A = Fastest path speed does not exist for this approach
 2% cross-slope assumed for determining Fastest path

FASTPATH RADIUS (FT)

Movement	Northbound Dam Road (N#)	Southbound Dam Road Ext (S#)	Eastbound Dam Road (E#)	Westbound Walmart Driveway (W#)
Entering (R1)	197.7	168.3	215.5	234.1
Circulating (R2)	155.9	133.4	166.5	124.9
Exiting (R3)	1000.0	1000.0	1000.0	1000.0
Left Turn (R4)	47.4	53.6	53.7	53.8
Right Turn (R5)	108.7	97.2	91.1	129.4

CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 50'

PRELIMINARY BUILDOUT ALTERNATIVE - VEHICLE FAST PATH



Vehicle Natural Paths

The “Natural Path” is the path that drivers will comfortably and naturally steer their vehicle through the roundabout, assuming that other traffic is also present in the intersection. Determining natural paths is particularly important on multi-lane approaches and circulating areas of roundabouts when considering the potential for path overlap problems. In order for most drivers to drive a fluid and natural path, consecutive curve radii and associated speeds should not differ drastically, and sufficient space should be provided for drivers to transition between reversing curves. A differential ranging from 1 mph to 4 mph between entry (V1) and circulating (V2) speeds on the roundabout’s natural drive paths would be considered comfortable for drivers. Natural paths for the proposed roundabout are detailed in Figure 3 and Table 3.

TABLE 3: PROPOSED VEHICLE NATURAL PATH SPEEDS

Movement	Eastbound Dam Road (E1#)	Eastbound Dam Road (E2#)	Westbound Walmart Driveway (W1#)	Westbound Walmart Driveway (W2#)
Entering (V1)	19.0	18.8	19.0	18.8
Circulating (V2)	15.2	16.6	15.2	16.6
Exiting (V3)	29.5	30.2	27.0	26.2

Movement	Northbound Dam Road (N1#)	Northbound Dam Road (N2#)	Southbound Dam Road Ext (S1#)	Southbound Dam Road Ext (S2#)
Entering (V1)	19.0	18.8	18.8	17.6
Circulating (V2)	15.2	16.6	15.3	N/A
Exiting (V3)	N/A	N/A	N/A	N/A

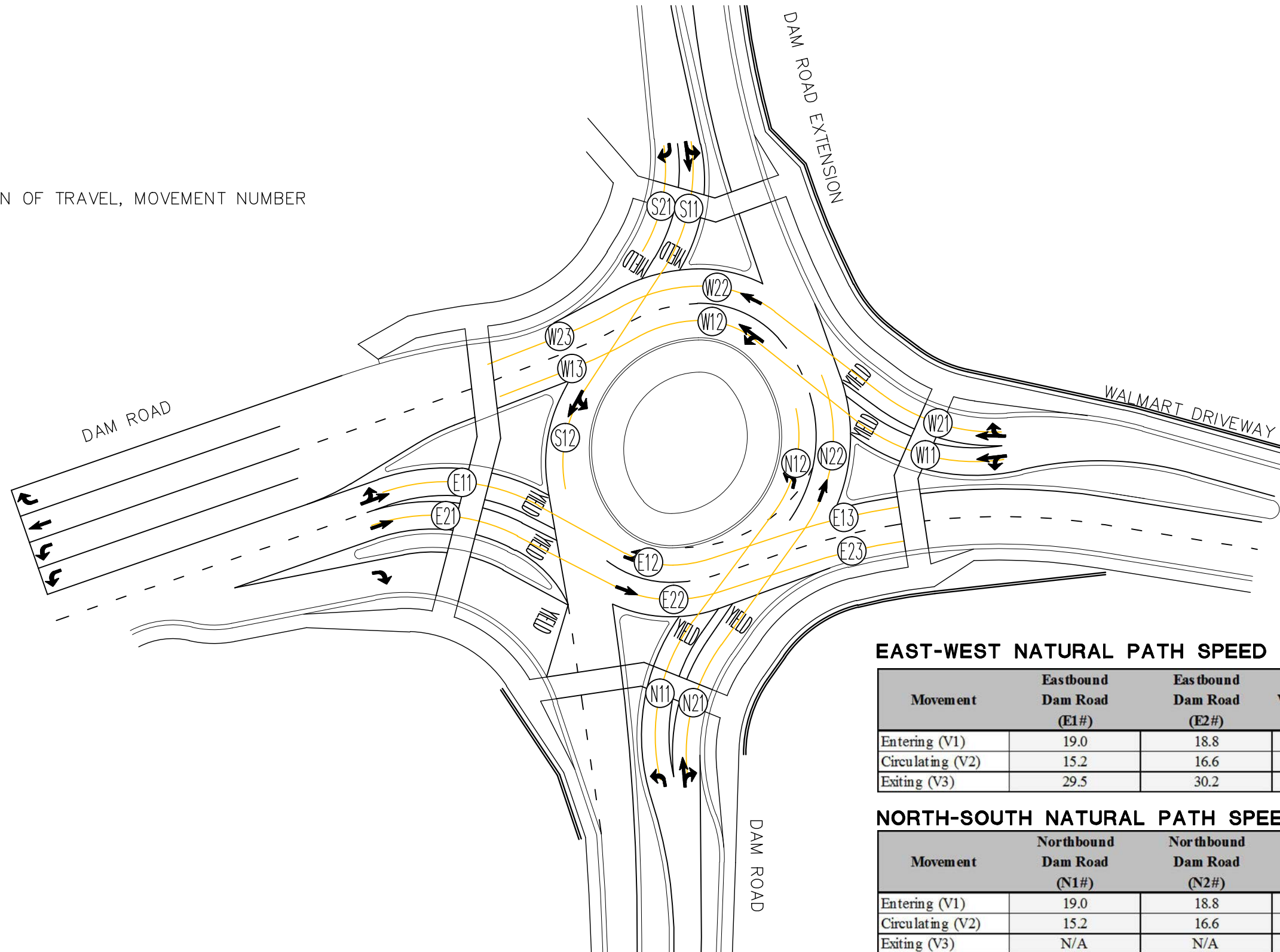
Vehicle Turn Movements

The *AutoTurn* software analysis tool was used to test the maneuverability of large design vehicles through the roundabout. From the 2012 Caltrans Highway Design Manual, attempts were made to accommodate movements among all legs by a STAA design truck, with truck aprons being mounted only by the trailer and not the tractor. The roundabout also was tested to ensure that the swept path from a 45 feet long motor coach was contained within the approach lane and could navigate the roundabout without mounting the central island truck apron. Truck and bus path templates for each intersection leg approach are highlighted in Figures 4 to 9.

FIGURE 3

LEGEND:

⊗# — DIRECTION OF TRAVEL, MOVEMENT NUMBER



EAST-WEST NATURAL PATH SPEED (MPH)

Movement	Eastbound Dam Road (E1#)	Eastbound Dam Road (E2#)	Westbound Walmart Driveway (W1#)	Westbound Walmart Driveway (W2#)
Entering (V1)	19.0	18.8	19.0	18.8
Circulating (V2)	15.2	16.6	15.2	16.6
Exiting (V3)	29.5	30.2	27.0	26.2

NORTH-SOUTH NATURAL PATH SPEED (MPH)

Movement	Northbound Dam Road (N1#)	Northbound Dam Road (N2#)	Southbound Dam Road Ext (S1#)	Southbound Dam Road Ext (S2#)
Entering (V1)	19.0	18.8	18.8	17.6
Circulating (V2)	15.2	16.6	15.3	N/A
Exiting (V3)	N/A	N/A	N/A	N/A

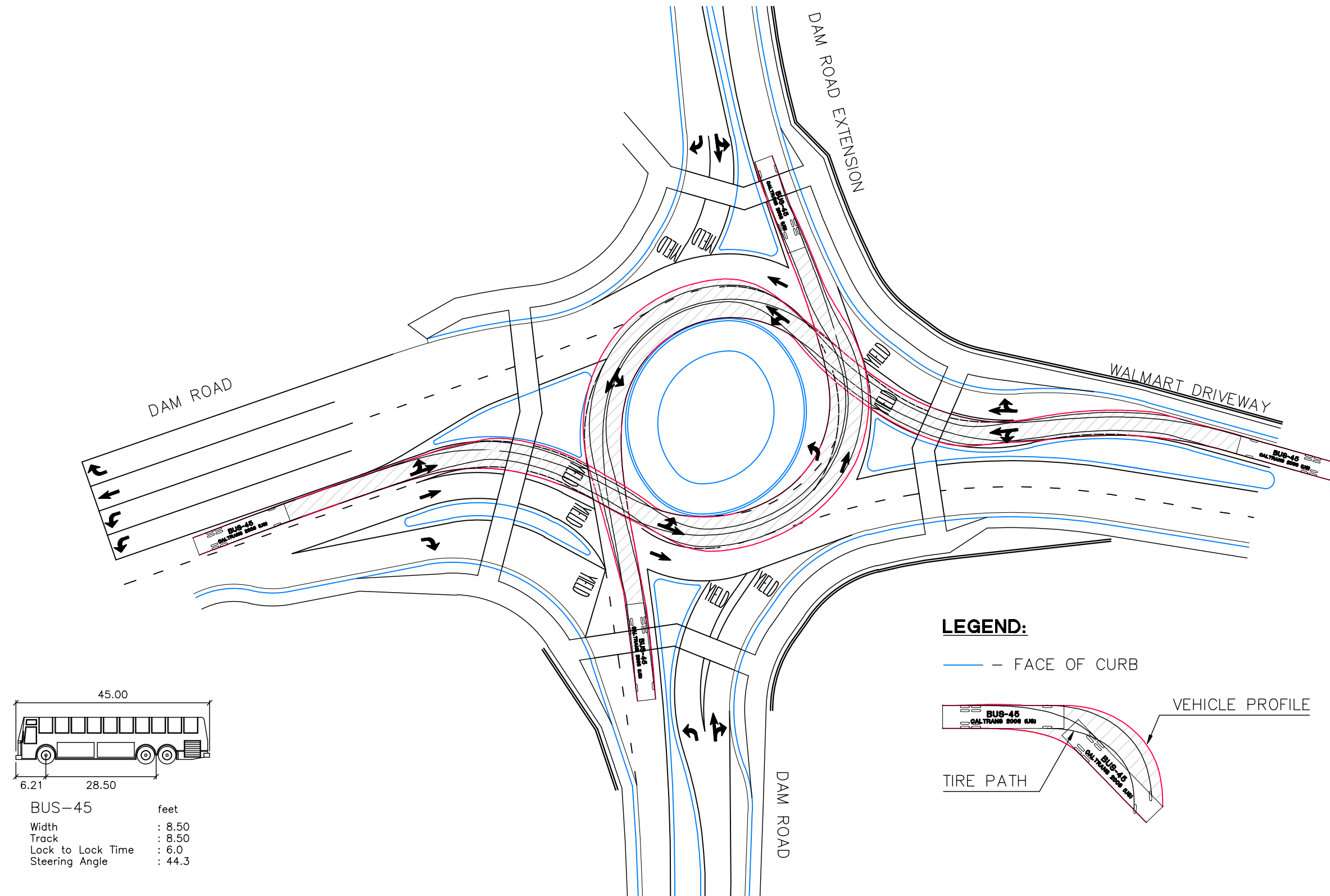
CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 50'

PRELIMINARY BUILDOUT ALTERNATIVE - VEHICLE NATURAL PATH



FIGURE 4

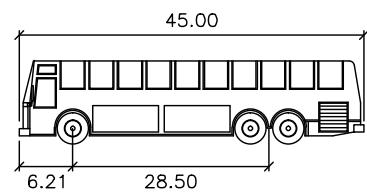
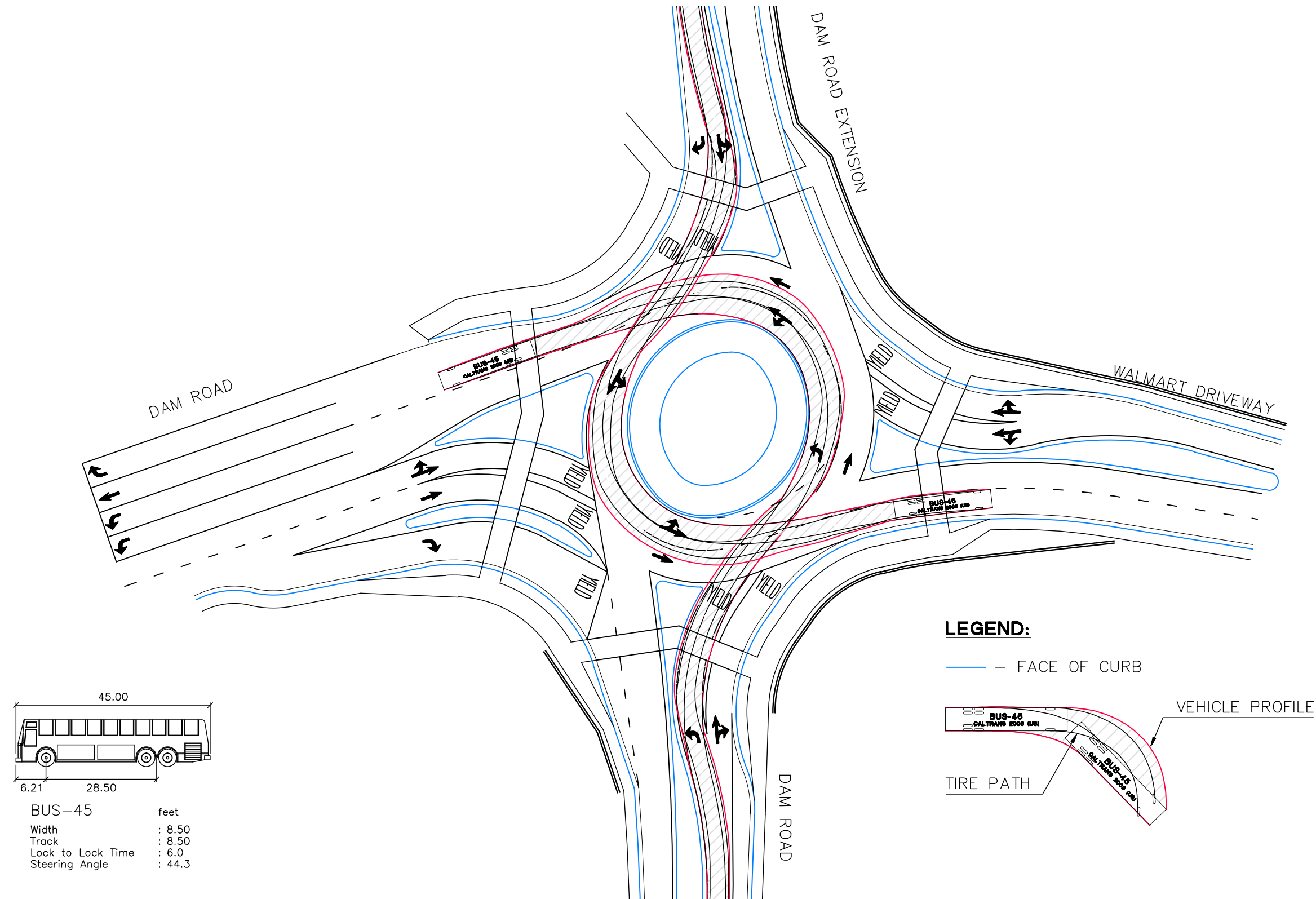


CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

PRELIMINARY BUILDOUT ALTERNATIVE - BUS TURNS (BUS-45) EAST / WEST

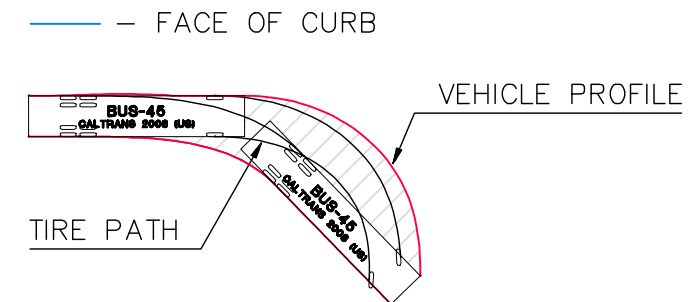


FIGURE 5



BUS-45	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 44.3

LEGEND:



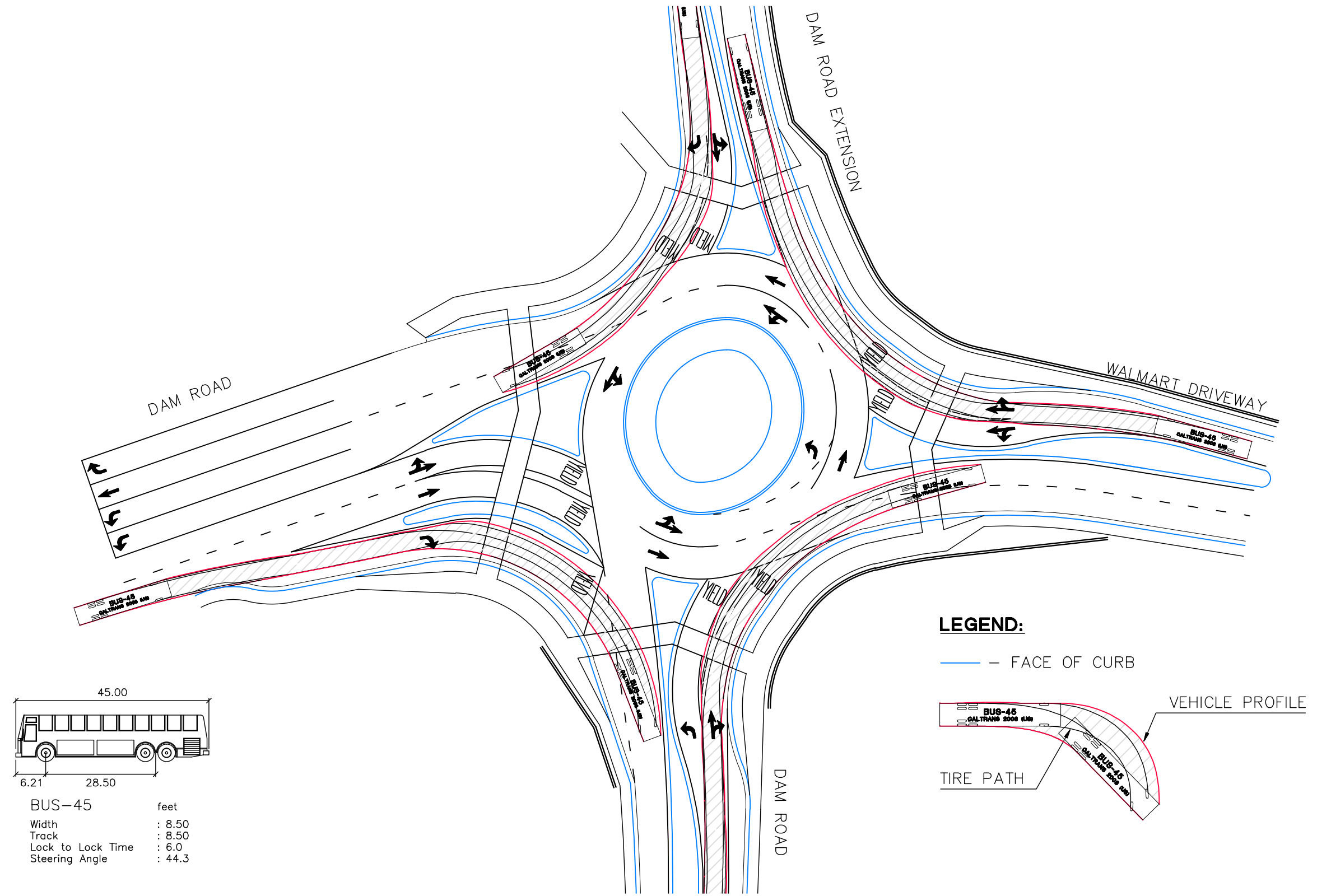
CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 50'

PRELIMINARY BUILDOUT ALTERNATIVE - BUS TURNS (BUS-45) NORTH / SOUTH



FIGURE 6



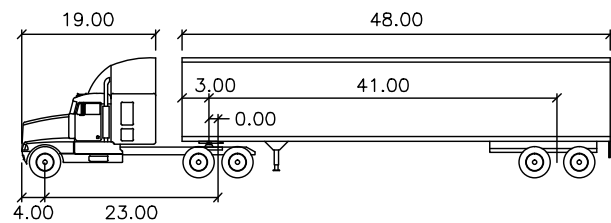
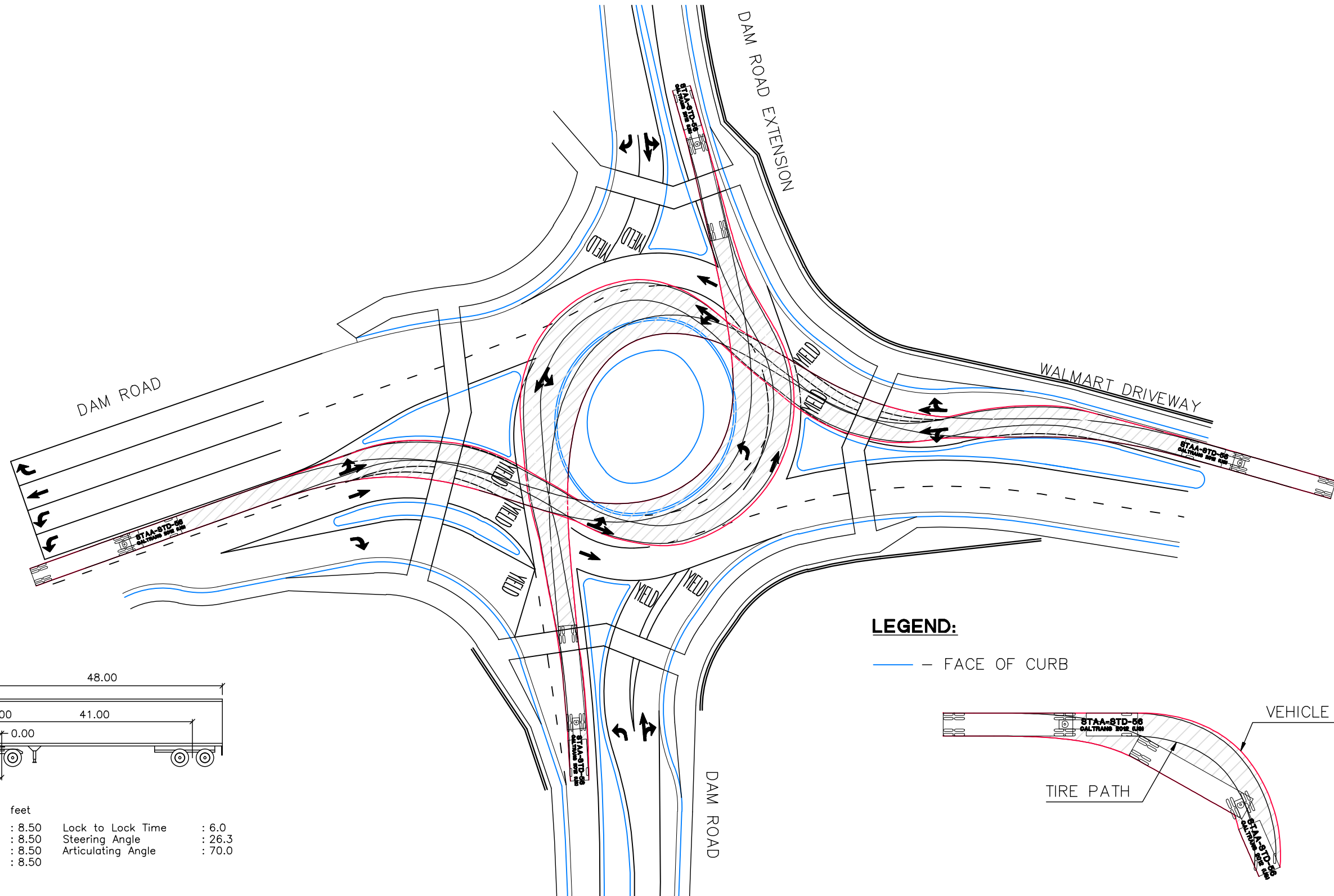
CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 50'

PRELIMINARY BUILDOUT ALTERNATIVE - BUS TURNS (BUS-45) RIGHT



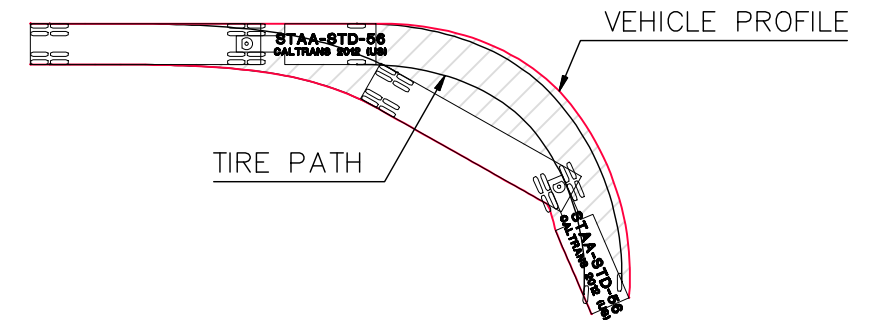
FIGURE 7



STAA-STD-56			
feet			
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.3
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

LEGEND:

— FACE OF CURB



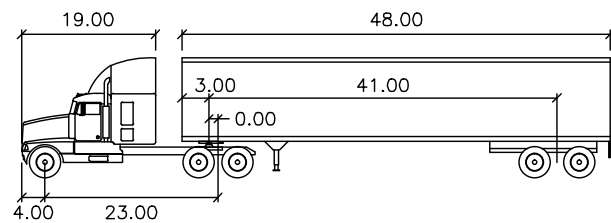
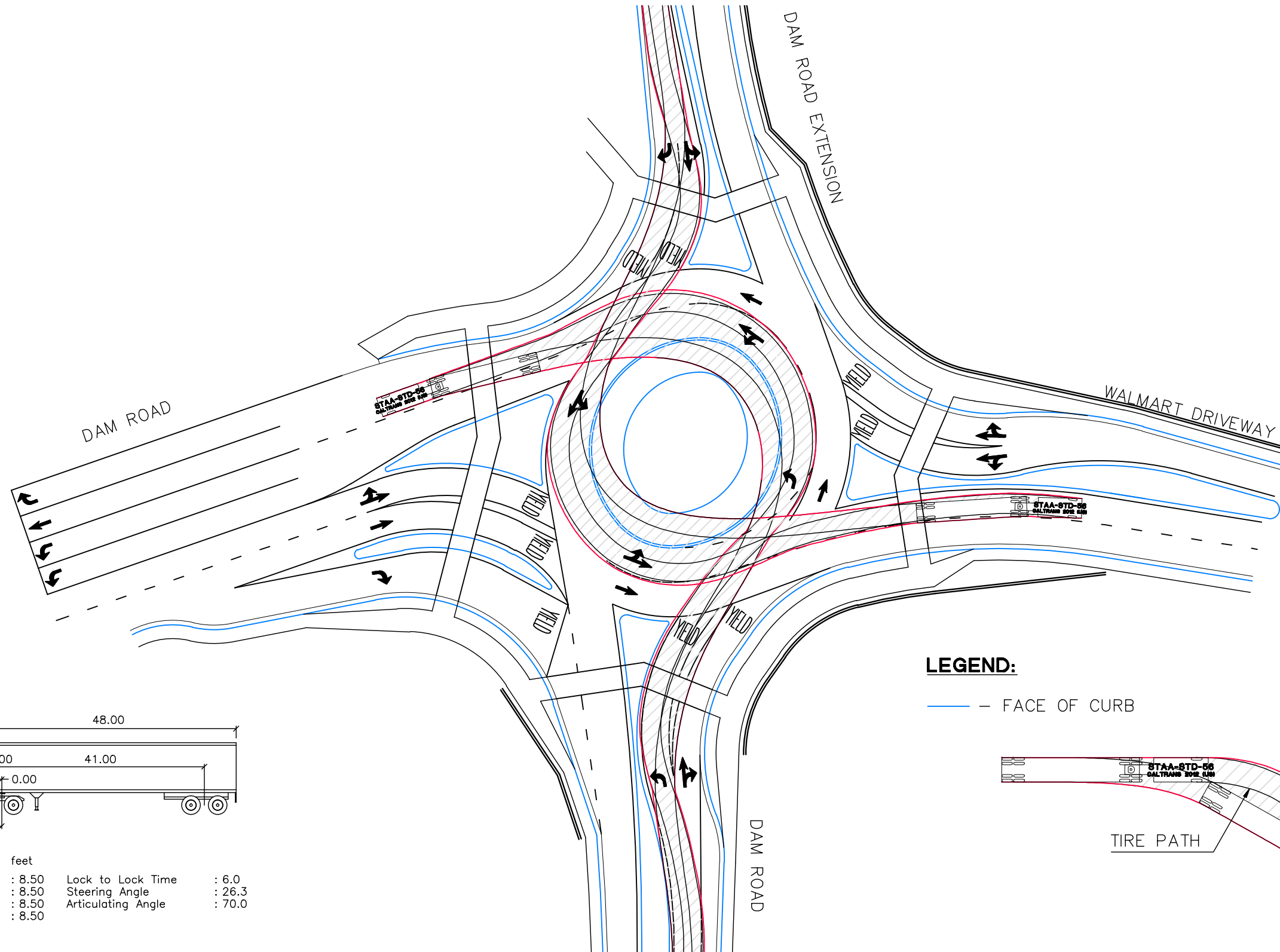
CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 50'

PRELIMINARY BUILDOUT ALTERNATIVE - TRUCK TURNS (STAA-56) EAST / WEST



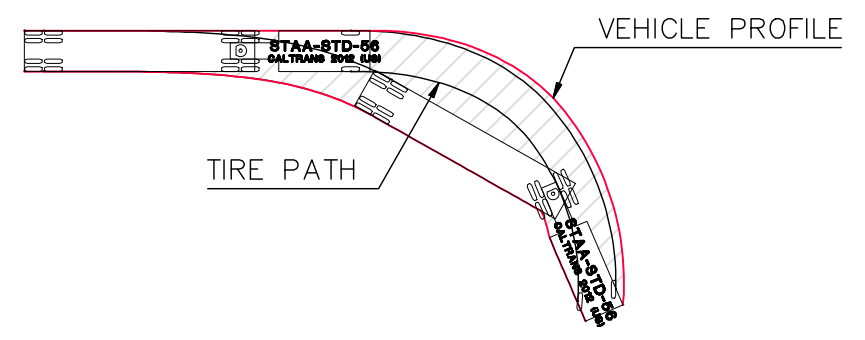
FIGURE 8



STAA-STD-56 feet			
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.3
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

LEGEND:

— FACE OF CURB



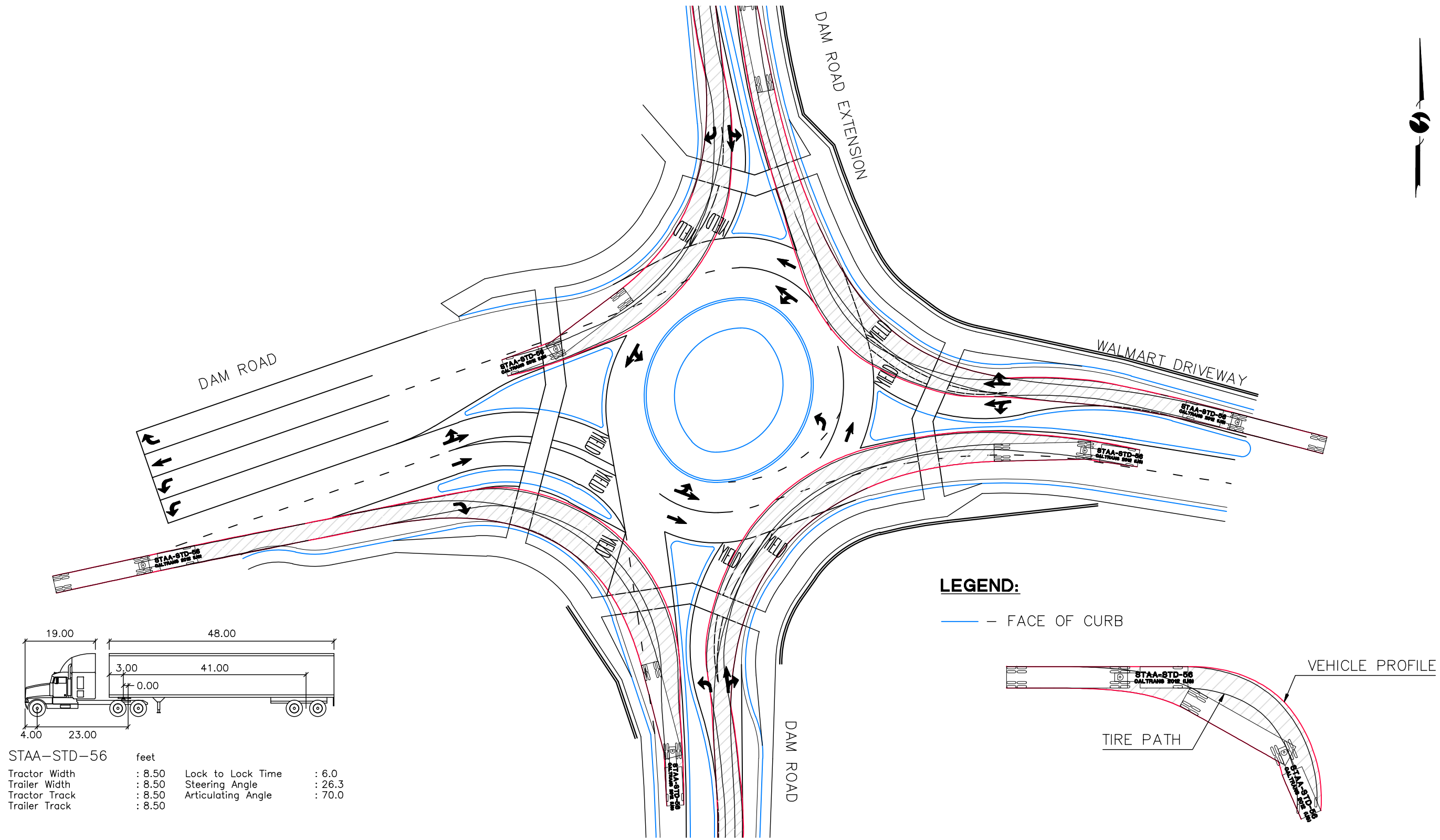
CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 50'

PRELIMINARY BUILDOUT ALTERNATIVE - TRUCK TURNS (STAA-56) NORTH / SOUTH



FIGURE 9



CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 50'

PRELIMINARY BUILDOUT ALTERNATIVE - TRUCK TURNS (STAA-56) RIGHT



Stopping Sight Distance

NCHRP Report 672 provides direction on the sight distance criteria that must be analyzed at roundabouts. The areas that must be kept free of vertical obstructions that would impede drivers' visibility of other key vehicles and pedestrians are referred to as "clear-view areas." Tall objects and landscaping that could grow to a height of 3.5 feet or greater should be kept out of these clear-view areas. Sufficient stopping sight distances are provided at three key roundabout locations: on intersection approaches, on the circulatory roadway, and at pedestrian crossings on roundabout exits. Fastest path speeds within the roundabout and posted speed limits along the approaches were used to determine minimum stopping sight distance. The roundabout stopping sight distance criteria and clear view areas described in NCHRP 672 are shown in Figure 10. Table 4 summarizes the minimum stopping sight criteria per approach.

