

Sustainable Shasta

Caltrans ATP Cycle 5 Projects



Shasta Regional Transportation Agency

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Section 1: Overview

Background

Shasta Regional Transportation Agency (SRTA) led the Go Shasta Active Transportation Plan effort that defined the policies, programs and projects for a safer and more connected bicycle and pedestrian network in Shasta County. The Sustainable Shasta project followed this effort to further develop high-quality bicycle and pedestrian priority projects identified in Go Shasta. Sustainable Shasta is focused on developing project designs in order to secure design/construction grants.

Working alongside SRTA, Alta Planning + Design (Alta) developed project concepts and cost estimates for submittal to the Caltrans Cycle 5 Active Transportation Grant Application. The details of the projects' development and graphic materials are presented here.

Projects

Shasta Regional Transportation Agency (SRTA) coordinated with a variety of stakeholders to develop concepts for numerous projects. The final projects submitted for ATP applications were

Project Name	Applicant
Ashby-to-Downtown	City of Shasta Lake
North Redding Active Transportation Trunk Line (NRATTTL)	Shasta County RTPA
Cottonwood Active Transportation Trunk Line (CATTLE)	Shasta County
Cottonwood Lasso Loop	Shasta County
West Cottonwood School Connector	Shasta County

Section 2: Public Outreach

Outreach Summary

In order to gain valuable public input and feedback, the project team presented project materials at several events throughout the life of the project. Public-facing materials were created to communicate project goals, project alignments, and design concepts. The outreach materials served as a centerpiece for robust conversations about community mobility improvements. These conversations helped shape, refine, and validate the design of the projects.

Outreach Events

Outreach was conducted between October 2019 and February 2020 to gather input on concepts in the City of Anderson, City of Shasta Lake, City of Redding, Cottonwood, and the North Redding Active Transportation Trunk Line.

Project Location	Outreach Event Dates
City of Anderson	October 2019; January 2020
Cottonwood	October 2019; November 2019; January 2020
City of Redding	February 2020
City of Shasta Lake	November 2019
NRATTL	February 2020

Outreach Materials

OUTREACH POSTERS

GO SHASTA IMPLEMENTATION



GoShasta Regional Active Transportation Plan

Plan to strategically guide the development of programs and infrastructure for walking, biking, and connecting to transit in the Shasta Region

Builds upon the public's support for developing a walking and biking network throughout the Shasta Region

Include projects and action lists approved by the Shasta Regional Transportation Agency, the County of Shasta, and the incorporated cities of Anderson and Shasta Lake

Jointly created with the City of Redding's active transportation plan



Community Vision

Establish a healthy, appealing, and competitive alternative to driving

High quality pedestrian and bicycle facilities, combined with support programs, will provide low-cost mobility options

Policy, actions, and investments establish more vibrant, people-centered communities

Community advocacy groups will work side-by-side with local, regional, and state agencies to advance implementation



Trunk Line & Project Selection

Trunk Line

Safe, comfortable, intuitive routes for people on foot or bicycle between communities and activity centers

Project Selection

System of conceptual Trunk Lines has been identified in the GoShasta Plan

Exact corridor selection is part of this implementation effort and is based off of the Plan's projects list

Local agencies have nominated corridors for the Trunk Line and want to discuss with the community



Timeline

Information Gathering Phase

Conceptual designs are ideas for your consideration

You can provide minor or major changes

This is just a starting point for conversation

Questions to consider...

Are these the right corridors within your community?

Is this the right feel for your community?

Implementation Phasing

Working with limited resources to optimize landscape performance



Shorter term

Dry landscaping with infrastructure to support future vegetation and tree growth

Middle term

Low maintenance plantings that help manage storm water

Longer term

Low maintenance plantings and trees that provide shade and enclosure

Sustainable Shasta Overview Poster for public outreach events

IDEAS FOR PROJECTS IN THE CITY OF SHASTA LAKE, CA

The Go Shasta Regional Active Transportation Plan (ATP) establishes the following vision in the Shasta Region: Establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low-cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, people-centered communities.



1 Do you like the loop concept for connection to common destinations?

2 Do you like the concepts more than the existing conditions?

3 Which People-Centered elements are most important to YOU?

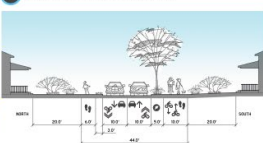
- ☐ Sidewalks
- ☐ Bicycle Facilities
- ☐ Tree Canopy
- ☐ Stormwater Management Infrastructure
- ☐ Traffic Calming
- ☐ Safe Crossings
- ☐ Walkable Development



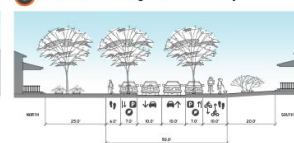
A Ashby Road: Active Parkway



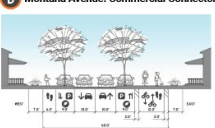
B La Mesa Avenue: Shared Street



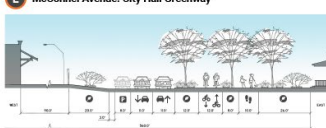
C Vallecito Avenue: Neighborhood Greenway



D Montana Avenue: Commercial Connector



E McConnel Avenue: City Hall Greenway



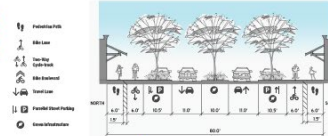
Poster for project ideas for the City of Shasta Lake

IDEAS FOR PROJECTS IN ANDERSON

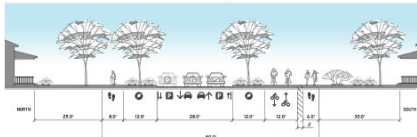
The Go Shasta Regional Active Transportation Plan (ATP) establishes the following vision in the Shasta Region: Establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low-cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.

Which People-Centered Elements are most important to YOU?

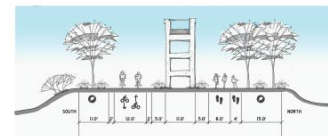
- Sidewalks
- Bicycle Facilities
- Tree Canopy
- Green Infrastructure
- Traffic Calming
- Improved Crossings
- Placemaking



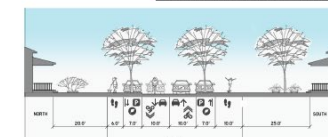
North Street: Commercial Connector



Ferry Street: Active Parkway



Volante Park Aqueduct Greenway



Pinion Avenue: Bicycle Boulevard



Poster for project ideas for the City of Anderson

PROJECT IDEAS - THE COTTONWOOD LASSO LOOP

The Go Shasta Regional Active Transportation Plan (ATP) establishes the following vision in the Shasta Region: Establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low-cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.



Which People-Centered Elements are most important to YOU?

- Sidewalks
- Bicycle Paths
- Shade Canopy
- Innovative Stormwater Infrastructure
- Traffic Calming
- Safe Crossings
- Walkable Development
- Lighting



4th Street: Rural Connector



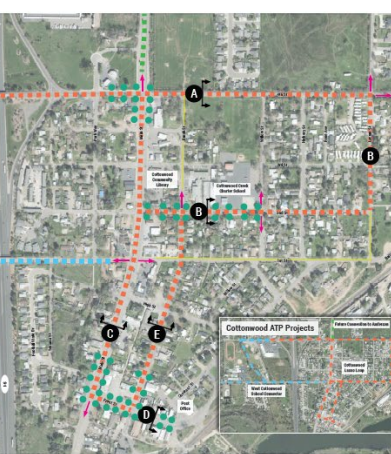
Locust Street & 2nd Street: Residential Greenway



Main Street: Commercial Connector

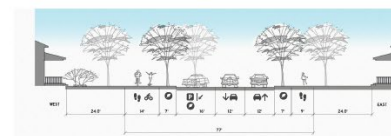


Front Street: Shared Street



Cottonwood ATP Projects

Legend: Cottonwood Lasso Loop, 4th Street Rural Connector, Locust Street & 2nd Street Residential Greenway, Main Street Commercial Connector, Front Street Shared Street, Brush Street Residential Greenway