TABLE 4: PROPOSED ROUNDABOUT STOPPING SIGHT DISTANCE

Approach	Design Speed (mph)	Stopping Sight Distance (feet)
Northbound Entrance Dam Road	35.0	247.3
Southbound Entrance Dam Road Ext	30.0	197.4
Eastbound Entrance Dam Road	30.0	197.4
Westbound Entrance Walmart Driveway	25.0	152.4
Notes: Stopping Sight Distance criteria obtained from NCHRP Report 672		

Approach	Design Speed (mph)	Stopping Sight Distance (feet)
Northbound Entrance	35.0	247.3
Northbound Circulating (V2)	22.0	127.7
Northbound Right (V5)	21.0	119.9
Southbound Entrance	30.0	197.4
Southbound Circulating (V2)	21.0	119.9
Southbound Right (V5)	20.0	112.2
Eastbound Entrance	30.0	197.4
Eastbound Circulating (V2)	23.0	135.8
Eastbound Right (V5)	20.0	112.2
Westbound Entrance	25.0	152.4
Westbound Circulating (V2)	20.0	112.2
Westbound Right (V5)	22.0	127.7
Notes: Stopping Sight Distance criteria obtained from NCHRP Report 672		

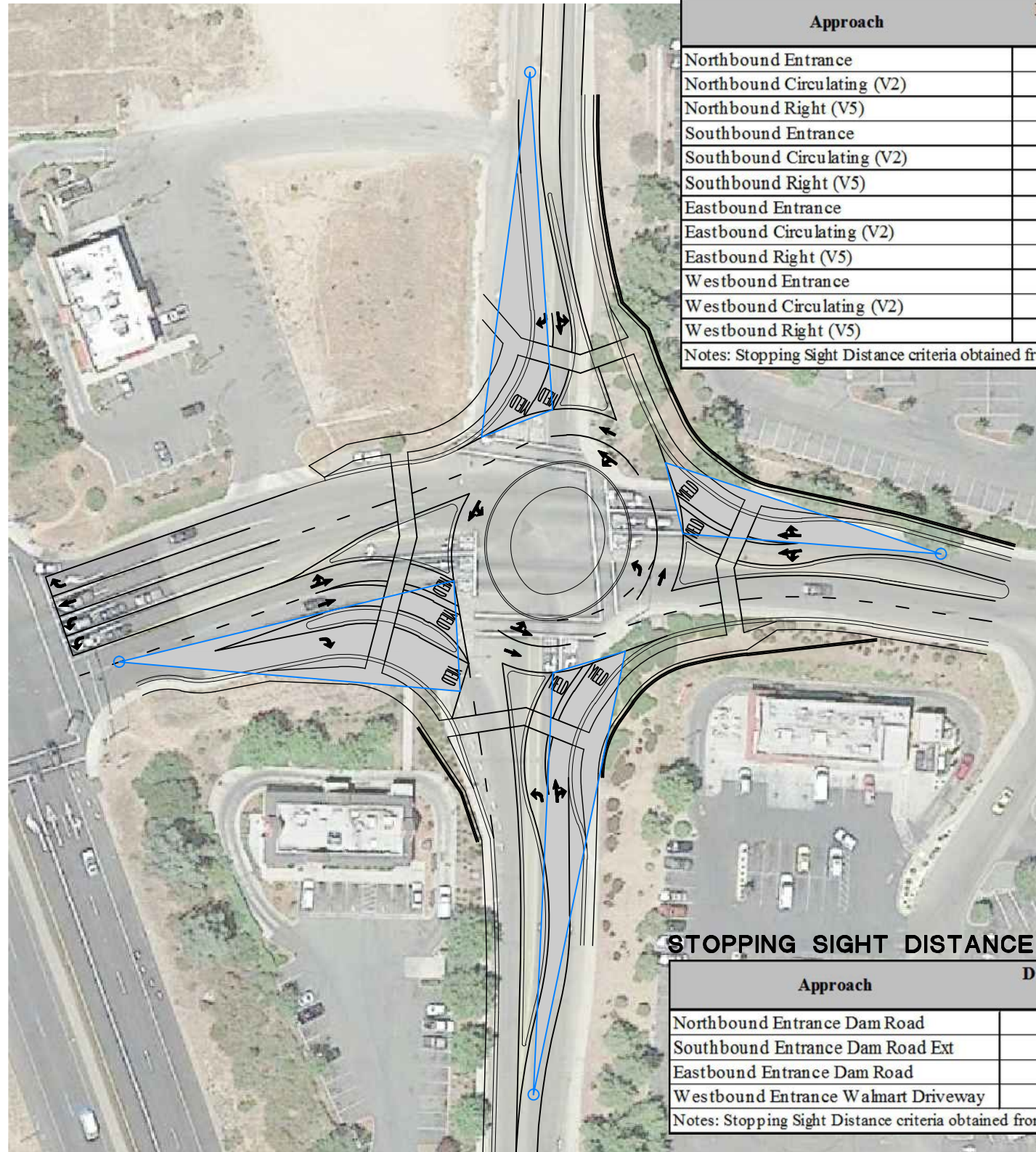
The Dam Road / Dam Road Extension Roundabout provides minimum stopping sight distance and visibility for all existing turn movements. Sight triangles and clear view areas fall within City right-of-way under the proposed geometrics.

FIGURE 10

STOPPING SIGHT DISTANCE (PED CROSSING)

Approach	Design Speed (mph)	Stopping Sight Distance (feet)
Northbound Entrance	35.0	247.3
Northbound Circulating (V2)	22.0	127.7
Northbound Right (V5)	21.0	119.9
Southbound Entrance	30.0	197.4
Southbound Circulating (V2)	21.0	119.9
Southbound Right (V5)	20.0	112.2
Eastbound Entrance	30.0	197.4
Eastbound Circulating (V2)	23.0	135.8
Eastbound Right (V5)	20.0	112.2
Westbound Entrance	25.0	152.4
Westbound Circulating (V2)	20.0	112.2
Westbound Right (V5)	22.0	127.7

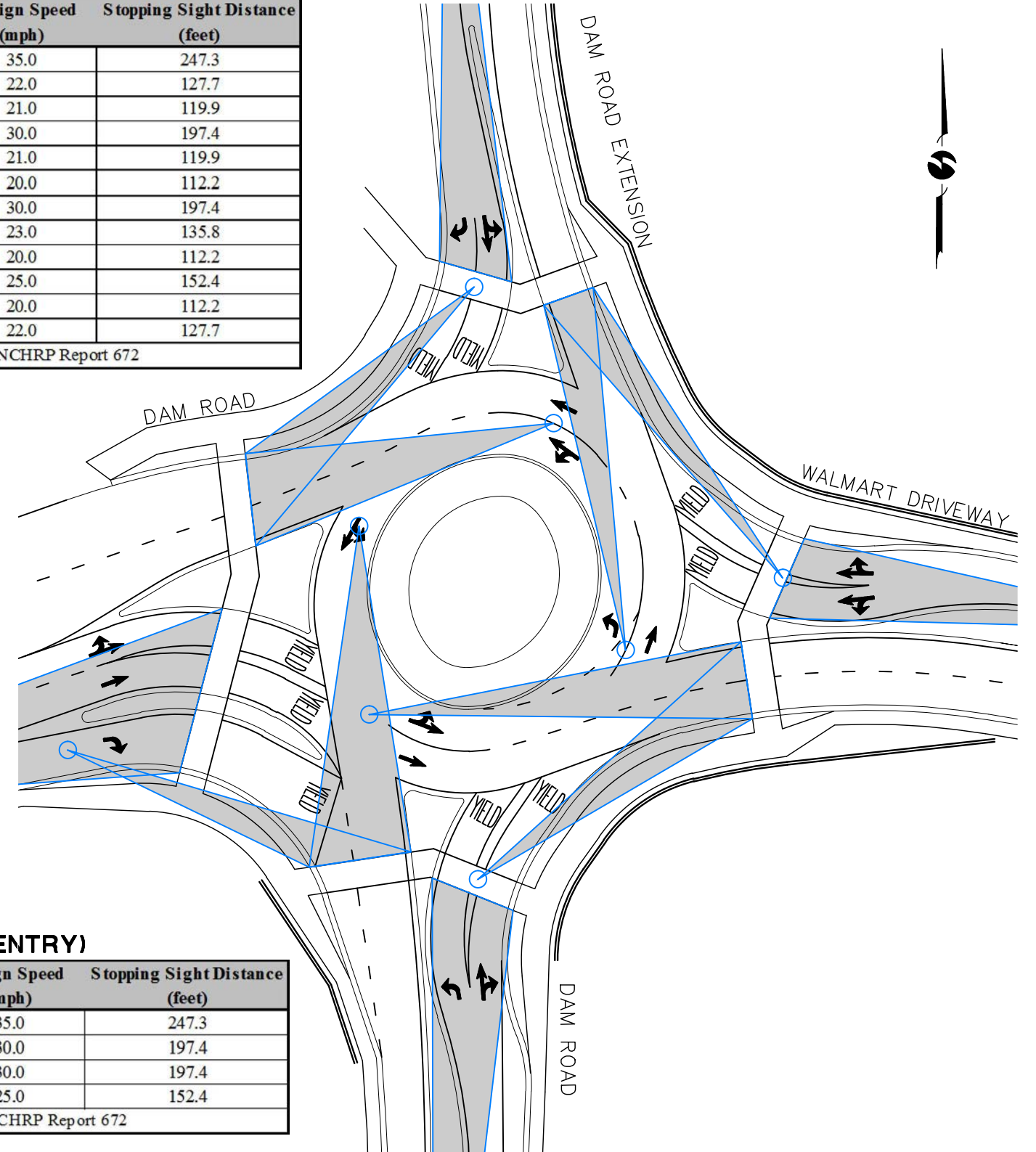
Notes: Stopping Sight Distance criteria obtained from NCHRP Report 672



STOPPING SIGHT DISTANCE (ENTRY)

Approach	Design Speed (mph)	Stopping Sight Distance (feet)
Northbound Entrance Dam Road	35.0	247.3
Southbound Entrance Dam Road Ext	30.0	197.4
Eastbound Entrance Dam Road	30.0	197.4
Westbound Entrance Walmart Driveway	25.0	152.4

Notes: Stopping Sight Distance criteria obtained from NCHRP Report 672



CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: VARIES

PRELIMINARY BUILDOUT ALTERNATIVE - STOPPING SIGHT DISTANCE



Intersection Sight Distance

Intersection sight distance differs at roundabouts versus other intersections. Drivers must only be able to see potentially conflicting oncoming traffic from the left as they approach the roundabout entry. NCHRP Report 672 provides methodologies to establish the required sight distance triangles for conflicting traffic in both the entering and circulating approaches. Sight distance lengths vary according to vehicle speeds, and are measured along the vehicle drive paths. The clear view areas and minimum intersection sight distance criteria are summarized in Figure 11 and Table 5.

TABLE 5: PROPOSED INTERSECTION SIGHT DISTANCE

Approach	Conflicting Speed (mph)	Sight Triangle Length (feet)
Eastbound Dam Road		
Entering Leg (D1)	22.9	168.0
Circulating Leg (D2)	15.0	109.8
Westbound Walmart Driveway		
Entering Leg (D1)	24.3	178.4
Circulating Leg (D2)	14.9	109.7
Southbound Dam Road Ext		
Entering Leg (D1)	24.3	178.6
Circulating Leg (D2)	14.3	104.8
Northbound Dam Road		
Entering Leg (D1)	25.0	183.7
Circulating Leg (D2)	14.9	109.6
Notes: Intersection Stopping Sight Distance criteria obtained from NCHRP Report 672 with 5.0 second Critical Headway (tc)		

View Angles and Entry Angles

View angle is the angle past 90 degrees a driver would need to turn their head in order to see oncoming traffic circulating in the roundabout. A large view angle would result in a driver craning their neck to see traffic. View angles are increased when the skew angle at which the approach roadway intersects is reduced. The view angle should be kept as low as possible with 15 degrees being the maximum permissible.

Entry angle or phi angle is the intersection angle between the relative entry path and the rightmost adjacent exit path within the circulatory roadway. An entry angle between 20 and 40 degrees typically represents a balance between entry deflection and speed consistency for vehicle movements.

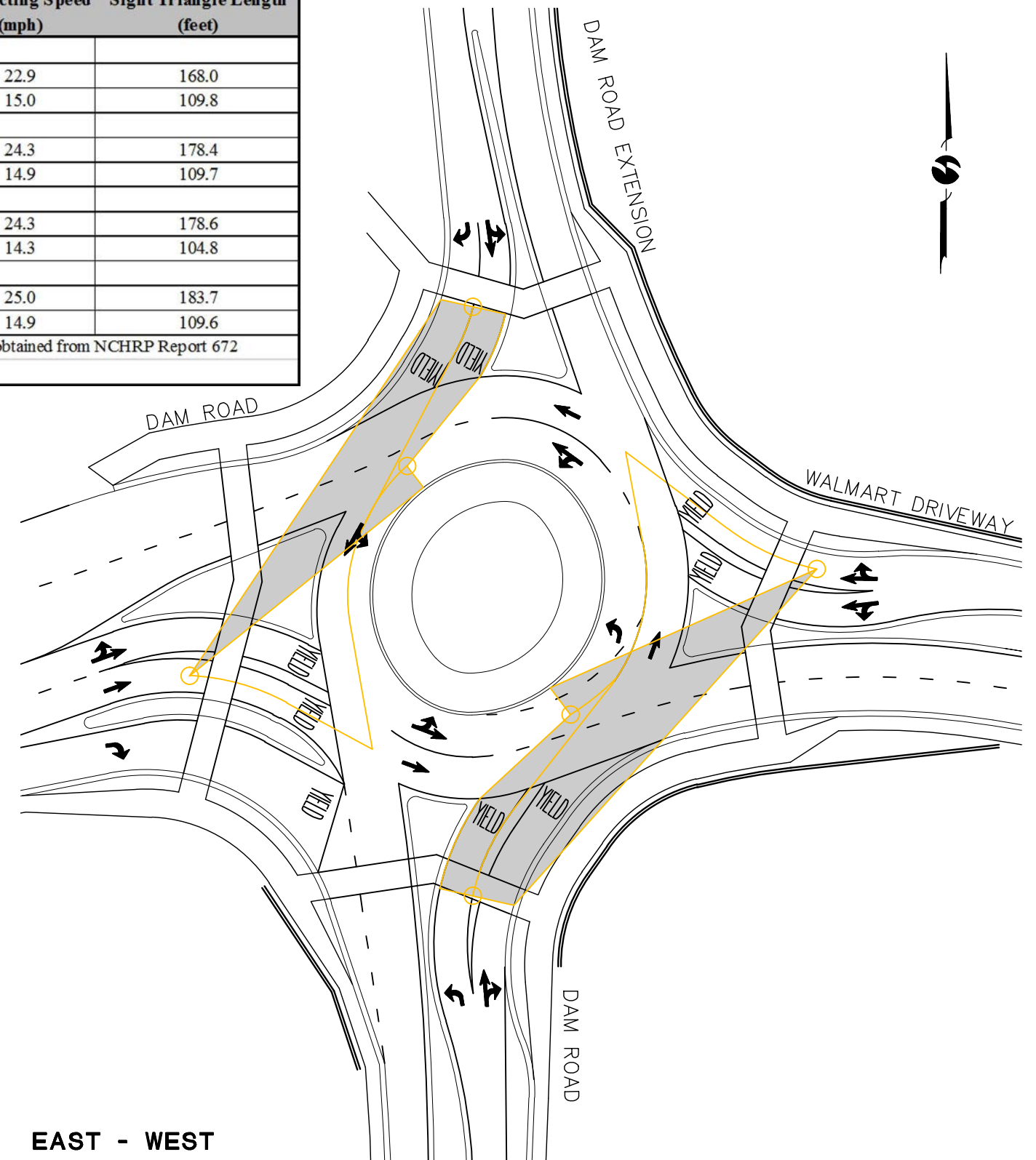
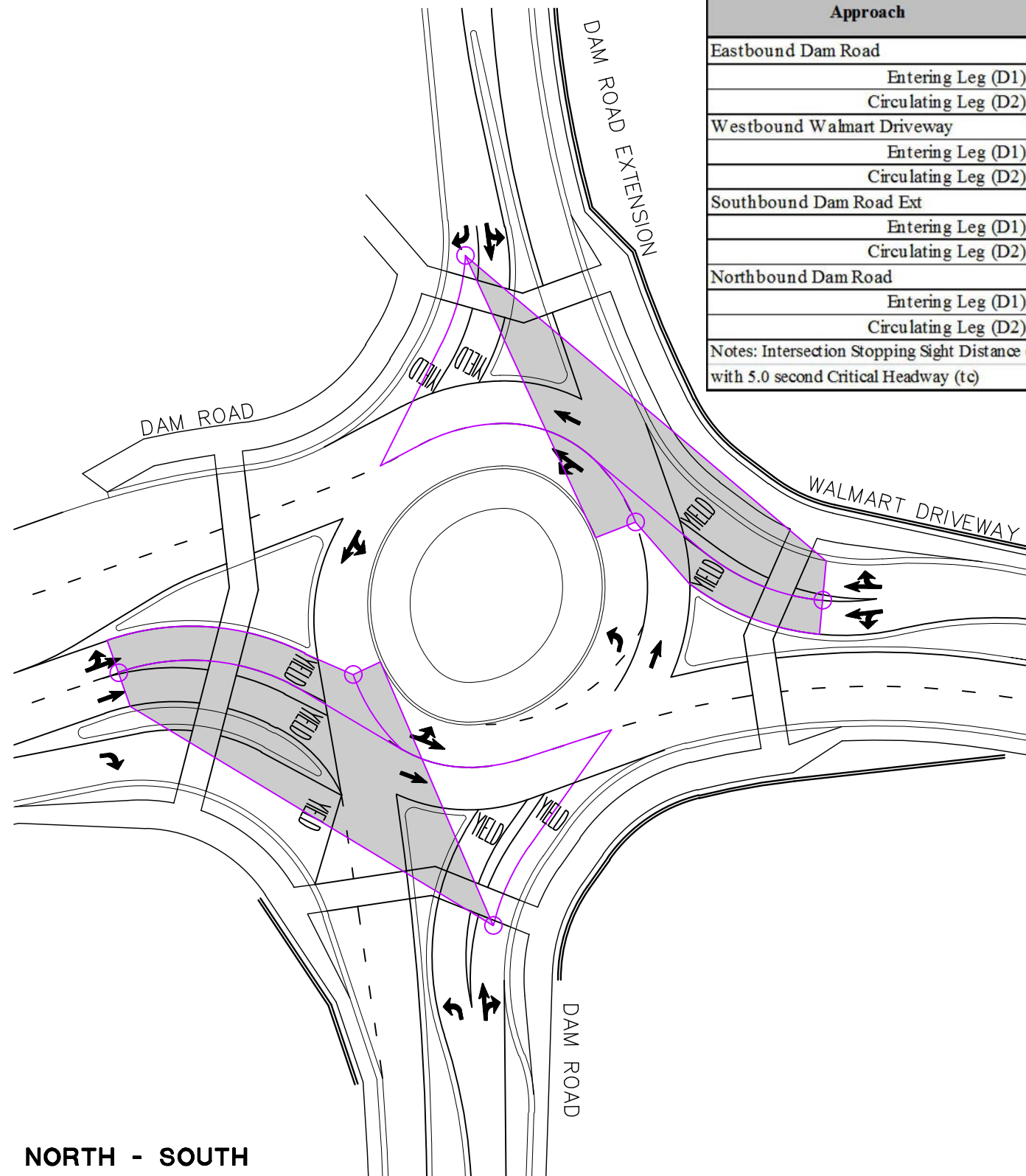
Exhibits illustrating the view angles for each approach are provided in Figure 12. The preliminary concept satisfies the recommended view and entry angle criteria.