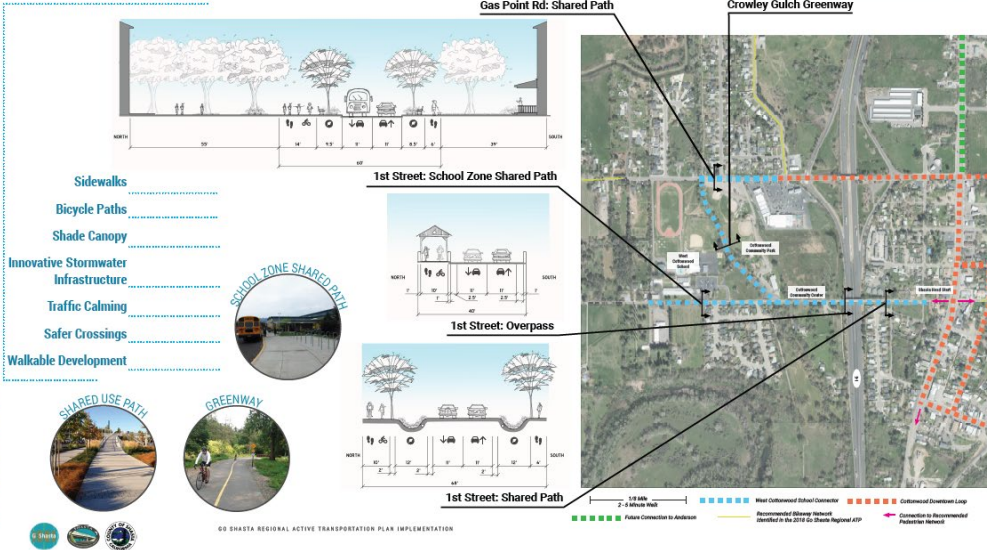
Brush Street: Residential Greenway

Poster for project ideas for Cottonwood – Lasso Loop

PROJECT IDEAS - WEST COTTONWOOD SCHOOL CONNECTOR

The Go Shasta Regional Active Transportation Plan (ATP) establishes the following vision in the Shasta Region: Establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low-cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.

Which People Centered Elements are most important to YOU?



Poster for project ideas for Cottonwood – West Cottonwood School Connector

A SHARED SPACE ON FRONT STREET

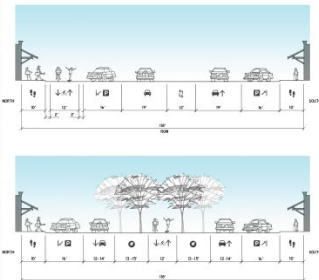
SHARED SPACE CONCEPT FOR EASTERN BLOCK OF FRONT STREET



ENHANCING HISTORICAL CHARACTER

Design elements such as hitching rings and horse troughs, period lighting fixtures, and tree planting infrastructure can add to Front Street's late 1800's character.

ALTERNATIVES FOR WESTERN BLOCK OF FRONT STREET



EXAMPLES OF SHARED SPACES



SHARED SPACE ON A TYPICAL DAY



SHARED SPACE DURING A COMMUNITY EVENT

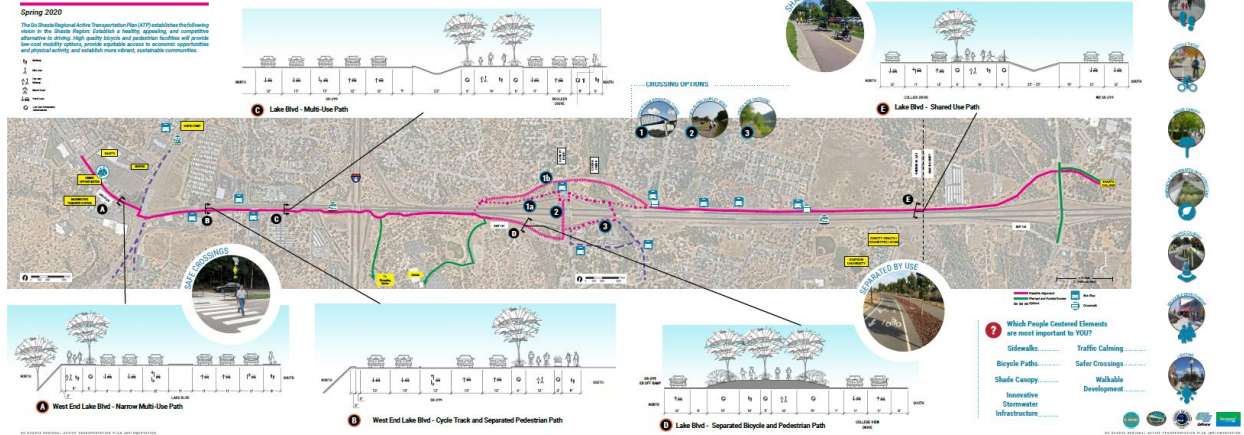


Poster for project ideas for Cottonwood – Front Street Shared Space

NORTH REDDING ACTIVE TRANSPORTATION TRUNK LINE

Spring 2020

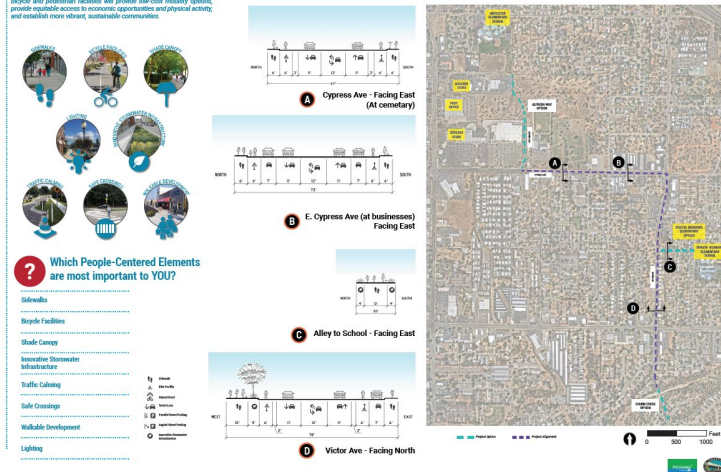
The Shasta Regional Active Transportation Plan (ATP) establishes the following vision in the Shasta Region: Create a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.



Poster for North Redding Active Transportation Trunk Line

VICTOR AVENUE

In the Shasta Region, our active transportation vision is to establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.



Left: Poster for Improvements to Victor Avenue (City of Redding)

TURTLE BAY TO DOWNTOWN REDDING

In the Shasta Region, our active transportation vision is to establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.



Left: Poster for Turtle Bay to Downtown Improvements (City of Redding)

OUTREACH PHOTOS



Presentation of outreach materials at a public meeting in Cottonwood on Oct. 3, 2019.



Discussion among community members about proposed projects during meeting in Cottonwood on Oct. 3, 2019.



Discussion during Task Force meeting in Anderson on Jan. 8, 2020.



City of Anderson Task Force Meeting in Anderson on Jan. 8, 2020.

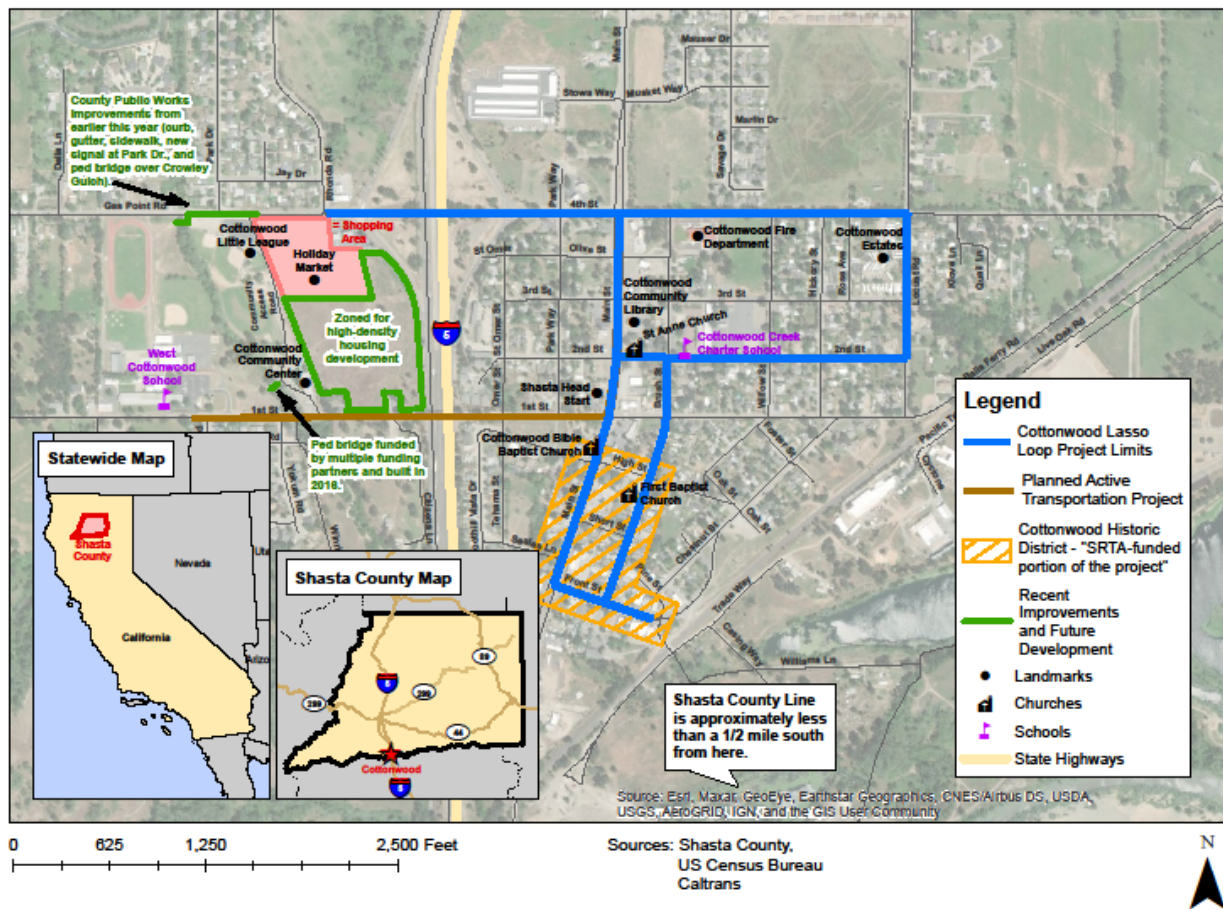
Section 3: Projects

Cottonwood Lasso Loop

PROJECT LOCATION

This project is located in the unincorporated town of Cottonwood on Main Street, Front Street, 2nd Street, Locust Street, Brush Street, Gas Point Road.

**Cottonwood Lasso Loop
Project Location Map**



EXISTING CONDITIONS PHOTOS



Person on a bicycle on Main Street



Intersection of First Street and Main Street



Parking on Front Street

SUMMARY OF PROJECT SCOPE

The Cottonwood Downtown Lasso Loop will implement a priority portion of the “trunk line network”—a network of high-quality active transportation facilities that connect key destinations through Shasta County—identified in the GoShasta Regional Active Transportation plan. It includes 2.2 miles of transformative improvements to the existing right of way that will provide high-quality, low-stress infrastructure for walking and cycling. The project includes improvements to 21 intersections, notably providing a safe and comfortable crossing of the I-5 interchange, which currently acts as a major barrier for those walking and biking.

This project will provide significant benefits for people using active modes in Cottonwood. Cottonwood currently has a limited bicycle and pedestrian network, although a substantial portion of the population rely on biking and walking for everyday trips. The project makes critical connections the between residential areas and Cottonwood Creek Charter School, as well as connections to commercial areas and employment centers

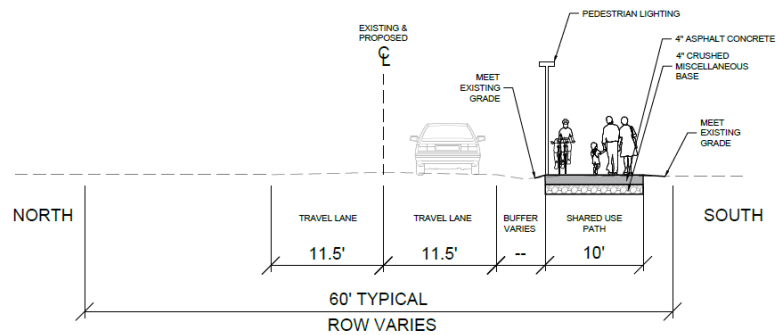
PROJECT DESCRIPTION

The Cottonwood Lasso Loop (Lasso Loop) is a continuous active transportation network connecting Cottonwood’s disadvantaged community (DAC) to vital local resources and links a community divided by Interstate 5. Lasso Loop creates mobility options by connecting neighborhoods to Cottonwood Community Center, Little League Fields, Holiday Market, Cottonwood Creek Charter School, Cottonwood Library, Shasta Head Start (daycare services), and Cottonwood's historic downtown, all with low-stress facilities. Parts of Main, Brush, and Front Streets will be funded by the Shasta Regional Transportation Agency as a stand-alone project within the Lasso Loop.

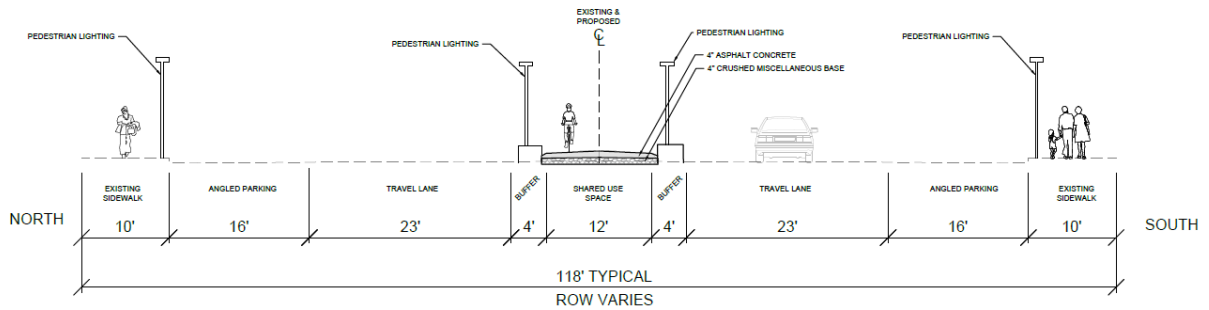
SUMMARY OF IMPROVEMENTS

Lasso Loop includes a shared-use path up to 12' with buffer (up to 8'), 6'-10' sidewalks, 6' pedestrian paths, curbed bulbouts, bicycle boulevards, ADA ramps, high-visibility crosswalks, bicycle crossings, Rectangular Rapid Flashing Beacons, and pedestrian lighting. The improvements remove right-turn, slip lane, freeway ramps, reduce crossing distances, provide separation from vehicles, and illuminate active transportation routes and conflict zones. All together, these improvements create an interconnected, safe, comfortable, and intuitive walking and bicycling network for Cottonwood. A long and thorough public engagement process generated community-preferred designs. This community buy-in is critical to the increased use of active transportation the Lasso Loop will generate. In order to maximize use of the new facilities, the project also proposes education and encouragement programs. The low-stress network, and the increased active transportation it generates, should ameliorate residents’ health conditions through every-day commutes.