FIGURE 11

INTERSECTION SIGHT DISTANCE

Approach	Conflicting Speed (mph)	Sight Triangle Length (feet)
Eastbound Dam Road		
Entering Leg (D1)	22.9	168.0
Circulating Leg (D2)	15.0	109.8
Westbound Walmart Driveway		
Entering Leg (D1)	24.3	178.4
Circulating Leg (D2)	14.9	109.7
Southbound Dam Road Ext		
Entering Leg (D1)	24.3	178.6
Circulating Leg (D2)	14.3	104.8
Northbound Dam Road		
Entering Leg (D1)	25.0	183.7
Circulating Leg (D2)	14.9	109.6

Notes: Intersection Stopping Sight Distance criteria obtained from NCHRP Report 672 with 5.0 second Critical Headway (tc)



NORTH - SOUTH

EAST - WEST

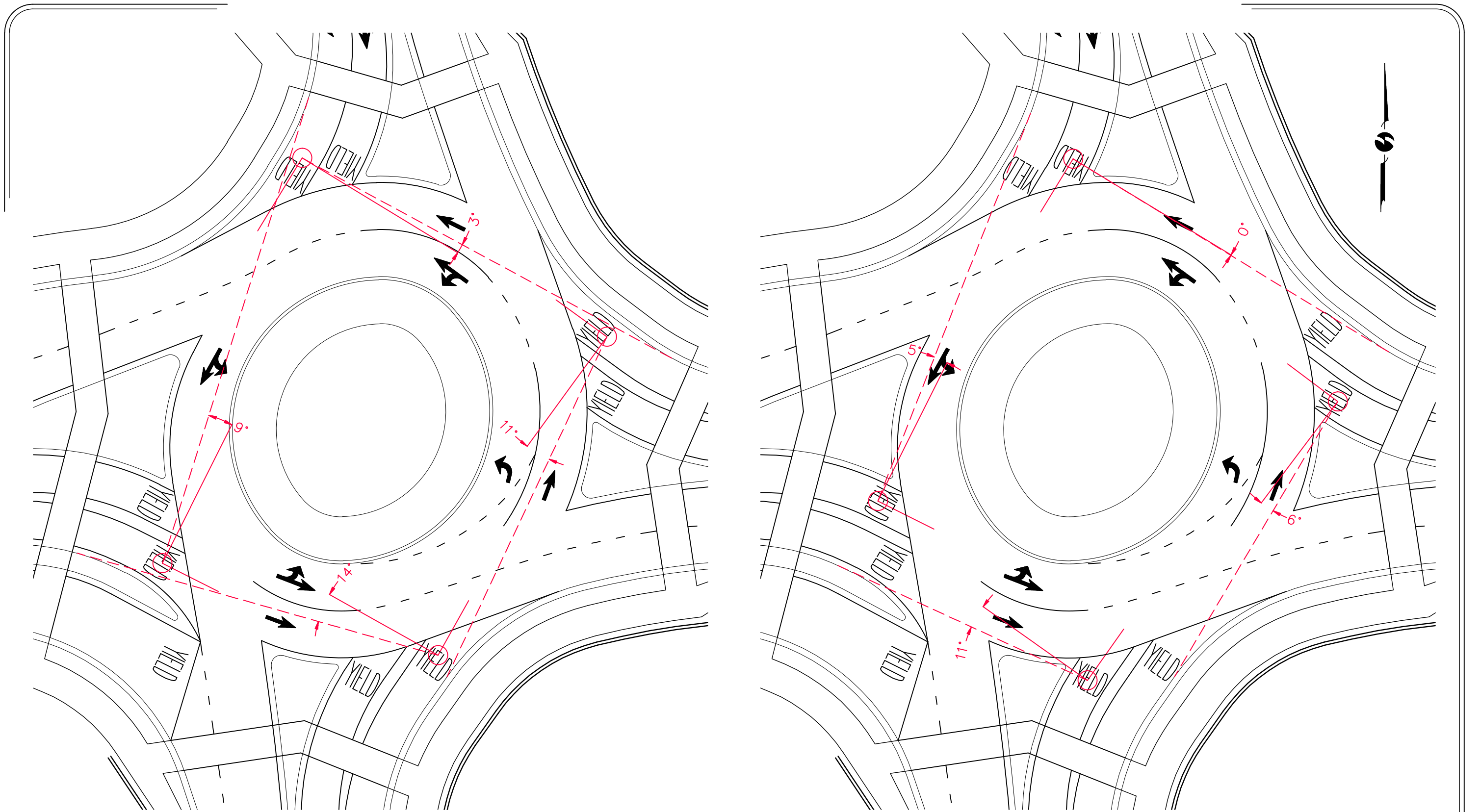
CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 50'

PRELIMINARY BUILDOUT ALTERNATIVE - INTERSECTION SIGHT DISTANCE



FIGURE 12



CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 50'

PRELIMINARY BUILDOUT ALTERNATIVE - VIEW ANGLE



Additional Documentation and Support

Development of the proposed roundabout at Dam Road and Dam Road Extension will alter the physical landscape and impact the natural behavior of the surrounding environment. The following criteria and design regarding grading, right-of-way, and preliminary construction cost was conducted.

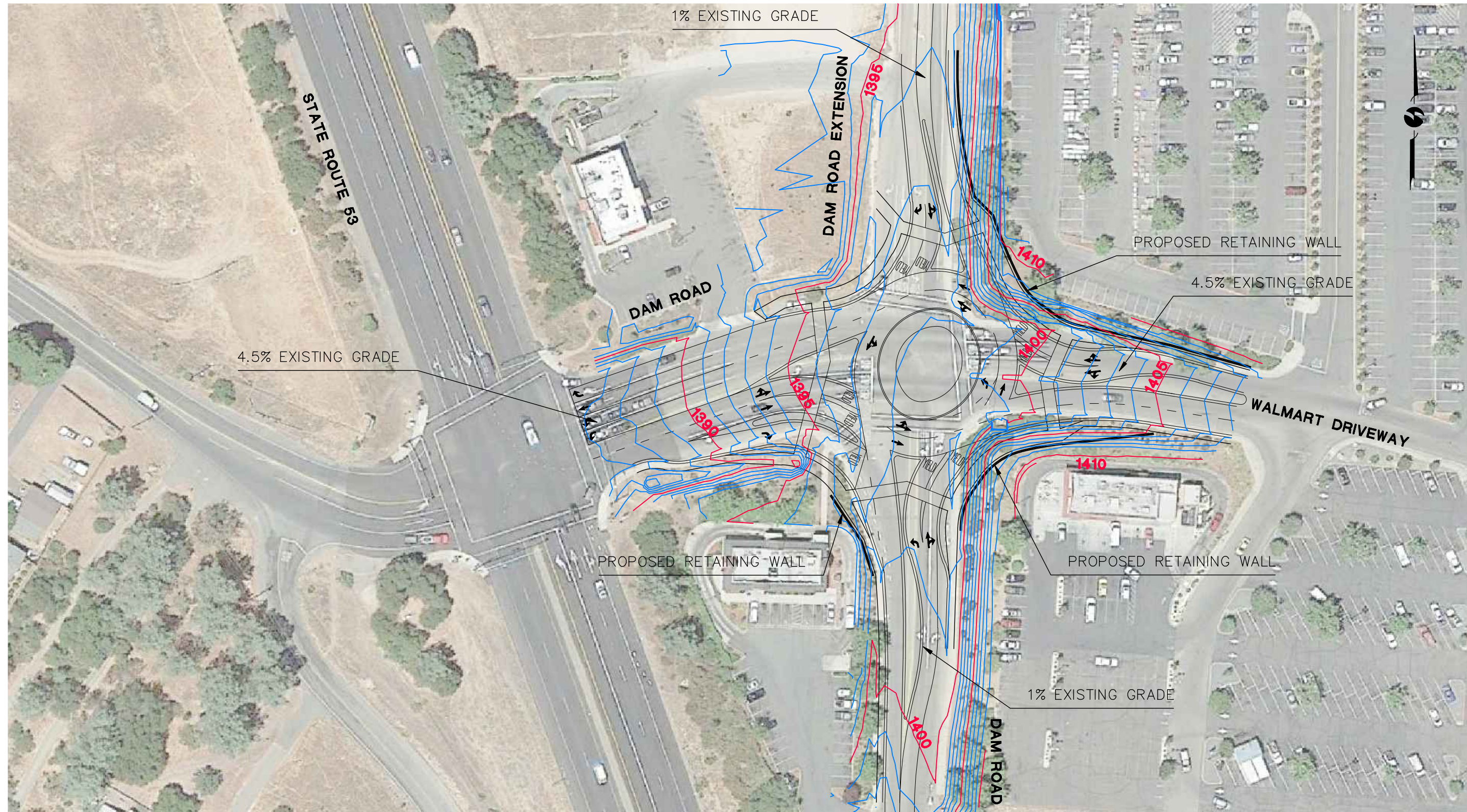
Preliminary Grading and Impacts

Topographic base mapping received from preliminary surveys reveal a 4.5% roadway grade along eastbound Dam Road and westbound Walmart Driveway. Per NCHRP 672, the vertical design and grade of the roundabout at the circulatory roadway should generally have a cross slope of 2% away from the central island. This grade helps promote safety by improving visibility of the central island, lowering circulating vehicle speeds, and draining surface water to the outside of the roundabout. To achieve a balanced vertical profile, the preliminary roundabout at Dam Road should be designed as a hubcap crowned at the center island with a max 2% cross slope and crested with 4.5% max grades along the roadway approaches. A 1 foot bench and a 4:1 slope outside of the proposed shared-use pathways daylight back to the existing grade for fill and cut areas.

The roundabout footprint and sidewalk areas encroach into existing parking lots and drive-thru areas. Retaining walls in the northeast, southeast, and southwest corners of the roundabout will help minimize grading impacts to the existing properties. The existing roadway contours and grading impacts are illustrated in Figure 13.

Preliminary Right-of-Way Impacts

The footprint of the proposed roundabout concept is larger than a traditional signalized intersection and encroaches beyond existing right-of-way boundaries to provide sufficient roadway entry deflection and vehicle circulation for Year 2035 traffic forecasts. Figure 14 summarizes the preliminary City right-of-way take beyond the existing intersection to accommodate the Dam Road / Dam Road Extension Roundabout.



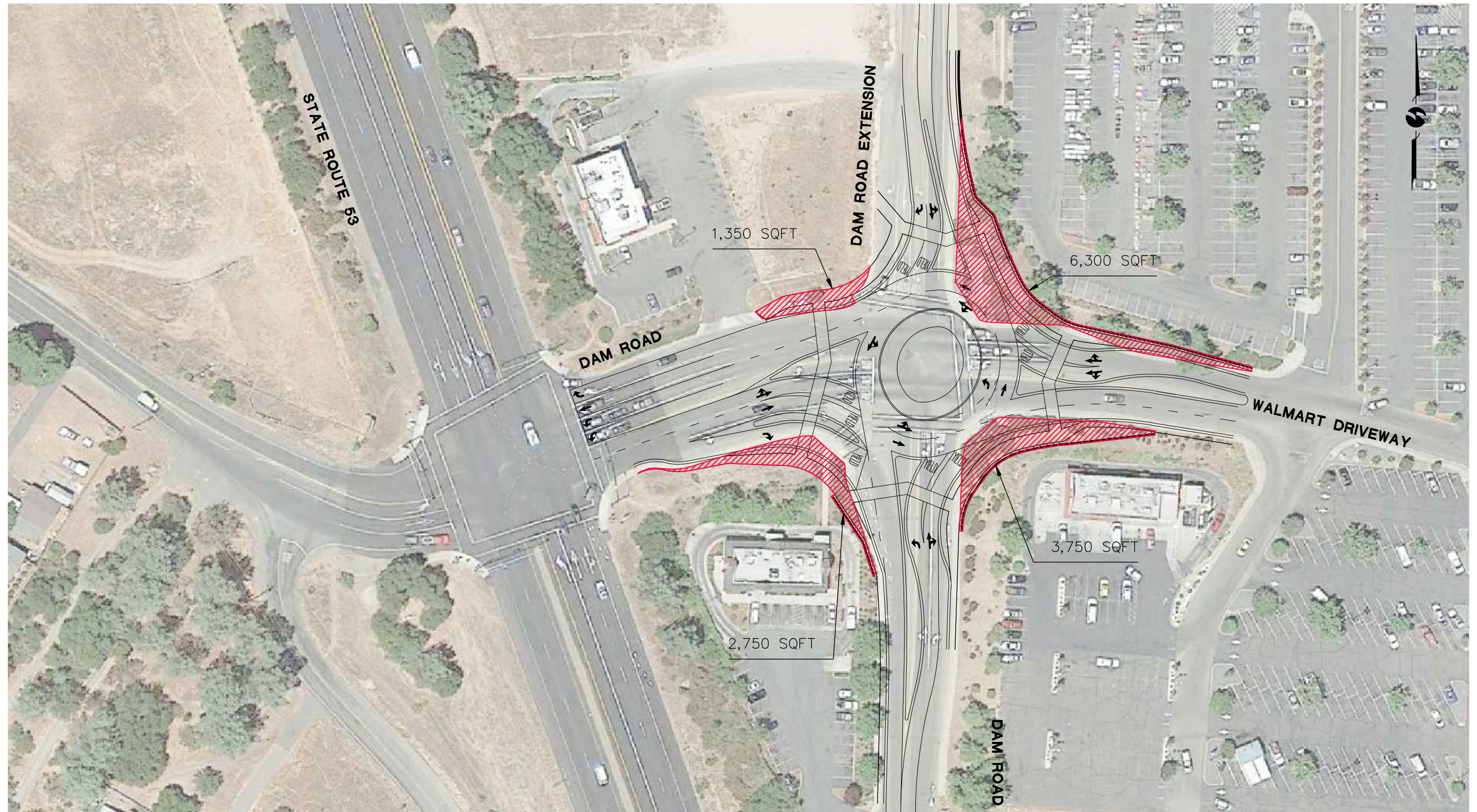
CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 80'

PRELIMINARY BUILDOUT ALTERNATIVE - GRADING IMPACTS



FIGURE 14



CITY OF CLEARLAKE - DAM ROAD ROUNDABOUT FEASIBILITY STUDY

SCALE: 1" = 80'

PRELIMINARY BUILDOUT ALTERNATIVE - RIGHT OF WAY IMPACTS



Preliminary Construction Cost Estimate

In support of the feasibility analysis, a preliminary cost estimate for the Dam Road roundabout concept was prepared using Caltrans District 1 quantities and average unit costs. These item quantities and resulting cost estimates are attached in the Appendix. The pre-PSR total project capital cost for the roundabout concept is estimated to be approximately \$2.7 million based on adjustments including a 25% contingency, a 10% mobilization, and a 10% item addition. The total roundabout project cost which includes very conservative contingencies for PS&E, right-of-way acquisition, construction management, environmental study, and Caltrans evaluation is estimated to be approximately \$3.8 million.

A preliminary cost estimate for a signal alternative at the Dam Road intersection was also evaluated to compare project costs with the roundabout concept. To maintain consistency and a fair comparison between the two alternatives, the signal cost estimate was evaluated assuming reconstruction of the intersection within a similar project footprint to the roundabout. The pre-PSR total project capital cost for a signal alternative is estimated to be approximately \$1.9 million based on adjustments including a 25% contingency, a 10% mobilization, and a 10% item addition. The total signal project cost which includes very conservative contingencies for PS&E, right-of-way acquisition, construction management, environmental study, and Caltrans evaluation is estimated to be approximately \$2.8 million.

Although a signal alternative may be less expensive than a roundabout facility, the close proximity to the adjacent Caltrans State Route 53 intersection poses significant design challenges for a signal to address vehicle queuing, circulation, and intersection safety. The 2011 State Route 53 Corridor Study by TJKM highlights the issue of vehicle queuing at Dam Road stating:

“It is critical to coordinate green times for the critical movements so that queue overflow between the intersections can be avoided. Since the policy of Caltrans is to give signal coordination preference on SR 53, it would be difficult to ensure that adequate green time is provided on a side street approach such as Dam Road.”

Due to these challenges, the corridor and traffic study suggests that a roundabout is the most feasible solution to improving the existing stop controlled Dam Road intersection.

It should be stated and understood that the proposed roundabout design and cost estimate should not be considered complete and ready for construction. The cost estimate presented in this study is preliminary and should be considered only on a planning level basis. During detailed engineering design, some design parameters and/or elements may change before the roundabout is approved and constructed.