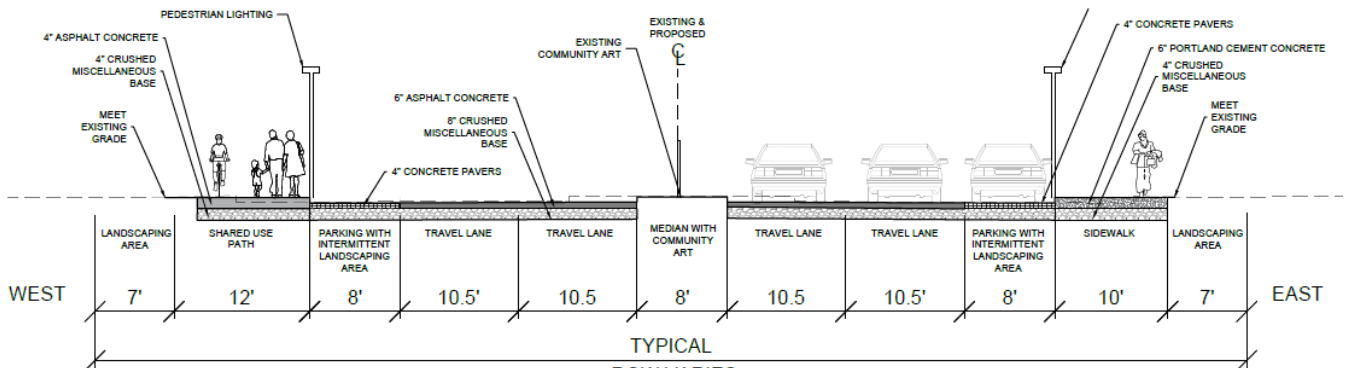
PROPOSED CROSS SECTIONS



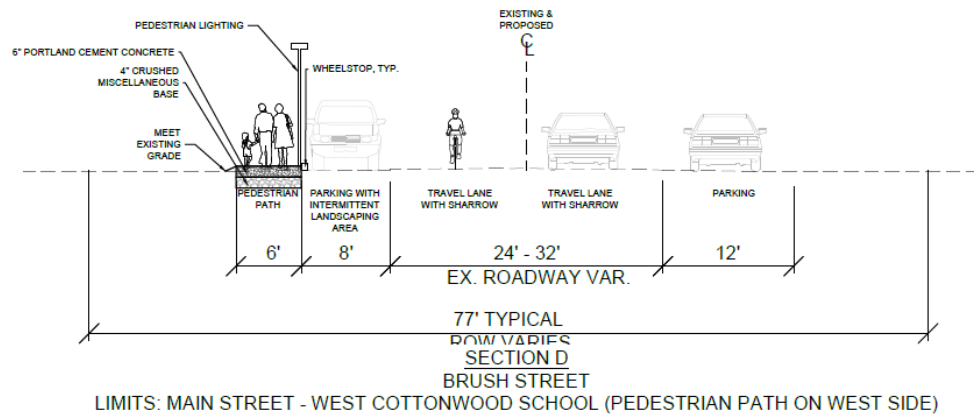
SECTION A
4TH STREET / GAS POINT ROAD
LIMITS RHONDA ROAD - LOCUST STREET



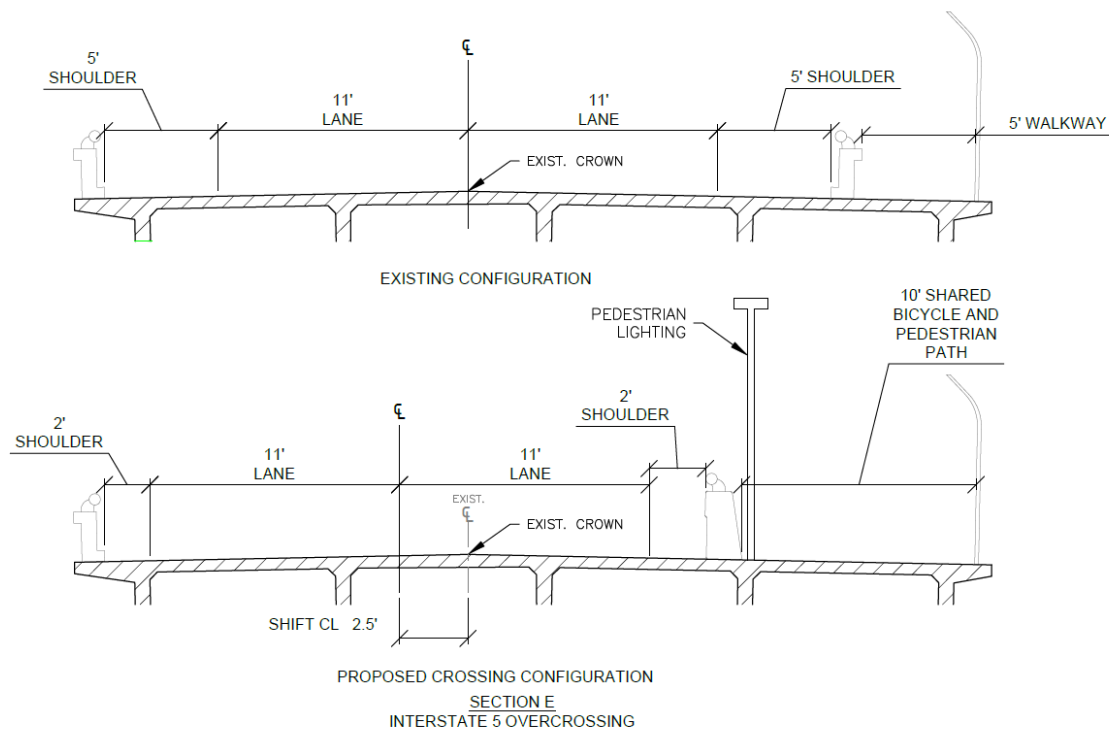
SECTION B
FRONT STREET
LIMITS: MAIN STREET - WILLIAMS LANE



SECTION C
MAIN STREET
LIMITS: FRONT STREET - 4TH STREET



2ND STREET
LIMITS: MAIN STREET - LOCUST STREET (PEDESTRIAN PATH ON NORTH SIDE)
LOCUST STREET
LIMITS: 2ND STREET - 4TH STREET (PEDESTRIAN PATH ON EAST SIDE)



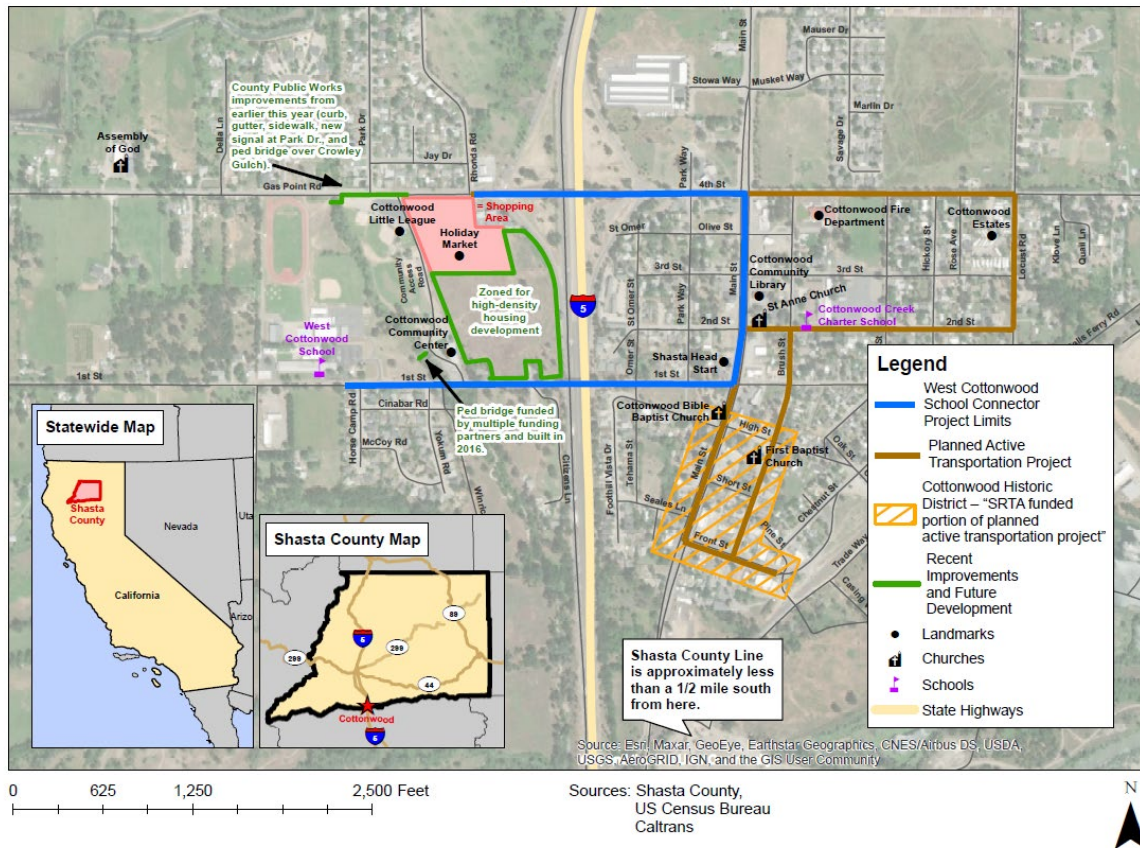
For full concept design plans and cost estimate see Appendix A.