Appendix

SIDRA ANALYSIS FOR YEAR 2035 ROUNDABOUT
CONFIGURATION

PRELIMINARY CONSTRUCTION COST ESTIMATE
ROUNDABOUT ALTERNATIVE

PRELIMINARY CONSTRUCTION COST ESTIMATE SIGNAL
ALTERNATIVE

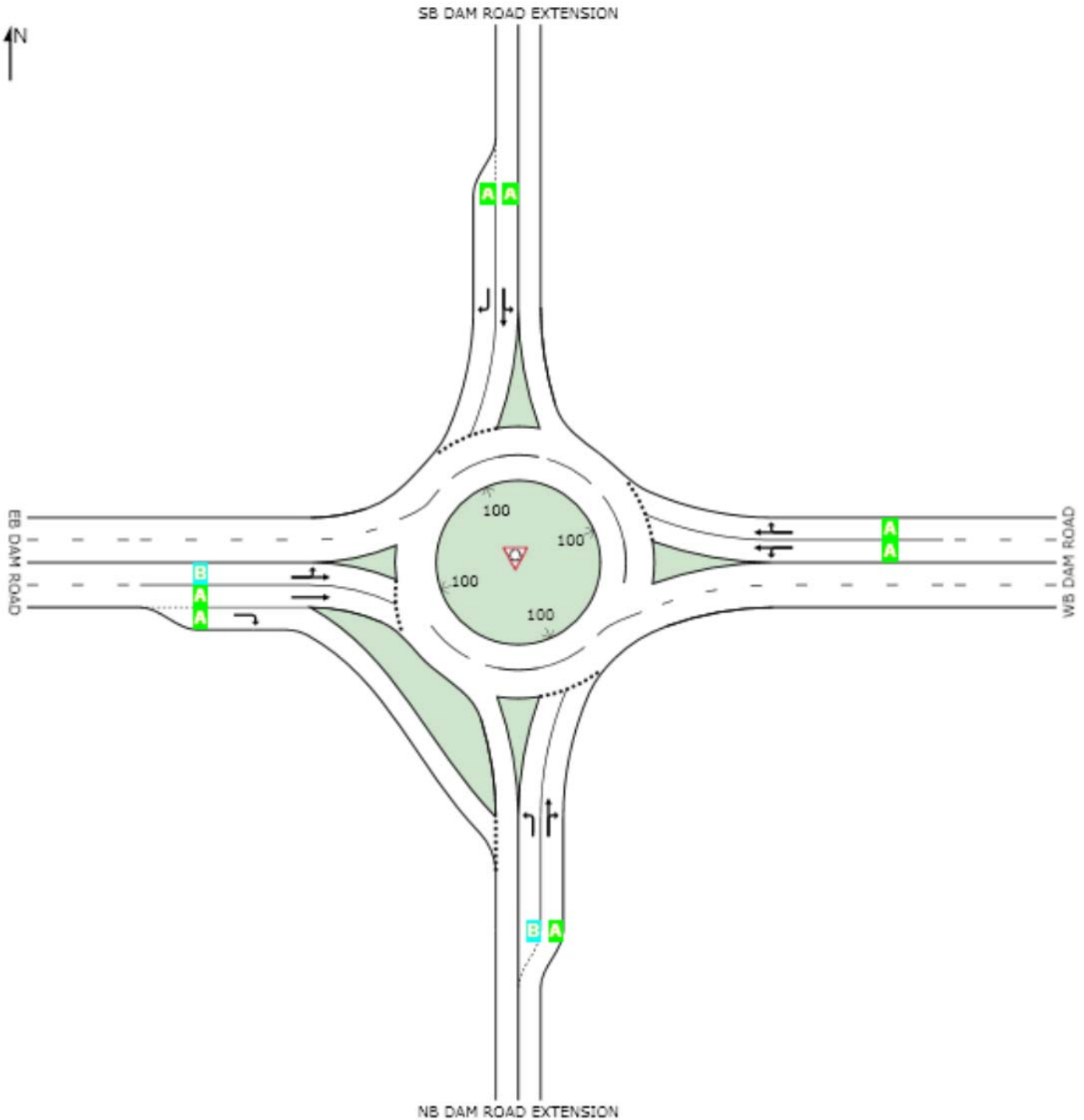
LEVEL OF SERVICE

 Site: 2035 AM - EB RT Bypass SB 2 Lane

DAM ROAD ROUNDABOUT - CLEARLAKE
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	B	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).

LANE SUMMARY

 Site: 2035 AM - EB RT Bypass SB 2 Lane

DAM ROAD ROUNDABOUT - CLEARLAKE
Roundabout

Lane Use and Performance													
	Demand Flows			Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %	Cap. veh/h					Veh	Dist ft				
South: NB DAM ROAD EXTENSION													
Lane 1 ^d	375	5.0	816	0.459	100	13.4	LOS B	2.7	68.9	Short	200	0.0	0.0
Lane 2	330	5.0	737	0.448	100	8.0	LOS A	2.5	64.8	Full	400	0.0	0.0
Approach	705	5.0		0.459		10.9	LOS B	2.7	68.9				
East: WB DAM ROAD													
Lane 1	182	5.0	633	0.287	100	9.3	LOS A	1.3	33.5	Full	250	0.0	0.0
Lane 2 ^d	209	5.0	727	0.287	100	6.5	LOS A	1.3	34.8	Full	250	0.0	0.0
Approach	390	5.0		0.287		7.8	LOS A	1.3	34.8				
North: SB DAM ROAD EXTENSION													
Lane 1 ^d	284	5.0	834	0.340	100	9.2	LOS A	1.8	47.1	Full	400	0.0	0.0
Lane 2	179	5.0	701	0.256	100	7.4	LOS A	1.2	32.0	Short	50	0.0	0.0
Approach	463	5.0		0.340		8.5	LOS A	1.8	47.1				
West: EB DAM ROAD													
Lane 1 ^d	348	5.0	1078	0.323	100	10.9	LOS B	2.2	56.2	Full	250	0.0	0.0
Lane 2	234	5.0	898	0.260	81 ⁵	5.6	LOS A	1.6	41.2	Full	250	0.0	0.0
Lane 3	293	5.0	1186	0.247	100	4.4	LOS A	1.5	40.0	Short	150	0.0	0.0
Approach	875	5.0		0.323		7.3	LOS A	2.2	56.2				
Intersection	2434	5.0		0.459		8.6	LOS A	2.7	68.9				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

⁵ Lane under-utilisation found by the program

^d Dominant lane on roundabout approach

LANE SUMMARY

 Site: 2035 PM - EB RT Bypass SB 2 Lane

DAM ROAD ROUNDABOUT - CLEARLAKE
Roundabout

Lane Use and Performance													
	Demand Flows			Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %	Cap. veh/h					Veh	Dist ft				
South: NB DAM ROAD EXTENSION													
Lane 1 ^d	321	5.0	788	0.407	100	13.1	LOS B	2.1	55.4	Short	200	0.0	0.0
Lane 2	312	5.0	720	0.433	100	7.9	LOS A	2.3	60.0	Full	400	0.0	0.0
Approach	633	5.0		0.433		10.5	LOS B	2.3	60.0				
East: WB DAM ROAD													
Lane 1	377	5.0	764	0.494	100	9.2	LOS A	2.8	73.4	Full	250	0.0	0.0
Lane 2 ^d	413	5.0	837	0.494	100	6.7	LOS A	2.9	74.7	Full	250	0.0	0.0
Approach	790	5.0		0.494		7.9	LOS A	2.9	74.7				
North: SB DAM ROAD EXTENSION													
Lane 1 ^d	301	5.0	689	0.437	100	11.4	LOS B	2.5	66.0	Full	400	0.0	0.0
Lane 2	190	5.0	557	0.342	100	9.3	LOS A	1.7	43.5	Short	50	0.0	1.1
Approach	491	5.0		0.437		10.5	LOS B	2.5	66.0				
West: EB DAM ROAD													
Lane 1	287	5.0	859	0.334	100	9.4	LOS A	2.2	56.5	Full	250	0.0	0.0
Lane 2 ^d	336	5.0	1004	0.334	100	5.8	LOS A	2.3	59.3	Full	250	0.0	0.0
Lane 3	370	5.0	1127	0.328	100	4.9	LOS A	2.2	56.2	Short	150	0.0	0.0
Approach	992	5.0		0.334		6.5	LOS A	2.3	59.3				
Intersection	2907	5.0		0.494		8.4	LOS A	2.9	74.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Updated Sept. 2023

Type of Estimate (Pre-PSR, PSR, PR, etc.)	<u>Pre-PSR</u>	DIST-CO-RTE	<u>01-LAKE-53</u>
Program Code	_____	KP(PM)	_____
		EA	_____
		PP No.	_____

Project Description:

Limits: Dam Road / Dam Road Extension intersection east of State Route 53

Proposed Improvements (Scope): Multi-Lane Roundabout with intersection improvements including shared use path, splitter islands, earthwork, full AC replacement, landscaping

Purpose: Determine preliminary construction cost in support of feasibility analysis

SUMMARY OF PROJECT CAPITAL COST ESTIMATE:

ROADWAY ITEMS	\$	<u>5,882,582</u>
STRUCTURAL ITEMS	\$	<u>-</u>
SUBTOTAL CONSTRUCTION COSTS	\$	<u>5,882,582</u>
RIGHT OF WAY/UTILITIES (Current Value)	\$	<u>68,250</u>
TOTAL PROJECT CAPITAL COST	\$	<u>5,950,832</u>

SUMMARY OF PROJECT SUPPORT COST ESTIMATE:

PROJECT INITIATION DOCUMENT (PSR-PDS)	\$	<u>50,000.00</u>
PA&ED (BOTH CEQA/NEPA)	\$	<u>160,700.26</u>
PS&E	\$	<u>950,000</u>
RIGHT OF WAY ENGINEERING & ACQUISITION	\$	<u>477,500</u>
CONSTRUCTION SUPPORT & MANAGEMENT	\$	<u>785,000</u>
TOTAL PROJECT SUPPORT COST	\$	<u>2,423,200</u>

TOTAL ESTIMATED PROJECT COST	\$	<u>8,374,032</u>
-------------------------------------	-----------	-------------------------

Reviewed By _____ Date _____
Program Manager Signature

Approved By _____ Phone No. _____ Date _____
Project Manager Signature

Note: Costs herein reflect an escalation for Capital and Support from 2017 to assumed bid date of 2027. Escalation assumed to be 100% for the 9 year period or an average escalation rate of 11.11%. Sheet 1 of 6

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE
01-LAKE-53
KP(PM) -
EA
PP No. -

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Roadway Excavation	5731	CY	\$ 80	\$ 458,480	
Imported Borrow		CY		\$ -	
Embankment	304	CY	\$ 60	\$ 18,240	
Clearing & Grubbing	1	LS	\$ 45000	\$ 45000	
Develop Water Supply			\$ -	\$ -	
			\$ -	\$ -	
			Total Earthwork		\$ 521,720

Section 2 Structural Section*	Quantity	Unit	Unit Price	Unit Cost	Section Cost
PCC Pavement (Truck Apron)	85	CY	\$ 1400	\$ 119,000	
Minor Concrete (Stamped Paving)	75	CY	\$ 1200	\$ 90,000	
Minor Concrete (Island Curb)	19	CY	\$ 800	\$ 15,200	
Minor Concrete (Curb & Gutter)	92	CY	\$ 1200	\$ 110,400	
Minor Concrete (Sidewalk)	100	CY	\$ 1200	\$ 120,000	
Asphalt Concrete	2571	Ton	\$ 320	\$ 822,720	
Aggregate Base	4290	CY	\$ 110	\$ 471,900	
Treated Permeable Base			\$ -	\$ -	
Aggregate Sub-Base			\$ -	\$ -	
Pavement Reinforcing Fabric			\$ -	\$ -	
Edge Drains			\$ -	\$ -	
			Total Structural Items		\$ 1,749,220

Section 3 Drainage	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Large Drainage Facilities			\$ -	\$ -	
Storm Drains	1	LS	\$ 150,000	\$ 150,000	
Pumping Plants			\$ -	\$ -	
Project Drainage			\$ -	\$ -	
(X-Drains, Oversize, etc.)			\$ -	\$ -	
Low Impact Development Requirements	1	LS	\$ 150,000	\$ 150,000	
			Total Drainage		\$ 300,000

* Attach sketch showing typical structural section elements of the roadway. Include (if available) T.I., R-Value and Date when tests were performed.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE
01-LAKE-53

KP(PM) -
EA
PP No. -

Section 4 Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Retaining Walls	674	LF	\$ 300	\$ 202,200	
Soundwalls			\$ -	\$ -	
Relocate Private Irrigation Facilities			\$ -	\$ -	
Landscaping/Irrigation	1	LS	\$ 75000	\$ 75000	
Erosion Control	1	LS	\$ 150000	\$ 150000	
Slope Protection			\$ -	\$ -	
Barriers and Guardrails				\$ -	
Hazardous Waste Work			\$ -	\$ -	
Environmental Mitigation	1	LS	\$ 150000	\$ 150000	
					Total Specialty Items <u>\$ 577,200</u>
Section 5 Traffic Items					
Lighting	1	LS	\$ 150000	\$ 150000	
Traffic Signals (Modification)				\$ -	
Intersection Signing	1	LS	\$ 45,000	\$ 45,000	
Intersection Striping	1	LS	\$ 45,000	\$ 45,000	
Traffic / Stage Construction Plan	1	LS	\$ 300,000	\$ 300,000	
					Total Traffic Items <u>\$ 540,000</u>
					SUBTOTAL SECTIONS 1 - 5 <u>\$ 3,688,140</u>

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	DIST-CO-RTE
	<u>01-LAKE-53</u>
KP(PM)	<u>-</u>
EA	<u> </u>
PP No.	<u>-</u>

Section 6 Minor Items			Unit Cost	Section Cost
Subtotal Sections 1 - 5	\$ <u>3,688,140</u>	x(10%)*	\$ <u>368,814</u>	
			Total Minor Items	\$ <u>368,814</u>

Section 7 Roadway Mobilization				
Subtotal Sections 1 - 5	\$ <u>3,688,140</u>			405,695
Minor Items	\$ <u>368,814</u>			
Sum	\$ <u>4,056,954</u>	x(10%)*	\$ <u>405,695</u>	
			Total Roadway Mobilization	\$ <u>405,695</u>

Section 8 Roadway Additions				
<i>Supplemental</i>				
Subtotal Sections 1 - 5	\$ <u>3,688,140</u>			
Minor Items	\$ <u>368,814</u>			
Sum	\$ <u>4,056,954</u>	x(10%)*	\$ <u>405,695</u>	
<i>Contingencies</i>				
Subtotal Sections 1 - 5	\$ <u>3,688,140</u>			
Minor Items	\$ <u>368,814</u>			
Sum	\$ <u>4,056,954</u>	x(25%)**	\$ <u>1,014,238</u>	
			Total Roadway Additions	\$ <u>1,419,933</u>
			TOTAL ROADWAY ITEMS - (Total of Section 1 - 8)	\$ <u>5,882,582</u>

Estimate Prepared By	<u>David Swartz, PE, PLS, QSD/P</u>	Phone	<u>530-682-9832</u>	Date	<u>10/2/2023</u>
	(Print Name)				

* Use 5% - 10%.
 **Use 25% at the PSR stage or a higher or lower rate if justified.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE
01-LAKE-53
 KP(PM) -
 EA
 PP No. -

II. STRUCTURE ITEMS

	<u>No. 1</u>	<u>No. 2</u>	<u>No. 3</u>	
Bridge Name	_____	_____	_____	*
Structure Type	_____	_____	_____	
Width M (out to out)	_____	_____	_____	
Span Lengths M.	_____	_____	_____	
Total Area M2	_____	_____	_____	
Footing Type (pile/spread)	_____	_____	_____	
Cost Per M2 (incl. 10% mobilization and 25% contingency)	_____	_____	_____	
Total Cost for Structure	_____	_____	_____	
Other	_____	_____	_____	
*Add additional structures as necessary				
				SUBTOTAL STRUCTURES ITEMS \$ <u>-</u>
Railroad Related Costs	_____	_____	_____	\$ <u>-</u>
				TOTAL STRUCTURES ITEMS \$ <u>-</u>

Estimate Prepared By _____ Phone _____ Date _____
 (Print Name)

(If appropriate, attach additional pages and backup)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	DIST-CO-RTE 01-LAKE-53
KP(PM)	-
EA	
PP No.	-

III. RIGHT OF WAY

Right of way estimates should consider the probable highest and best use and type and intent of improvement at the time of acquisition. Assume acquisition including utility relocation occurs at the right of way certification milestone as shown in the Funding and Scheduling Section of the PSR. For further guidance, see Chapter I, Caltrans, Right of Way Procedural Handbook.

	6	2014	
	Current Values (Future Use)	Escalation Rates	Escalated Values*
Acquisition, including excess lands & damages to remainder(s)	\$ 455,000	5.00%	\$ 477,500
Utility Relocation (State share)	\$ 65,000	5.00%	\$ 68,250
Clearance/Demolition	\$ -	5.00%	\$ -
RAP	\$ -	5.00%	\$ -
Title and Excrow Fees	\$ -	5.00%	\$ -
		5.00%	\$ -
TOTAL RIGHT OF WAY (CURRENT VALUE)**	\$ 520,000	TOT. ESC. R/W	\$ 545,750

Total R/W Area Required was determined based on
assumed prescriptive right-of-way along Dam Road

*Escalated to assumed year of advertising of 2025

** Current total value for use on Sheet 1 of 6

Estimate Updated By: David Swartz, PE, PLS, QSD/P Phone 530-682-9832 Date 9/28/2023

(If appropriate, attach additional pages and backup including Right of Way Data Sheet)

Lake APC
REGIONAL IMPROVEMENT PROGRAM (RIP) - APPLICATION FORM

Applicant Agency: County of Lake Date: 9/25/2023
 Project Contact: Scott De Leon Telephone: (707) 263-2345
Director of Public Works

PROJECT INFORMATION (USE ADDITIONAL SHEETS AS NECESSARY)

Project Type: *(Check One)*

Highways/Streets/Roads X Transit _____ Bike & Pedestrian X

Project Title: Soda Bay Road Rehabilitation and Bike Lanes, Phase 2

Project Purpose: What transportation deficiency will this project address (safety, congestion, operations, plan implementation, etc.)?