West Cottonwood School Connector

PROJECT LOCATION

This project is located in the unincorporated town of Cottonwood on 1st St, Main Street, Gas Point Road, and 4th Street

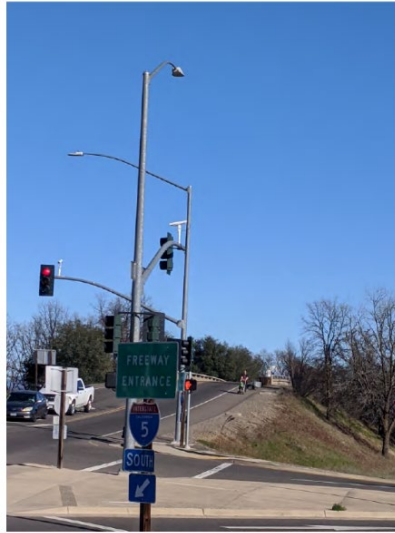
West Cottonwood School Connector Project Location Map



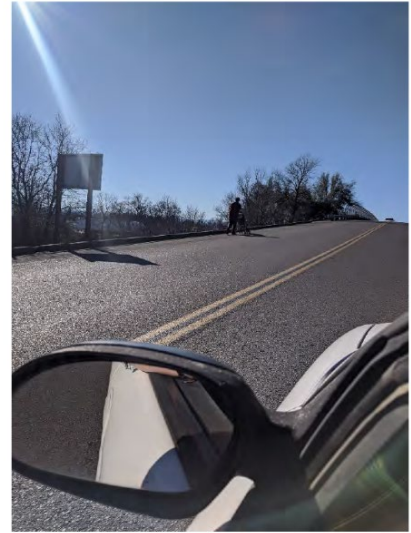
EXISTING CONDITIONS PHOTOS



1st Street heading west toward the I-5 bridge with speed limit sign



Offramp over I-5 bridge on Gas Point Road



Bridge over I-5 on Gas Point Road



Pedestrian crossing Gas Point Road on recently constructed infrastructure on Gas Point Road

SUMMARY OF PROJECT SCOPE

The West Cottonwood School Connector will implement a priority portion of the “trunk line network” — a network of high-quality active transportation facilities that connect key destinations through Shasta County—identified in the GoShasta Regional Active Transportation plan. It includes 1.1 miles of transformative improvements to the existing right of way and publicly-owned parcels that will provide high-quality, low-stress infrastructure for walking and cycling. The project includes improvements to two roadways with meager existing pedestrian infrastructure, as well as an improved connection across Interstate 5, which currently acts as a barrier to mobility in the community.

This project will provide significant benefits for people using active modes in Cottonwood. Cottonwood currently has a limited bicycle and pedestrian network, although a substantial portion of the population rely on biking and walking for everyday trips. The project makes critical connections the between residential areas and West Cottonwood School, Cottonwood Community Center & Park, as well as connections to commercial areas and employment centers.

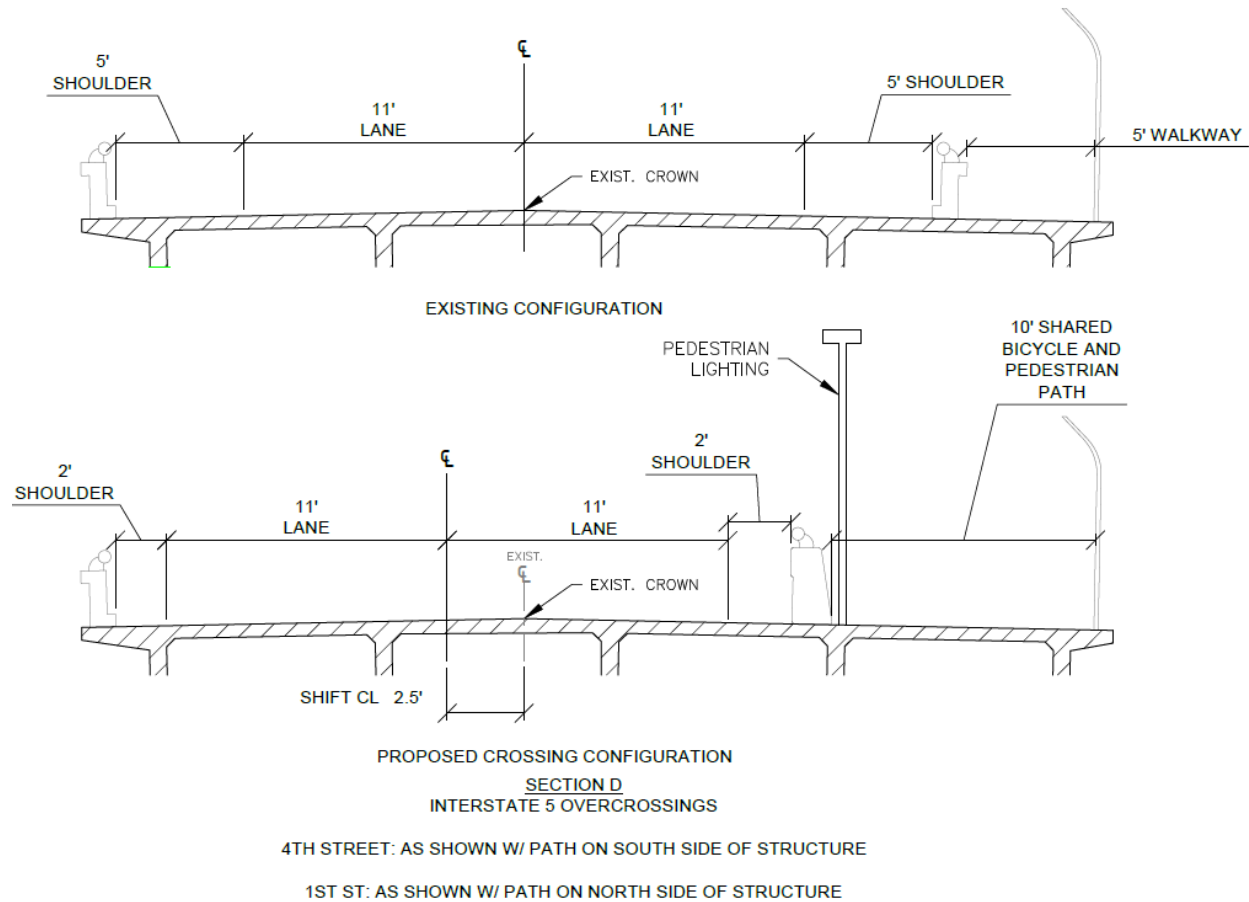
PROJECT DESCRIPTION

The West Cottonwood School Connector is a continuous active transportation network connecting Cottonwood’s disadvantaged community (DAC) to vital local resources and links a community divided by Interstate 5. The School Connector creates mobility options by connecting neighborhoods to West Cottonwood School, Cottonwood Community Center, Little League Fields, Holiday Market, Shasta Head Start (daycare services), and Cottonwood’s downtown, all with low-stress facilities. The network will follow 1st, Main, and 4th Streets, and Gas Point Rd, connecting to an existing, low-stress access road to the Cottonwood Community Center.

SUMMARY OF IMPROVEMENTS

The School Connector includes a shared-use path up to 12' with buffer (up to 8'), 6'-10' sidewalks, 6' pedestrian paths, curbed bulb outs, bicycle boulevards, ADA ramps, high-visibility crosswalks, bicycle crossings, Rectangular Rapid Flashing Beacons, and pedestrian lighting. The improvements remove right-turn, slip lane, freeway ramps, reduce crossing distances, provide separation from vehicles, and illuminate active transportation routes and conflict zones.

All together, these improvements create an interconnected, safe, comfortable, and intuitive walking and bicycling network for Cottonwood. A long and thorough public engagement process generated community-preferred designs. This community buy-in is critical to the increased use of active transportation the West Cottonwood School Connector will generate. In order to maximize use of the new facilities, the project also proposes education and encouragement programs. The low-stress network, and the increased active transportation it generates, should ameliorate residents’ health conditions through every-day commutes.