Safety and Operations. The addition of bike lanes will improve safety and operations. The addition of a third center lane will improve operations. The addition of sidewalks will improve pedestrian safety.

Project Location & Limits: In Lakeport, along Soda Bay Road from the intersection of SH 175 to approximately 400 feet west of Manning Creek.

Project Description: The proposed project will widen Soda Bay Road from 24 feet wide (two lanes with a 1 foot shoulder to 52 feet (two 12 foot travel lanes, a 12 foot wide center turn lane and 8 foot wide outside shoulders).

Has this project been identified by the APC as a regional priority? Yes

Proposed Funding:

RIP Request	\$	<u>\$5,558,000</u>
Local	\$	<u>\$555,800</u>
State	\$	_____
Federal	\$	<u>\$662,000</u>
Other	\$	_____
Total	\$	<u>\$6,775,800</u>

Leverage: Requested RIP Funds/Total Funding Needs \$5,558,000 / \$6,775,800 = .82

What alternative sources of funding have already been sought for this project and what is the status of those funds? RIP – State Cash (ST-CASH) \$263,000, RIP – STP Enhancements (STPE) \$36,000, Demo – Demonstration – State TEA 21 (DEMOS21), \$1,958,000, Local Transportation Funds (LTF), \$353,000,

RIP – National Highway System (NH), \$1,204,000

Project Component	Cost Estimate
Environmental Studies & Permits	\$1,285,000
Plans, Specifications & Estimates	\$1,002,000
Right of Way	\$ 865,000
Construction	\$6,775,800
Total	\$9,927,800

Does project have a completed Project Study Report (PSR) or equivalent? Yes No

If yes, indicate date and who completed PSR

G.R Shaul on February 1, 2002

If no, who will complete PSR? _____

Estimated PSR completion date n/a (PSRs due prior to STIP programming)

Is project consistent with current Regional Transportation Plan? Yes No

Is project identified in other plans? Yes No If yes, which one(s)? _____

Will project implement a specific plan that has been developed for the area? Yes No If yes, which one? _____

Environmental Clearance Status

NEPA/CEQA (circle one or both) Status NEPA completed 12/19/2012, CEQA completed 1/24/2013

Anticipated/Actual Document Type? FONSI, Mitigated Negative Declaration

Permits Required CDFW 1602, RWQCB 401, ACOE 404 Status Pending

If the project is on or adjacent to a highway, street, or road, what is the Average Daily Traffic (ADT) of the facility? 10,570

Is this project considered urgent? Yes No If yes, explain why.

Describe the Regional Significance or Regional Benefit of this project:

Improvements include widening road to include a center turn lane, widening road to include class 2 bike lanes, installing curb, gutter and sidewalks along the primary commercial corridor south of Lakeport. Project will improve traffic operations and safety accordingly along this commercial corridor.

Describe the level of readiness of this project:

The project is completing ROW acquisition and should be followed by utility relocation underground next year. Once PG&E and AT&T facilities have been relocated, the construction phase can begin (currently the summer of 2025). Depending on the promptness of ROW acquisition and utility undergrounding, the construction phase could be delayed.

Will RIP funds help to leverage other funds or is there a one-time funding opportunity associated with this application?

Funding is for the construction phase. Lake County is willing to contribute 10% of the RIP funds requested to fully fund the construction phase of this half of the overall project. All other funding has been obtained.

Are there safety concerns at this project site? If so, how will the project address them?

Center turn lanes will decrease lane blockage and rear end accidents. Bike lanes will enhance bicycle safety by removal of bicycles from the vehicle travel lanes. Sidewalks will enhance pedestrian safety as they won't have to walk in the road or shoulders.

Describe the project's cost "reasonableness" or cost/benefit. Numerical cost/benefit data is not required. The cost per mile of improvement for this roughly 7/10 mile long, Soda Bay Road Phase 2 project is around \$9.68 million per mile. While in comparison the cost per mile for similar improvements for the roughly 5/10 mile long South Main Street Phase 1 project is around \$9.69 million per mile. It is reasonable to assume that the longer phase 2 portion of the overall project will have slightly lower unit costs which are reflected in the cost per mile of each shown above.

Does this project address the Complete Streets Act or provide a multi-modal benefit? If so, how? If not, why?

While this project was conceptualized prior to the Complete Streets Act it does address the complete streets concept quite well. Multiple modes of transportation are enhanced with the construction of sidewalks and bike lanes. Vehicular traffic will benefit from a center turn lane. Traffic operations will improve, which will benefit transit service. Enough ROW has been acquired to include all complete streets components in the final design; bus stops, safety lighting, and pedestrian facilities designed to be both ADA compliant and safety oriented.

Please describe any other relevant information about this project you may feel will be useful in the scoring process. Additional attachments (i.e. maps, photos) may also be included with the application. Lake County is including the PPR from the 2021 FTIP amendment for this phase of the overall project as well as a map to help to visualize the limits of each phase.

INSTRUCTIONS:

*For the 2024 Regional Transportation Improvement Program funding cycle, applications are due October 6, 2023. **Please submit 3 hard copies and one electronic copy (including any attachments) to the Lake APC office by 5:00 p.m., October 6, 2023.***

Please use the RTIP Project Selection Criteria for reference when completing your application. All projects to be considered for funding must submit a completed application, even if already identified as a priority project by the APC. A Project Study Report must also be submitted at the time of the application due date for projects that do not have an existing PSR.

Use as much space on this form to answer each question as needed. There is not a limit to the number of pages for the application. You are encouraged to include additional attachments with the application, such as project maps, photos, or other items that may enhance your application. If you have any questions, APC staff will be available to help.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8.01k)

Date: 03/15/21

District	County	Route	EA	Project ID	PPNO	
01	LAK		281724	0100000055	3033R	
Project Title: Soda Bay Road Rehabilitation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	1,285							1,285	Lake County
PS&E	650							650	Lake County
R/W SUP (CT)									Lake County
CON SUP (CT)									Lake County
R/W	400							400	Lake County
CON			662					662	Lake County
TOTAL	2,335		662					2,997	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,285							1,285	
PS&E	650	352						1,002	
R/W SUP (CT)									
CON SUP (CT)									
R/W	400	465						865	
CON				662				662	
TOTAL	2,335	817		662				3,814	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	263							263	Lake County/City Area Planning Co
PS&E									\$53 PAED voted 04/27/06
R/W SUP (CT)									\$210 PAED voted 03/15/07
CON SUP (CT)									
R/W									
CON									
TOTAL	263							263	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	263							263	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	263							263	

Fund No. 2:	RIP - STP Enhancements (STPE)								Program Code
Existing Funding (\$1,000s)									20.30.600.731
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	26							26	Lake County/City Area Planning Co
PS&E									\$26 PAED voted 02/01/07
R/W SUP (CT)									\$10 RW voted 03/05/13
CON SUP (CT)									
R/W	10							10	
CON									
TOTAL	36							36	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	26							26	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	10							10	
CON									
TOTAL	36							36	

Fund No. 3:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code	
Existing Funding (\$1,000s)									20.20.400.000	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	996							996		
PS&E	340							340		
R/W SUP (CT)										
CON SUP (CT)										
R/W	157							157		
CON										
TOTAL	1,493							1,493		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	996							996		
PS&E	340							340		
R/W SUP (CT)										
CON SUP (CT)										
R/W	157	465						622		
CON										
TOTAL	1,493	465						1,958		

Fund No. 4:		Local Funds - Local Transportation Funds (LTF)							Program Code	
Existing Funding (\$1,000s)									LOCAL FUNDS	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W	1							1		
CON										
TOTAL	1							1		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E		352						352		
R/W SUP (CT)										
CON SUP (CT)										
R/W	1							1		
CON										
TOTAL	1	352						353		

Fund No. 5:		RIP - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									20.30.600.621	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Lake County/City Area Planning Co	
PS&E	310							310	\$310 PSE EXT. TO 310	
R/W SUP (CT)									\$242 PSE EXT. TO 242	
CON SUP (CT)									\$310 PSE voted 03/05/13	
R/W	232							232	\$232 RW voted 03/05/13	
CON				662				662		
TOTAL	542			662				1,204		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E	310							310		
R/W SUP (CT)										
CON SUP (CT)										
R/W	232							232		
CON				662				662		
TOTAL	542			662				1,204		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8 01k)

General Instructions

Amendment (Existing Project) Y/N						Date:	03/15/21	
District	EA	Project ID		PPNO	MPO ID			
01	281724	0100000055		3033R				
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency				
LAK				Lake County				
				MPO		Element		
				Non-MPO		LA		
Project Manager/Contact		Phone		E-mail Address				
Scott DeLeon		(707)263-2345		scott.deleon@lakecountyca.gov				
Project Title								
Soda Bay Road Rehabilitation								
Location (Project Limits), Description (Scope of Work)								
Near Lakeport, at Soda Bay Road from Route 175 extension to Manning Creek. Road rehabilitation.								
Component								
		Implementing Agency						
PA&ED		Lake County						
PS&E		Lake County						
Right of Way		Lake County						
Construction		Lake County						
Legislative Districts								
Assembly:	1	Senate:	2	Congressional:	1			
Project Benefits								
Purpose and Need								
Improve traffic flow and safety for motorists and bicyclists; Improve access to businesses along South Main Street and Soda Bay Road; Rehabilitate deficient pavement along corridor; Improve roadway surface drainage; Underground existing overhead utility poles within the Underground District Boundary.								
Category		Outputs			Unit	Total		
Local streets and roads		Local road lane-mile(s) rehabilitated			Miles	1.8		
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed			Miles	0.9		
NHS Improvements	Y/N	Roadway Class			Reversible Lane analysis		N	
Inc. Sustainable Communities Strategy Goals			N	Reduces Greenhouse Gas Emissions				Y
Project Milestone					Existing	Proposed		
Project Study Report Approved								
Begin Environmental (PA&ED) Phase					01/25/2007			
Circulate Draft Environmental Document			Document Type		05/11/2011			
Draft Project Report					08/25/2011			
End Environmental Phase (PA&ED Milestone)					12/19/2012			
Begin Design (PS&E) Phase					06/12/2013			
End Design Phase (Ready to List for Advertisement Milestone)					12/31/2014			
Begin Right of Way Phase					06/12/2013			
End Right of Way Phase (Right of Way Certification Milestone)					01/30/2019	06/30/22		
Begin Construction Phase (Contract Award Milestone)					01/30/2020	01/30/23		
End Construction Phase (Construction Contract Acceptance Milestone)					10/30/2020	06/30/24		
Begin Closeout Phase					11/30/2020	08/31/24		
End Closeout Phase (Closeout Report)					01/01/2021	12/31/24		

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8.01k)

Date: 03/15/21

Additional Information

Bike is checked (true).

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8.01k)

Complete this page for amendments only

Date: 03/15/21

District	County	Route	EA	Project ID	PPNO
01	LAK		281724	0100000055	3033R

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date
John Everett		Associate Civil Engineer	3/16/21

Attachments

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

Project Limits

- North of Hwy 175

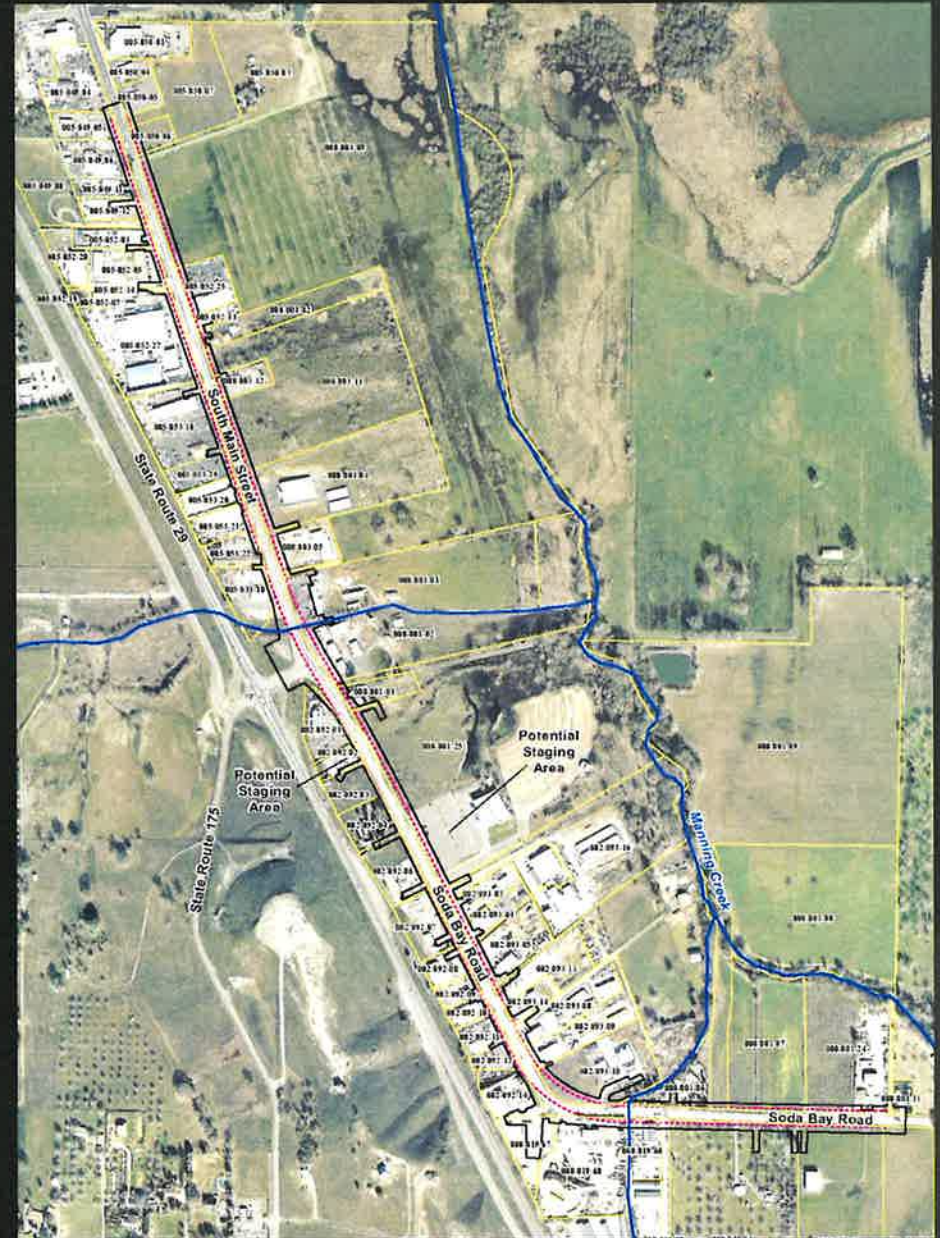
 - 1/2 Mile of South Main Street

 - 250' North of Lakeport City Limits

- South of Hwy 175

 - 3/4 Mile of Soda Bay Road

 - West of Timberline Disposal



LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 12-13-11

RESOLUTION ADOPTING REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) POLICIES AND PROJECT SELECTION CRITERIA

THE AREA PLANNING COUNCIL HEREBY FINDS, DECLARES AND RESOLVES THAT:

WHEREAS,

- On December 7, 2011 the Lake Area Planning Council and local agency staff met to discuss policies and criteria to be used as part of Regional Transportation Improvement Program (RTIP) development process; and
- As a result of that meeting, the following outcomes resulted:

It was agreed that future State Transportation Improvement Program (STIP) funds should be programmed towards regionally significant projects rather than distributed by formula to local agencies; and

Three regionally significant projects were identified: Lake 29 Expressway, South Main/Soda Bay Road and the Phillips Avenue Extension; and

Criteria would be established to prioritize the regionally significant projects for funding in each STIP cycle; and

A portion of STIP funds could be used for rehabilitation and reconstruction purposes once regionally significant projects were funded.

- Whereas, based on the above-mentioned outcomes, Lake APC staff developed the following RTIP Policies and Project Selection Criteria;

As part of the development of the Regional Transportation Improvement Program (RTIP), local agencies will propose regionally significant projects for funding for that cycle;

Rehabilitation and Reconstruction projects remain a priority for the region and could be considered for funding once regionally significant project needs have been met;

The following criteria will be used as a method of prioritizing projects for funding: Regional Significance, Readiness, Urgency, One-Time Funding Opportunity, Leveraging Other Funds, Safety, Traffic Volume, Reasonableness/Cost Benefit;

NOW THEREFORE BE IT RESOLVED THAT:

Three regionally significant projects have been identified and are a high-priority for the Lake County/City Area Planning Council. Funding for those projects (Lake 29 Expressway, South Main/Soda Bay Road & Phillips Avenue Extension) will be prioritized based on the established criteria. Additional regionally significant projects may be considered for funding once priority project needs have been considered.

Adoption of this Resolution was moved by Director Leonard, seconded by Director Mattina, and carried on this 12th day of June, 2013, by the following roll call vote:

AYES: Directors Mattina, Scheel, Leonard, Luiz, Wharff, Mettam (PAC)

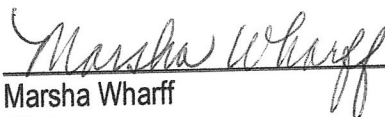
NOES:

ABSENT: Directors Fortino Dickson, Smith, Comstock

WHEREUPON, THE CHAIRMAN DECLARED THE RESOLUTION ADOPTED, AND SO ORDERED.