For full concept design plans and cost estimate see Appendix B

Cottonwood Active Transportation Trunkline Express (CATTLE) Network

PROJECT DESCRIPTION

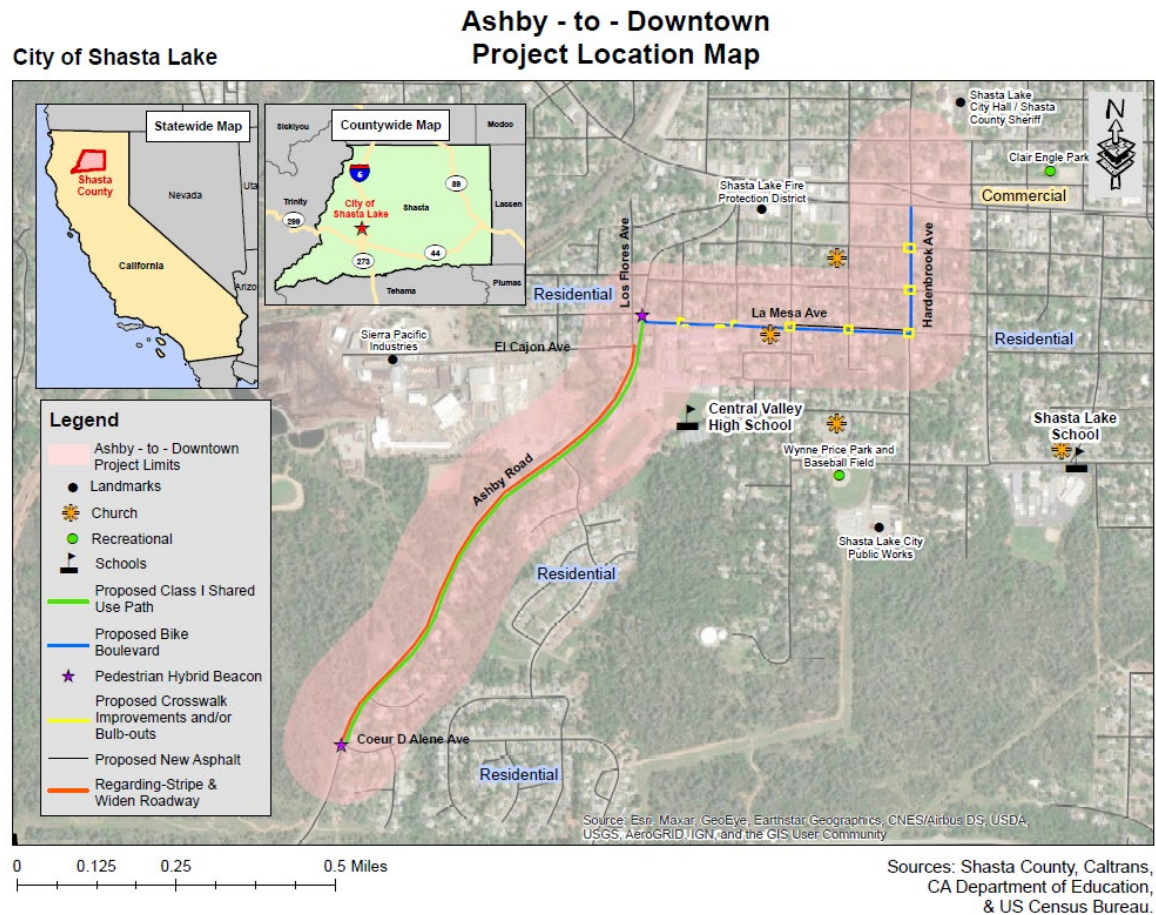
The CATTLE network is a combination of the West Cottonwood School Connector and the Cottonwood Lasso Loop.

For full concept design plans and cost estimate see Appendix C

Shasta Lake Ashby-to-Downtown

PROJECT LOCATION

This project includes improvements to Ashby Road, from Coeur D'Alene Avenue to La Mesa Avenue, La Mesa Avenue from Ashby Road to Hardenbrook Avenue, and Hardenbrook Avenue from La Mesa Avenue to SR-151.



EXISTING CONDITIONS PHOTOS



Ashby Rd., South of La Mesa Ave., looking North



Ashby Rd., on intersection of Ashby Ct., looking South



La Mesa Ave. looking East

SUMMARY OF PROJECT SCOPE

The City, SRTA, Alta and partners discussed the potential location for a safe routes to school infrastructure improvement project. Ashby Road emerged as a critical connection for students. The connection to Central Valley High on La Mesa Avenue was identified as critical and the connection to existing biking and walking facilities to access Shasta Lake School on Vallecito.

It includes 1.4 miles of transformative improvements to the existing right of way that will provide high-quality, low-stress infrastructure for walking and cycling. The project includes improvements to 10 intersections, notably providing a safe and comfortable crossing of the corridor, which currently acts as a major barrier for those walking and biking.

PROJECT DESCRIPTION

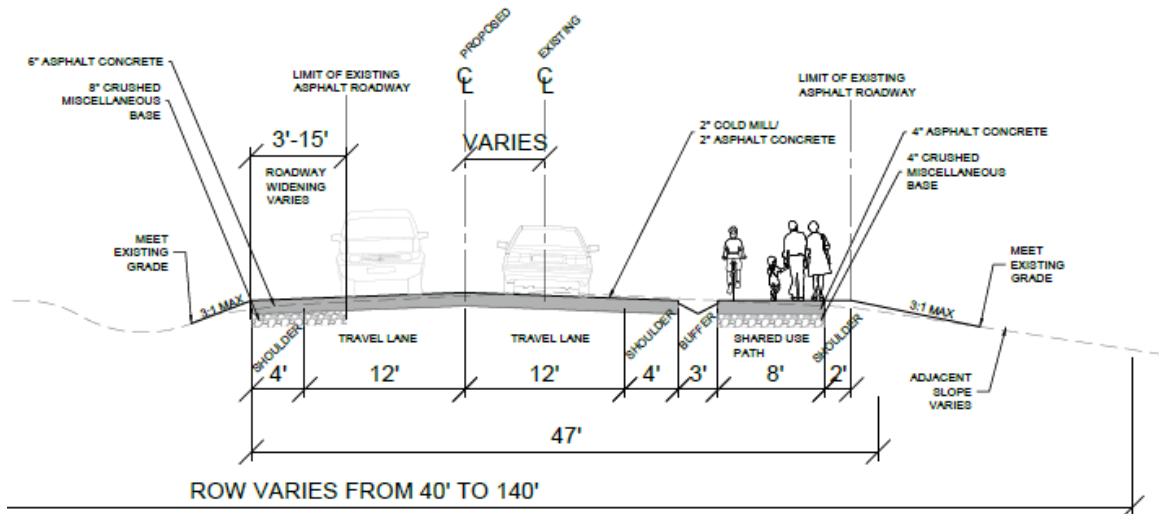
This project will close an active transportation gap and connect three communities with the area's largest high school and middle school, building 1.525 miles of shared use Class I bicycle boulevards and pedestrian improvements, such as two hybrid beacon crossings and bikeway buffers. The 0.9-mile Ashby Road segment will serve as the spine for the City's active transportation corridor and include the development of a shared use path from Coeur D'Alene Avenue to La Mesa Avenue. The 0.225-mile La Mesa Avenue Class III improvements and new asphalt will connect the Ashby corridor to Central Valley High School and connect to the Safe Routes to School sidewalks on Montana Avenue that will enable more children to safely walk and bicycle to Shasta Lake Middle School. A final 0.4-mile Class III segment extending the La Mesa Avenue improvements to Hardenbrook Avenue would connect to the Class II bicycle lanes on State Route 151.

These improvements will leverage current active transportation investments like three previously funded Safe Routes to School Projects along Montana Avenue, Vallecito Street, and Cabello Street that create a continuous active transportation network from both major area schools. The Connector will provide separated bicycling and walking improvements for 1,244 students at the two major public schools in the area and improve pedestrian safety in one of California's least safe walking environments. A bike and pedestrian safety program would be paired with this infrastructure program.