ATTEST: Lisa Davey-Bates
Executive Director



Marsha Wharff
Chair

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 17-18- 10

RESOLUTION UPDATING THE ESTABLISHMENT OF REGIONAL PRIORITY PROJECTS

THE AREA PLANNING COUNCIL HEREBY FINDS, DECLARES AND RESOLVES THAT:

WHEREAS,

- At their meeting of June 12, 2013, the Area Planning Council (APC) adopted Resolution #12-13-11 which adopted policies for development of Regional Transportation Improvement Programs and established regional priority projects; and
- The three projects established as regional priorities at that time were the Lake 29 Expressway, South Main/Soda Bay Road Corridor Project, and the Dam Road/Phillips Avenue Extension; and
- Funding needs for the regional priority projects must be considered by the APC when awarding funding available through the State Transportation Improvement Program; and
- At their meeting of October 26, 2017, the TAC recommended that an additional project be included in the list of regional priority projects—the City of Clearlake's Dam Road/Dam Road Extension Roundabout project; and
- The project is considered regionally significant due to its linkage between SR 53 and local street system, current congestion from the intersection impacting the State system, access to a busy commercial area and multiple schools, and proximity to other regional projects;

NOW THEREFORE BE IT RESOLVED THAT:

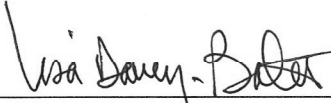
The Lake County/City Area Planning Council will consider funding needs for regional priority projects when awarding funding from the State Transportation Improvement Program. Funding for other projects may be considered once current needs for these projects have been considered. The regional priority projects are as follows:

- Lake 29 Expressway
- South Main Street/Soda Bay Road Corridor Improvements
- Dam Road/Phillips Avenue Extension
- Dam Road/Dam Road Extension Roundabout

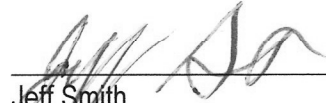
Adoption of this Resolution was moved by Director Mattina, and seconded by Director Simon and carried on this 8th day of November 2017, by the following roll call vote:

AYES: Directors Smith, Simon, Perdock, Parlet, Mattina, Leonard, and Rex Jackman (PAC)
NOES: None
ABSENT: Directors Bennett, Vacant Position-Member-at-Large

WHEREUPON, THE CHAIRMAN DECLARED THE RESOLUTION ADOPTED, AND SO ORDERED.



ATTEST: Lisa Davey-Bates
Executive Director



Jeff Smith
Chair



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: 20/21 Highway Infrastructure Program (HIP) Funding

DATE PREPARED: 10/18/2023

MEETING DATE: 10/26/2023

SUBMITTED BY: Michael Villa, Project Coordinator

BACKGROUND: The Highway Infrastructure Program (HIP) is a federal funding source provided by the Federal Highway Administration (FHWA) available for award by the RTPA for road/street/highway construction projects. The Lake County region has approximately \$55,924 available for the 20/21 apportionment. These funds must be obligated before September 30, 2024.

On September 12, 2023 a call for projects was sent out to TAC members for available funds through the Highway Infrastructure Program (HIP) in the amount of \$55,924. The application deadline for the 20/21 apportionment closed on October 13, 2023 where one application was submitted.

Below is a brief summary of the project application:

Project Name: Kelseyville Sidewalks Project

Description: The project will provide for the construction of curb, gutter, sidewalk, curb ramps and crosswalks on the south side of the Konocti Road from Cole Creek to Oak Hills Lane in Kelseyville.

Location: Along the south side of Konocti Road from Cole Creek Bridge to Oak Hills Lane

Project Cost: \$688,515

Federal Funds: \$450,000(earmark)

Requesting: \$55,924

Funding Needed: \$182,591

At this time, it is recommended that the TAC recommend programming the available FFY 2020/21 HIP funds for the County's Kelseyville Sidewalk Project. Following approval by the Board, staff will submit a request to Caltrans to have funding programmed in the Federal State Transportation Improvement Program (FSTIP). Once the funding is programmed, the County will be able to request authorization of funding as soon as they are ready. The County will have until September 30, 2029 to expend funds.

ACTION REQUIRED: Approve recommendation for programming of the available HIP funding for the County of Lake's Kelseyville Sidewalks Project.

ALTERNATIVES: Continue this item at a later meeting

RECOMMENDATION: APC Staff recommends the following:

Recommend the FFY 2020/21 HIP funding totaling \$55,924 to the County of Lake for their Kelseyville Sidewalks Project



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Overall Work Program Policy, Application, and Scoring Criteria **DATE PREPARED:** 10/19/23
MEETING DATE: 10/26/23

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

In past years, the annual Overall Work Program (OWP) Application process would begin in early December and conclude in June. Staff would distribute the OWP application and cover letter detailing the funding availability for the upcoming fiscal year. Eligible applicants could submit applications for consideration by the Technical Advisory Committee (TAC) at their January Meeting. Staff would then take recommendations from the TAC and develop the draft and final Overall Work Programs bringing them back for review at the February and May TAC Meetings. Although this process has worked, staff feels it is time to adopt a policy to formalize this process.

The Overall Work Program Policy and Application Instructions have been developed to outline and guide a process that is consistent with the State's transportation planning goals when considering new projects. Furthermore, it is important to note that project applications submitted for any Overall Work Program should be able to directly correlate a connection to the 2022 Regional Transportation Plan's Goals and Objectives.

Staff also provided additional documentation including the OWP Application Form, OWP Project Selection Criteria Form, and OWP Quarterly Report Form. These forms are designed as tools to collect necessary project details, appropriately rank projects, and gather necessary information for quarterly reporting requirements to Caltrans.

Staff is requesting the Technical Advisory Committee (TAC) review and give input on the draft OWP Policy and corresponding forms. Lake TAC members may take action on the draft documents or recommend edits and provide further discussion and possible action in November. The proposed new policy will lead into the next Overall Work Program Application Cycle, starting in December.

ACTION REQUIRED: No action is required.

ALTERNATIVES: None.

RECOMMENDATION: No action is required; however, TAC members may take action to approve the Lake APC OWP Policy & Instructions and supporting documents.

Attachments:

OWP Policy & Instructions

OWP Application

OWP Project Selection Criteria

OWP Quarterly Report Form



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
www.lakeapc.org

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

OVERALL WORK PROGRAM (OWP) POLICY AND APPLICATION INSTRUCTIONS

GENERAL INFORMATION

The Area Planning Council's Transportation Planning Work Program is prepared annually to identify and focus the following year's transportation planning tasks. These tasks are envisioned and are to be fulfilled in accordance with the goals and policies of the Lake County Regional Transportation Plan (RTP) and other planning documents prepared by the Lake APC. The primary goal is to develop a safe, balanced, practical and efficient regional transportation system.

Funding Availability

Local Transportation Funds (LTF): According to the Transportation Development Act (TDA), the Regional Transportation Planning Agency (RTPA) shall be allocated up three (3) percent of the annual revenues, for the conduct of transportation planning and programming processes, unless a greater amount is approved by the director.

Planning Programming and Monitoring (PPM): The amount of PPM Funds dedicated to the Overall Work Program (OWP) each year can be found in the State Transportation Improvement Program (STIP) Fund estimate provided by the State. For planning purposes, the Overall Work Program is allocated five (5) percent of the county share.

Rural Planning Assistance: Annual Allocations are provided from the State to the RTPA.

State/Federal Grant Funds: Additionally, the RTPA may apply for grant funding to complete a project through the OWP, but these funds are specific to that grant application, and may not be reallocated for other uses. A local match is most often required.

Eligible Applicants/Projects

Eligible applicants: include the parties to Lake APC's Joint Powers Agreement (JPA), which are the Cities of Clearlake and Lakeport; and the County of Lake. Lake Transit Authority is also an eligible applicant. Other potential applicants must have an eligible JPA member sponsor agency.

Projects: funded under the annual work program are of a planning nature, including studies related to transportation needs, technical assistance, transportation-related training for Technical Advisory Committee (TAC) members, local agency staff, and Lake APC staff; administration of the work program, and direct costs.

Application Cycle/Schedule

The cycle for the OWP process shall begin annually in December, at which time Lake APC staff will forward the OWP application package consisting of these Policies and Application Instructions, an Application/Proposed Scope of Work Form (attached), and a Quarterly Report Form (attached) to TAC members. There shall be a six-week application period with all applications due to the Lake APC office no later than 5:00 p.m. on January 15th of each year (if this date falls on a weekend, the following Monday shall apply).

Applicants must submit electronic copies of the completed application/scope of work form. Incomplete applications or applications with insufficient copies will be returned to the applicant for completion.

A preliminary draft OWP is prepared by Lake APC staff for review at the TAC level and submitted to Caltrans by March 1. After incorporation of Caltrans' comments, a Final OWP is prepared for Lake APC approval. The Final OWP is adopted along with the Lake APC's annual budget in May of each year.

Quarterly Reporting/Payments

All agencies that are funded under the work program are required to submit quarterly progress reports to the Lake APC office within 15 days following the end of each quarter. The progress of each work element is then compiled into a quarterly OWP report, which is submitted to the State and due 30 days following the end of each quarter.

Payments are tied to timely submittal of quarterly reports and satisfactory performance as determined by Lake APC. Payments are made to work program participants upon invoicing with documentation of work performed, and subject to approval by Lake APC's Executive Director.

Amendments

Any formal amendment to the approved work program requires approval by both Lake APC and Caltrans, therefore any delays or problems should be promptly communicated with Lake APC staff. Amendments to the approved work program are not allowed by Caltrans after May 1 of any year. Administrative amendments which involve insignificant changes (with no changes to state or federal funding) require approval only by Lake APC.

Carryover Requests

The program period for each work program is July 1 through June 30 of each year. Every attempt must be made to complete programmed activities within the programmed fiscal year; however, if there is a need to carry over a project to the next fiscal year for completion, the requesting agency must submit justification for the carry over to Lake APC. Carryover requests are subject to the following restrictions:

- Projects funded with State Rural Planning Assistance (RPA) funds are expected to be completed in the initial year of programming; however, limited extensions are possible and will be considered on a case-by-case basis (subject to approval by the Lake APC Executive Director). Caltrans allows up to 25% of an agency's annual RPA allocation to be carried over for a maximum of one year, after the initial year of programming.
- Projects funded with Local Transportation Funds (LTF) funds may be carried over (subject to approval by the Lake APC Executive Director) for a maximum of two years, after the initial year of programming.
- Projects funded with Planning, Programming & Monitoring (PPM) funds may be carried over (subject to approval by the Lake APC Executive Director) for a maximum of two years, after the initial year of programming.

Grant funded projects are subject to the carryover provisions of the pertinent State or Federal funds.

Attachments: OWP Application – Scope of Work Form
OWP Project Selection Criteria
OWP Quarterly Report Form



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
www.lakeapc.org

525 North State Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

2024/25

LAKE COUNTY OVERALL WORK PROGRAM APPLICATION PROPOSED SCOPE OF WORK

<u>APPLICANT (AGENCY):</u>	<u>DATE SUBMITTED:</u>
<u>CONTACT PERSON(S):</u>	
<u>PROJECT TITLE:</u>	
<u>GOAL/PURPOSE:</u> <i>(How will this project be used to improve the State, regional, or local transportation system? Refer to OWP project selection criteria. Use additional sheets as necessary to prepare outline)</i>	
<u>Tasks:</u> <i>(Indicate RFP advertisement, procurement & contract award, project specific tasks, draft review, and final product adoption dates.)</i>	
<u>PREVIOUS RELATED WORK:</u>	
<u>PRODUCTS:</u> <i>Identify products of the planning effort.</i>	

ESTIMATED TIME SCHEDULE: (Indicate "I" for anticipated task Initiation and "C" for anticipated Completion)

TASK	ANTICIPATED COMPLETION DATE (BY QUARTER)			
	July -September	October -December	January -March	April -June
1				
2				
3				
4				
5				
6				
7				

ESTIMATED PERSON DAYS/ COST BREAKDOWN:

RESPONSIBLE AGENCY	APPROXIMATE PERSON DAYS	BUDGET	FUNDING SOURCE
TOTAL:			

Notes:

1. Receipts and documentation are required for all direct costs, including copies of consultant invoices and receipts. Mark-up of direct costs is not allowed.
2. Travel costs are limited to Caltrans approved travel rates, available at the following link: <http://www.dot.ca.gov/hq/asc/travel/ch12/1consultant.htm#rr>.
3. It is applicant's responsibility to comply with all fiscal and procurement requirements of federal, state, regional, or local funding agencies.
4. The Transportation Development Act (TDA) requires recipients of Local Transportation Funds to submit annual fiscal audits to Lake APC.



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LAKE APC OWP PROJECT SELECTION CRITERIA

Project: _____
 Applicant: _____
 Date Reviewed: _____

Criteria & Maximum Points	Score	Comments
Support economic vitality, travel and/or tourism of region 5 Points		
Increase safety and/or security of transportation system 15 Points		
Increase accessibility and mobility 15 points		
Promote consistency between transportation improvements and State and Local planned growth and economic development patterns 10 Points		
Enhance integration and connectivity of transportation system 10 Points		
Promote efficient system management and operation 5 Points		
Preservation of the existing transportation system 15 Points		
Improve the resiliency and reliability of the transportation system 10 Points		
TOTAL		



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OVERALL WORK PROGRAM QUARTERLY REPORT _____ Quarter, FY _____

AGENCY:

DATE:

WORK ELEMENT NO. & TITLE:
PROGRESS:

PRODUCT EXPECTED:

PROBLEMS:

FUNDS:

OWP Approved Funding:	\$ _____
Agency Claimed to-date	\$ _____
Current CLAIMED:	\$ _____
Agency Balance Remaining:	\$ _____

Supporting Invoice Documentation:

Agency Staff Name:	Billable Rate:	Total Hours Worked:	Total Billed to WE:

Agency Representative Name (Print)

Agency Representative Title

Agency Representative Signature



LAKE COUNTY/CITY AREA PLANNING COUNCIL TECHNICAL ADVISORY COMMITTEE STAFF REPORT

TITLE: Grant Updates

DATE PREPARED: October 19, 2023

MEETING DATE: October 26, 2023

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: Below is a summary of current or potential projects and grant opportunities staff has been monitoring:

Sustainable Transportation Planning Grants- Last spring, staff applied for funding for three planning projects: a Regionwide Wildfire Evacuation and Preparedness Plan, a Zero Emission Vehicle (ZEV) Charging Infrastructure Plan, and a Feasibility Study for a Clear Lake Ferry Service. At the end of August, we were notified that one of the three, the Wildfire Evacuation and Preparedness Plan, was successful. While it was noted by Caltrans staff that the two unsuccessful applications scored well, the program funding was considered too limited during this cycle to have them included. We are considering re-applying for the two projects in the newest grant cycle in 2024. A Request for Proposals is currently being prepared for the Wildfire Evacuation Plan and should be released in the coming weeks.

The newest cycle of Sustainable Transportation Planning Grants has recently opened with applications due in January. Aside from re-applying for the two unsuccessful grants from earlier this year, staff is also currently in contact with regional tribes to discuss a potential application for a Tribal Lands Access Needs Study. Possible features of the study would include a short-detailed list of projects for each of the region's tribes, estimated costs, and potential funding sources to implement selected projects, whether they are on or adjacent to tribal lands. Assuming a successful application, the primary goals of the project would be to prioritize tribal transportation projects for the region as well as to strengthen lines of communication with local tribes and develop partnering opportunities for future projects.

Reconnecting Communities Program- Lake APC, City of Clearlake, and Caltrans District 1 partnered on a pilot program through the State to improve intersection and general crossing safety across SR 53 in Clearlake. An application was submitted in September with awards expected to be announced in January 2024.

The program, known as "Reconnecting Communities: Highways to Boulevards," is intended to assist underserved communities that have been separated by a State Highway to restore connectivity by enhancing mobility, access, or economic development. A total of \$149 million is available and will be divided between three qualifying communities; one urban, one "corridor," and one rural. The official applicant is the City of Clearlake, which based on the program's definitions, did not qualify as a rural community and instead had to apply for the "corridor" category. Potential projects are to be determined through an extensive community outreach process, and do not need to be set at the time of application. The likely projects to be funded, however, would be those found in the SR 53 Corridor Study adopted last year, or similar crossing improvements linking east and west portions of the City.

Federal Transit Agency 5310 Program- Finally, staff assisted Lake Transit in preparing an application for the current cycle of Federal Transit Agency 5310 grants. The program is intended for "enhanced mobility of seniors and individuals with disabilities," and the new submittal will allow for continued Non-Emergency Medical Transportation (NEMT) services to be provided by Lake Transit Authority. Staff will also be looking into using additional 5310 funds to begin implementing certain recommendations of the recently adopted Transit Development Plan, such as micro-transit service in the Lakeport and Southlake regions of the County.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None, informational only



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Carbon Reduction Program (CRP) Funding

DATE PREPARED: 10/18/2023

MEETING DATE: 10/26/2023

SUBMITTED BY: Michael Villa, Project Coordinator

BACKGROUND: The Carbon Reduction Program (CRP) is a federal funding source provided by the Federal Highway Administration (FHWA) available for award by the RTPA. The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.

Prior to programming CRP funds, Lake APC must develop a Project Selection Strategy that will be used as the basis for all CRP funds. This strategy must reflect the Three Pillars of the State's Carbon Reduction Strategy (CRS) plan:

- Zero-Emission Vehicles & Infrastructure
- Active Transportation & Micromobility
- Rail & Transit

The Lake County region has \$118,677 for Cycle 1 of the FFY 2022 apportionment and \$121,050 for Cycle 2 of the FFY 2023 apportionment which comes to a total of \$239,727. Funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. CRP funds can be combined with other eligible USDOT funds that support the reduction of transportation emissions.

Following the August TAC meeting, Lake APC staff developed a draft CRP Policy/Application Requirements, which have been attached for review and TAC discussion.

ACTION REQUIRED: Review and approve draft Policy/Application Requirements.

ALTERNATIVES: Update Policy/Application Requirements per TAC recommendation.