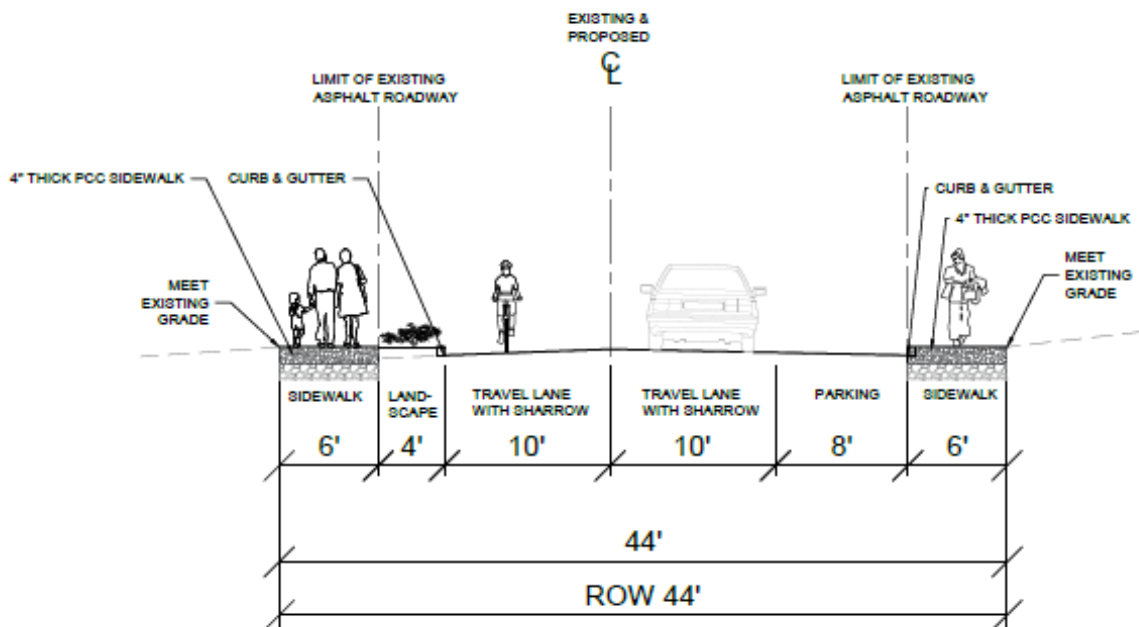
SUMMARY OF IMPROVEMENTS

This project proposes the construction of 4,225 linear feet of shared use Class I shared use path, 3,170 linear feet of Class III Bicycle Boulevard, new ADA ramps, and two new crosswalks with high-visibility beacons. PS&E and Construction funding is sought for the construction of curb, gutter, sidewalk, curb ramps, roadway separation, shared use path, and striping.