RECOMMENDATION: None

CT Milestone Report - Lake County - September 10, 2023

Past Due		Due in 3 Months			Complete																		
District	Project ID	Project Number	Program ^a	Project Manager	County	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (RW Cert)	Ready to List (RTL)	Begin Construction	End Construction		
01	0114000043	01-29811	SHOPP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	Lake 29 Expressway - Safety	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	Improve Curve and Upgrade Shoulders	\$42,451,000	\$12,122,000	\$354,839	\$54,927,839	CONST	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/02/2019	11/06/2024		
01	0114000044	01-29821	STIP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	LAK-29 STIP	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	LAK-29 CHILD STIP	\$23,757,000	\$4,866,000	\$113,271	\$28,736,271	CONST	07/01/1998	11/30/2016	03/06/2019	05/06/2019	12/02/2019	02/01/2025		
01	0115000033	01-0E820	SHOPP	GOPANA, KIRAN K	LAK	VAR	0/0	EAST LAKE CO TMS	IN LAKE COUNTY AT VARIOUS LOCATIONS	UPGRADE TRANSPORTATION MANAGEMENT SYSTEM	\$2,008,000	\$43,000	\$74,161	\$2,125,161	CONST	10/18/2017	12/31/2019	02/24/2021	04/06/2021	11/02/2021	12/01/2023		
01	0116000114	01-0G000	SAFE ROUTES	BUCK, JENNIFER L	LAK	029	4.15/5.14	Middletown Path	IN LAKE COUNTY IN MIDDLETOWN FROM RANCHERIA ROAD TO CENTRAL PARK ROAD	CONSTRUCT MULTI-USE PATH	\$0	\$0	\$351,102	\$351,102	CONST	04/08/2016	07/11/2019	12/28/2021	02/08/2022	06/01/2022	01/03/2024		
01	0117000227	01-0H470	SHOPP MINOR B	COONROD, CAREN E	LAK	020	10.9/11.4	Pomo Way Intersection Lighting	IN LAKE COUNTY NEAR NICE FROM 0.3 MILE WEST TO 0.3 MILE EAST OF POMO WAY	INSTALL INTERSECTION LIGHTING	\$168,000	\$12,000	\$13,157	\$193,157	CONST		02/26/2019	12/17/2021	02/08/2022	07/13/2022	12/29/2023		
01	0118000078	01-29841	STIP	PIMENTEL, JEFFREY L	LAK	029	23.6/26.9	LAK 29-KONOCTI CORRIDOR 2A	IN LAKE COUNTY NEAR LOWER LAKE ON ROUTE 29 FROM 3.3 MILES NORTH OF JUNCTION 29/53 TO 1.0 MILE SOUTH OF JUNCTION 29/281	CONSTRUCTION 4-LANE EXPRESSWAY	\$54,500,000	\$19,505,000	\$14,985,315	\$88,990,315	PSE	07/01/1998	11/30/2016	12/01/2026	12/15/2026	07/01/2027	12/01/2030		
01	0118000079	01-29831	STIP	PIMENTEL, JEFFREY L	LAK	029	26.1/29.1	LAK-29 KONOCTI CORRIDOR 2B	IN LAKE COUNTY NEAR KELSEYVILLE ON ROUTE 29 FROM 1.8 MILES SOUTH TO 1.2 MI NORTH OF JUNCTION 29/281 & ON ROUTE 281 FROM JUNCTION 29/281 TO 0.3 MI WEST OF JUNCTION 29/281	CONSTRUCT 4-LANE EXPRESSWAY	\$51,900,000	\$40,571,000	\$15,127,630	\$107,598,630	PSE	07/01/1998	11/30/2016	12/01/2026	12/15/2026	07/01/2027	12/01/2030		
01	0118000117	01-0H840	SHOPP	GOPANA, KIRAN K	LAK	020	2/2.8	BLUE LAKES SAFETY	IN LAKE COUNTY ABOUT 6 MILES WEST OF UPPER LAKE FROM 0.6 MILE WEST OF IRVINE AVENUE TO 0.1 MILE EAST OF MID LAKE ROAD	IMPROVE CURVE; WIDEN SHOULDER	\$16,468,000	\$781,000	\$4,654,633	\$21,903,633	CONST	12/05/2018	09/22/2020	11/07/2022	12/16/2022	08/23/2023	12/01/2025		
01	0118000125	01-2982U	SHOPP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	LAK-29 COMBINED	IN LAKE COUNTY NEAR KELSEYVILLE ON RTE 29 FROM 0.6 MI TO 3.7 MILES NORTH OF RTE 281 AND ON RTE 175 FROM SO JCT RTE 29 TO 0.3 MI EAST OF SO JCT RTE 29	CONSTRUCT EXPRESSWAY	\$66,208,000	\$0	\$64,410	\$66,272,410	CONST	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/02/2019	11/06/2024		
01	0118000172	01-0E081	SHOPP	GOPANA, KIRAN K	LAK	VAR	0/0	Morrison, Robinson & Kelsey Creek	IN LAKE COUNTY AT VARIOUS LOCATIONS	BRIDGE RAIL & UPGRADE	\$9,447,000	\$358,000	\$982,464	\$10,787,464	CONST	07/02/2018	06/29/2020	05/19/2021	06/18/2021	10/19/2021	12/31/2024		
01	0119000007	01-0J310	SHOPP MINOR B	COONROD, CAREN E	LAK	029	44.6/44.6	LAKEPORT MS OVERLAY	IN LAKE COUNTY NEAR LAKEPORT AT THE LAKEPORT MAINTENANCE STATION	MAINTENANCE STATION OVERLAY	\$265,000	\$0	\$101,214	\$366,214	CONST		06/07/2018	12/20/2021	02/11/2022	07/29/2022	12/29/2023		
01	0119000062	01-2983U	SHOPP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	LAK-29 combined mitigation	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	ENVIRONMENTAL MITIGATION	\$0	\$0	\$565,964	\$565,964	CONST	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/30/2019	12/30/2027		
01	0119000123	01-0J930	SHOPP	GOPANA, KIRAN K	LAK	029	11.9/23.6	Twin Lakes CAPM	IN LAKE COUNTY NEAR CLEAR LAKE FROM SPRUCE GROVE ROAD TO DIENER DRIVE/ROAD 543	Pavement Class 2 / CAPM	\$25,500,000	\$460,000	\$5,149,674	\$31,109,674	PAED	06/30/2022	06/28/2024	11/03/2025	11/15/2025	02/01/2026	12/01/2027		
01	0120000076	01-0G331	SHOPP	FALK-CARLSEN, KARL	LAK	020	5.1/5.8	LAKE 20 Shoulders ENV Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST TO 0.3 MILES EAST OF WITTER SPRINGS ROAD	Mitigation	\$100,000	\$0	\$382,547	\$482,547	CONST		04/03/2019	04/07/2020	03/27/2023	11/30/2023	06/02/2029		
01	0120000077	01-0F491	SHOPP	FALK-CARLSEN, KARL	LAK	020	5.8/5.8	Bachelor Creek Bridge Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.1 MILE WEST TO 0.5 MILE EAST OF BACHELOR CREEK BRIDGE #14-0001	ENVIRONMENTAL MITIGATION	\$0	\$0	\$223,098	\$223,098	CONST		12/17/2018	04/07/2020	07/01/2022	12/07/2022	12/31/2027		
01	0120000130	01-0K660	SHOPP	GOPANA, KIRAN K	LAK	020	16.74/18.02	Lucerne Complete Streets	IN LAKE COUNTY IN LUCERNE FROM 0.1 MILE WEST OF MORRISON CREEK BRIDGE TO 0.1 MILE EAST OF COUNTRY CLUB DRIVE	Lucerne Complete Streets Improvements	\$15,756,000	\$794,000	\$10,848,759	\$27,398,759	PAED	05/20/2024	02/22/2027	08/07/2028	08/22/2028	12/11/2028	12/04/2030		
01	0121000085	01-0L220	SHOPP	GOPANA, KIRAN K	LAK	029	17.6/18	Lak-29/C St Left Turn Channelization	IN LAKE COUNTY FROM 0.2 MILE SOUTH OF NORTH C STREET-ROAD 141S TO 0.1 MILE NORTH OF C STREET-ROAD 141S	LEFT TURN CHANNELIZATION	\$1,676,000	\$30,000	\$2,614,700	\$4,320,700	PAED	05/19/2022	11/07/2024	07/07/2025	07/22/2025	01/27/2026	12/01/2027		
01	0121000088	01-0L260	SHOPP	GOPANA, KIRAN K	LAK	029	31.6/52.5	LAKEPORT CAPM	IN LAKE COUNTY NEAR LAKEPORT FROM 0.5 MILE NORTH OF JUNCTION ROUTE 175 TO JUNCTION ROUTE 20	CAPM	\$38,885,000	\$42,000	\$7,489,454	\$46,416,454	PAED	07/01/2024	02/02/2026	03/01/2027	07/15/2027	02/01/2028	04/15/2030		
01	0122000027	01-0L590	SHOPP	KING, ROBERT W	LAK	029	5/5.9	Middletown Safety South	IN LAKE COUNTY AT MIDDLETOWN FROM 0.1 MILE SOUTH OF CENTRAL PARK ROAD TO 0.1 MILE NORTH OF YOUNG STREET	WIDEN AND CHANNELIZE	\$6,319,000	\$305,000	\$8,082,049	\$14,706,049	PAED	06/28/2023	07/01/2025	01/01/2027	02/12/2027	07/01/2027	01/01/2029		
01	0122000056	01-0L870	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	029	0/20.307	LAK-29 MMBN	MIDDLE MILE BROADBAND 20.53 MILES IN LAKE COUNTY NEAR MIDDLETOWN FROM 0.2 MILE SOUTH OF ST HELENA CREEK BRIDGE TO JUNCTION 53 NORTH, LOWER LAKE	MIDDLE MILE BROADBAND	\$7,186,000	\$0	\$2,554,450	\$9,740,450	PAED	08/29/2022	06/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026		
01	0122000057	01-0L880	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	053	0/7.42	LAK-53 MMBN	MIDDLE MILE BROADBAND 7.42 MILES IN LAKE COUNTY NEAR CLEARLAKE FROM THE ROUTE 29-53 JUNCTION TO 0.1 MILE SOUTH OF THE ROUTE 20-53 JUNCTION	MIDDLE MILE BROADBAND	\$2,597,000	\$0	\$1,461,831	\$4,058,831	PAED	08/30/2022	06/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026		
01	0122000059	01-0L900	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	020	0/31.6	LAK 3 locations MMBN	MIDDLE MILE BROADBAND 85.34 MILES IN LAKE COUNTY ON VARIOUS ROUTES AT VARIOUS LOCATIONS	MIDDLE MILE BROADBAND	\$31,790,000	\$3,000	\$9,630,262	\$41,423,262	PSE	06/08/2022	08/01/2023	08/01/2024	08/01/2024	12/03/2024	11/01/2026		

CT Milestone Report - Lake County - September 10, 2023

Past Due		Due in 3 Months			Complete																	
District	Project ID	Project Number	Program ^a	Project Manager	County	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (RW Cert)	Ready to List (RTL)	Begin Construction	End Construction	
01	0122000126	01-0M230	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	281	14/17	LAK-281 MMBN	MIDDLE MILE BROADBAND 2.95 MILES IN LAKE COUNTY NEAR LAKEPORT FROM BEGINNING ADOPTED ROUTE SODA BAY TO THE JUNCTION OF ROUTES 281 AND 20	MIDDLE MILE BROADBAND	\$1,033,000	\$0	\$1,224,183	\$2,257,183	PAED	08/29/2022	06/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026	
01	0122000135	01-0M310	SHOPP	BRADY, MARIE A	LAK	020	R43.9/R44.2	Abbot Mine Curve Improvement	IN LAKE COUNTY ABOUT 15 MILES EAST OF CLEARLAKE OAKS FROM 0.3 MILE EAST OF WALKER RIDGE ROAD TO 0.6 MILE EAST OF WALKER RIDGE ROAD.	CURVE IMPROVEMENT	\$5,942,000	\$46,000	\$4,982,581	\$10,970,581	PAED	08/17/2023	11/17/2025	02/17/2027	04/21/2027	08/24/2027	01/18/2029	
01	0123000008	01-0L902	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	175	19.23/19.73	3 LAK County Bridges MMBN	MIDDLE MILE BROADBAND 1.5 MILES IN LAKE COUNTY ON ROUTE 175 AT KELSEY CREEK BRIDGE, ON ROUTE 20 AT MORRISON CREEK BRIDGE AND ON ROUTE 29 AT ROBINSON CREEK BRIDGE	MIDDLE MILE BROADBAND	\$525,000	\$0	\$211,620	\$736,620	PAED	10/10/2023	11/20/2023	04/01/2027	04/15/2027	10/01/2027	12/03/2029	
01	0123000017	01-0M470	SHOPP	KING, ROBERT W	LAK	029	7.4/8.9	Middletown North Safety	IN LAKE COUNTY NEAR MIDDLETOWN FROM 1.1 MILES NORTH OF BUTTES CANYON ROAD TO 0.3 MILE SOUTH OF GRANGE ROAD	WIDEN SHOULDERS AND INSTALL RUMBLE STRIPS	\$9,800,000	\$0	\$2,984,642	\$12,784,642	PID	02/01/2024	04/11/2025	06/15/2027	08/01/2027	02/03/2028	12/01/2028	
01	0123000032	01-0M570	SHOPP	KING, ROBERT W	LAK	029	31.4/33.7	Bottle Rock Safety	IN LAKE COUNTY NEAR KELSEYVILLE FROM 1.0 MILE SOUTH OF BOTTLE ROCK ROAD 515 LEFT AND 0.7 MILE NORTH OF COLE CREEK ROAD 515E LEFT	SHOULDER WIDENING AND LEFT TURN CHANNELIZATION	\$12,808,000	\$1,543,000	\$12,124,219	\$26,475,219	PID	12/06/2023	08/10/2026	02/10/2028	03/10/2028	08/29/2028	12/02/2030	
01	0123000051	01-0M640	MAINTENANCE	COONROD, CAREN E	LAK	029	R45.1/52.54	LAKEPORT OVERLAY	IN LAKE COUNTY NEAR LAKEPORT FROM PARK WAY OVERCROSSING TO ROUTE 20	OVERLAY	\$4,648,000	\$0	\$464,044	\$5,112,044	PSE		07/26/2023	10/01/2023	12/29/2023	05/01/2024	11/01/2024	
01	0123000064	01-0M740	SHOPP MINOR B	COONROD, CAREN E	LAK	029	30.7/30.7	Konocti Wall Treatment	In Lake County near Kelseyville at 0.4 mile south of Route 175	Cover middle and bottom section of the retaining wall with shotcrete.	\$0	\$0	\$74,150	\$74,150	PSE		05/05/2023	07/25/2023	09/01/2023	01/01/2024	05/01/2024	
01	0123000093	01-0M920	MAINTENANCE	COONROD, CAREN E	LAK	020	8.87/28.54	Pedestrian Safety Enhancement	IN LAKE COUNTY NEAR UPPER LAKE AND CLEAR LAKE OAKS AT VARIOUS LOCATIONS FROM MAIN STREET TO BUTLER STREET	Pedestrian Safety Enhancement	\$2,500,000	\$0	\$619,630	\$3,119,630	PAED		09/15/2023	10/01/2023	12/29/2023	05/01/2024	11/01/2024	
01	0123000159	01-0N190	OTHER-LOCAL	DEMCAK, MEGAN J	LAK	053	1.99/1.99	18th Ave Encroachment Permit	In Lake County within the City of Clearlake at 18th Avenue	Encroachment Permit	\$50,000	\$0	\$37,193	\$87,193	CONST					07/11/2023	12/29/2023	
01	0123000167	01-0L904	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	020	0/24.089	Lak-20 Mile Broadband Network	MIDDLE MILE BROADBAND 85.34 MILES IN LAKE COUNTY ON VARIOUS ROUTES AT VARIOUS LOCATIONS		\$0	\$0	\$1,900,925	\$1,900,925	PSE	06/08/2022	08/01/2023	08/01/2024	08/01/2024	12/03/2024	11/01/2026	
01	0123000169	01-0L871	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	029	0/5.826	LAK- 29 Broadband Middle Mile	MIDDLE MILE BROADBAND 20.53 MILES IN LAKE COUNTY NEAR MIDDLETOWN FROM 0.2 MILE SOUTH OF ST HELENA CREEK BRIDGE TO JUNCTION 53 NORTH, LOWER LAKE		\$0	\$0	\$1,844,722	\$1,844,722	PAED	08/29/2022	06/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026	
01	0123000207	01-0N340	SHOPP	FINCK, BRIAN T	LAK	020	8.3/29.54	Lake 20 Complete Streets	In Lake County near Nice from Route 29 to Sulphur Bank Drive.		\$67,235,000	\$0	\$2,448,843	\$69,683,843	PID	07/01/2026	09/04/2028	09/04/2030	10/01/2030	03/18/2031	12/01/2032	

Field Descriptions for RTPA CT Milestones Reports

Footnote	Column	Description
a)	Program	The funding source for the project.
	LOCAL ASSISTANCE	This funding comes from various Federal and State programs specifically designed to assist the transportation needs of local agencies.
	MAINTENANCE	Highway maintenance is the preservation, upkeep, and restoration of the roadway structures as nearly as possible in the condition to which they were constructed.
	OTHER STATE FUNDS	Miscellaneous State funds.
	OTHER-LOCAL	Miscellaneous Local funds.
	PLANNING	During the PID phase (see below) prior to the project being programmed into either SHOPP or STIP.
	SAFE ROUTES	Safe Routes to Schools- Part of the Active Transportation and Complete Streets Program
	SHOPP	State Highway Operation and Protection Program - The SHOPP consists of safety projects and preservation projects necessary to maintain and preserve the existing State Highway System.
	SHOPP MINOR A	A SHOPP project that has a construction capital limit between \$291,001 and \$1,250,000.
	SHOPP MINOR B	A SHOPP project that has a construction capital limit of \$291,000 or less.
	STIP	State Transportation Improvement Program - The STIP primarily consists of capacity enhancing or increasing projects, but it can also include local road rehabilitation projects.
b)	Current Phase	The stage of progress of the project. Post-construction (close-out) projects are not included in this report.
	PID	Project Initiation Documents - Establishes a well-defined purpose and need statement, proposed project scope tied to a reliable cost estimate and schedule. Prior to the project being programmed.
	PAED	Project Approval and Environmental Document - Complete detailed environmental and engineering studies for project alternatives (as needed); approve the preferred project alternative.
	PSE	Plans, Specifications and Estimate - Conduct detailed project design; prepare and advertise project contract.
	CONST	Period from approval of the construction contract to final acceptance and payment of the work performed by the contractor.