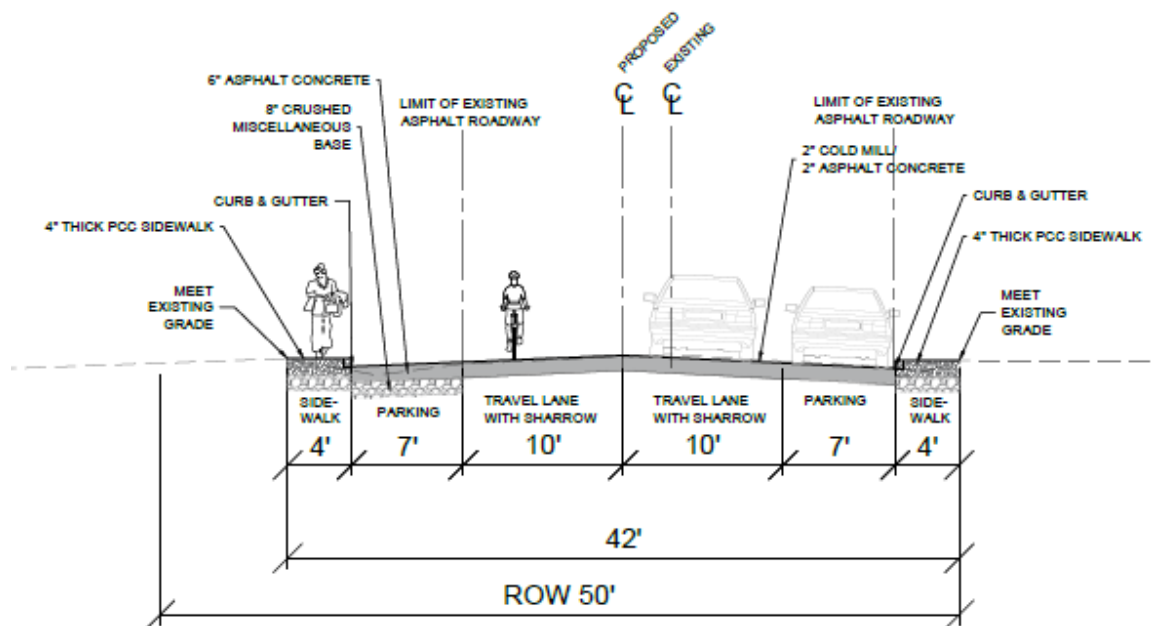
PROPOSED CROSS SECTIONS



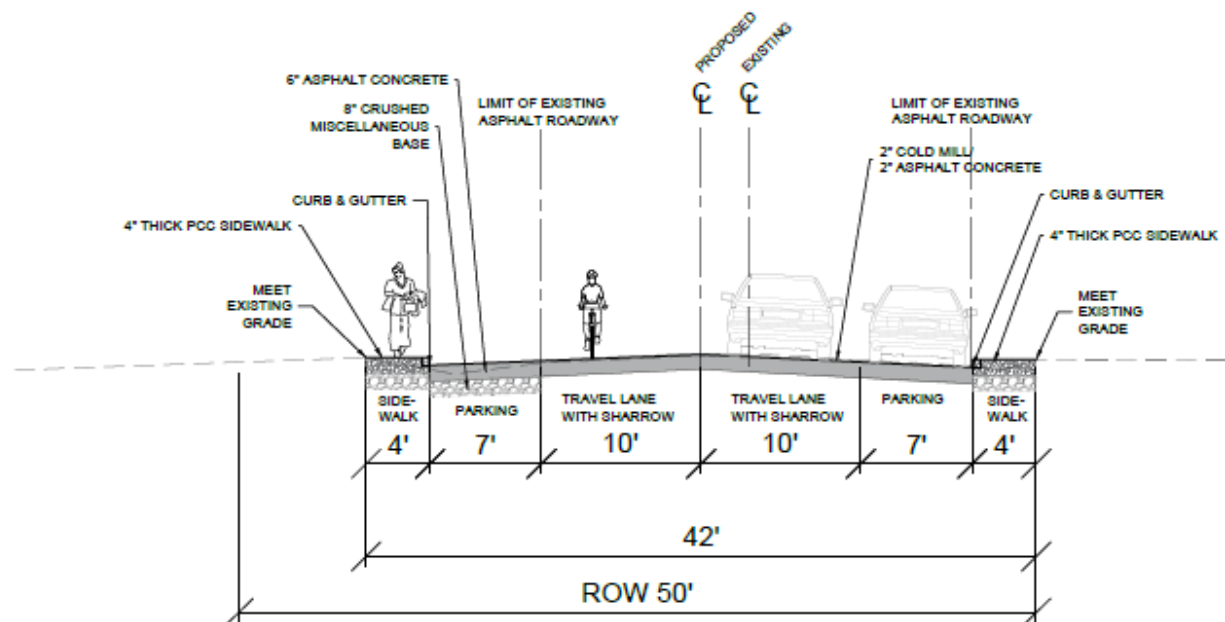
SECTION A:
ASHBY ROAD, TYP. ARLENE CT
TO EL CAJON AVE



SECTION B:
LA MESA AVE, TYP. FROM ASHBY RD TO
MONTANA AVE



SECTION C:
LA MESA AVE, TYP. FROM MONTANA AVE
TO HARDENBROOK AVE



**SECTION D:
HARDENBROOK AVE, TYP. FROM LA MESA AVE
TO SHASTA DAM BLVD**

For full concept design plans and cost estimate see Appendix D

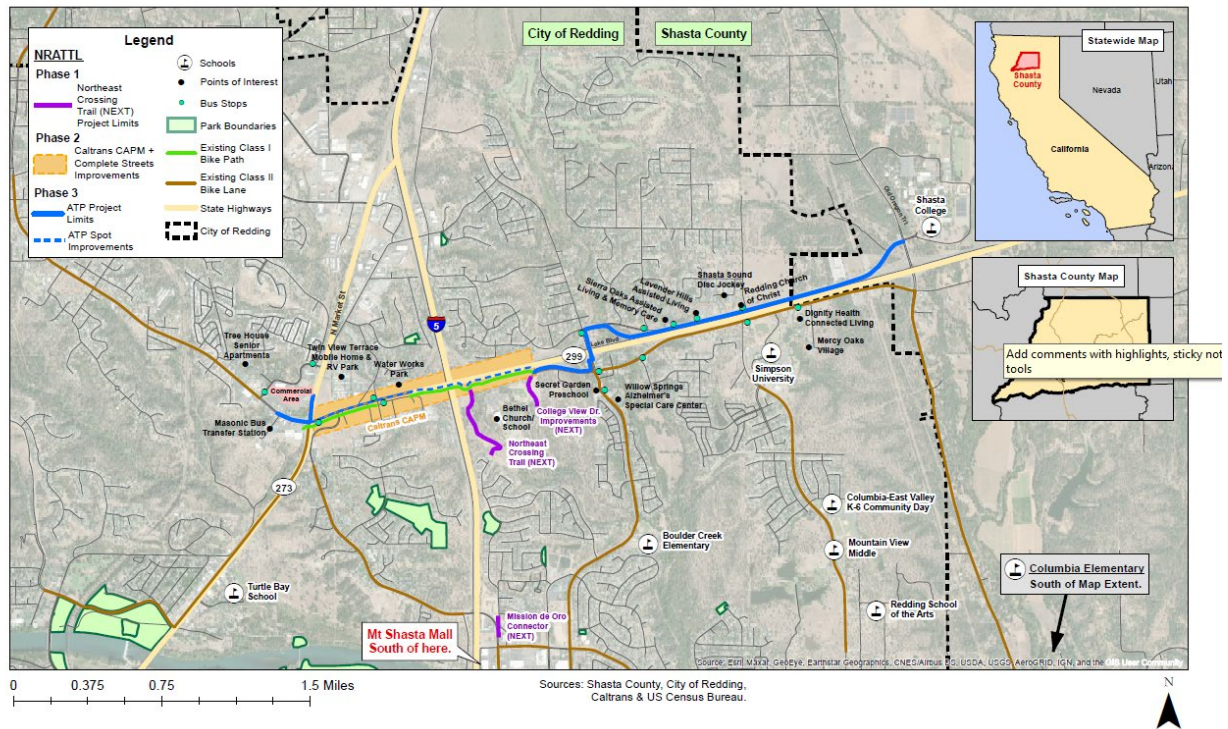
North Redding Active Transportation Trunk Line (NRATTTL)

PROJECT LOCATION

This project is located along Lake Blvd./SR-299, Market St./SR-273, Hawley Rd./Churn Creek Rd., College View Dr. and Collyer Dr. in City of Redding and portions of Shasta County, CA.

Project Map

North Redding Active Transportation Trunk Line (NRATTTL)



EXISTING CONDITIONS PHOTOS



NRATTL Phase 2-Caltrans CAPM+ Complete Street Improvements: Erickson Way to Boulder Drive



NRATTL Phase 3

SUMMARY OF PROJECT SCOPE

The Shasta Regional Transportation Agency (SRTA), in partnership with Caltrans District 2 (D2), have requested Cycle 5 ATP funds to complete the final phase (3) of the North Redding Active Transportation Trunk Line (NRATTTL) project. This ATP phase would build off city of Redding's Northeast Crossing Trail (Phase 1) and Caltrans Lake Capital Preventive Maintenance (CAPM) Complete Streets improvements (Phase 2) to create the first, major, low-stress, east-west active transportation corridor (or "Trunk Line") across North Redding (Phases 2 & 3), funneling people walking and biking south into the existing and evolving regional trunk line network (Phase 1). Trunk Lines will provide a high-comfort experience for walking and bicycling between communities and activity centers throughout Shasta County. Phase 3 of NRATTTL generally follows the Lake Blvd./SR-299 corridor, a major east-west highway from Masonic Avenue, in the west, to Shasta College, in the east.

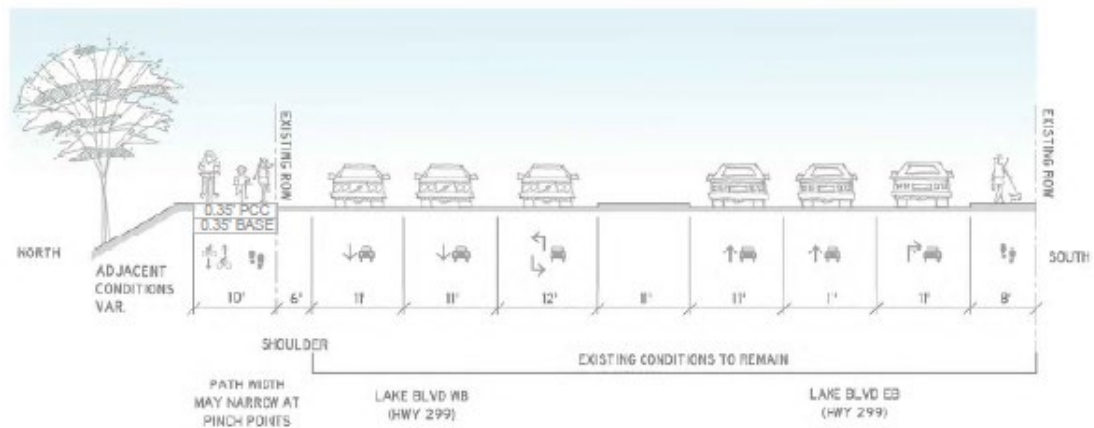
PROJECT DESCRIPTION

The purpose of the NRATTTL is to improve the safety, comfort and health of pedestrians and bicyclists traveling along Lake Blvd./SR-299 corridor. SRTA, in partnership with D2, seeks to build a continuous, separated, shared-use side path for bicyclists and pedestrians along this heavily traveled corridor, and implement related sidewalk/crosswalk, traffic safety, lighting, landscaping improvements, traffic calming, and other features to maximize safety and comfort. This trunk line will serve as a regional backbone facility that connects to feeder routes (existing and planned local walking and biking facilities) or other trunk lines, and close a high-demand gap by improving connectivity to major employment centers, schools/colleges, neighborhoods, fresh groceries, and places of worship. In addition, the project's non-infrastructure component seeks to maximize the number of residents, visitors, and students walking and biking in the area by implementing a bike and pedestrian safety campaign, promoting the annual Shasta Bike Month and Challenge, and providing bike safety classes, helmets and activities.

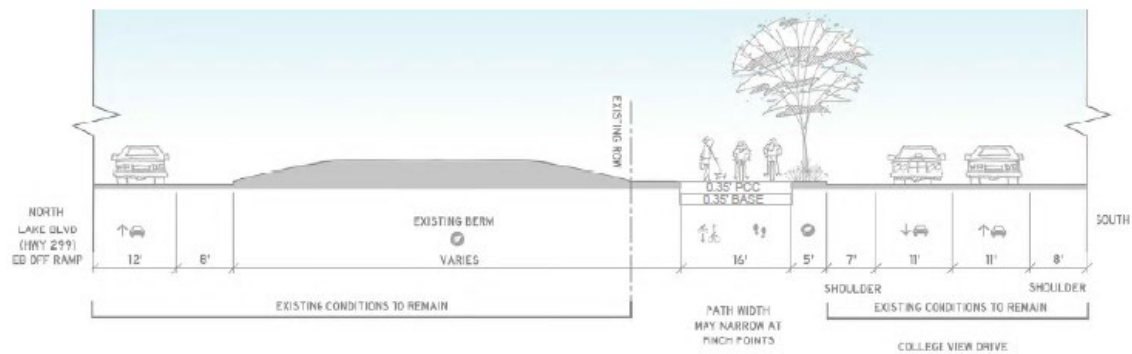
SUMMARY OF IMPROVEMENTS

Construction of the project will transform the Lake Blvd./SR-299 corridor by completing a major east-west, shared-use side path for pedestrian/bicyclists to connect with major activity centers, schools and adjoining bike/ped paths in the corridor.

PROPOSED CROSS SECTIONS

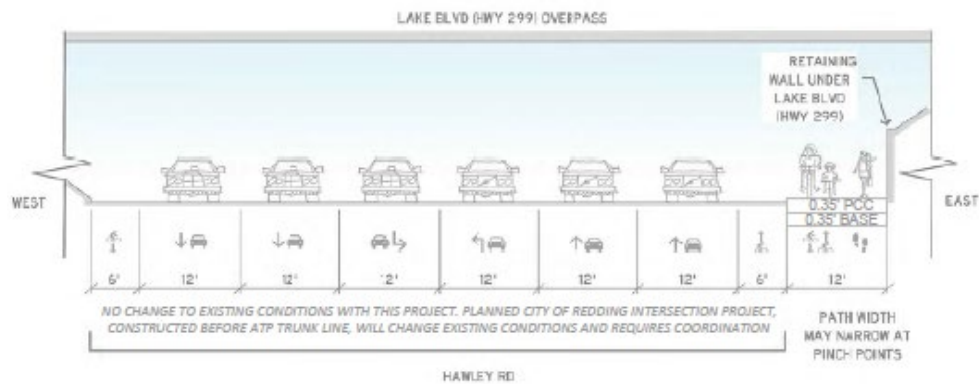


**SECTION A:
LAKE BLVD (HWY 299),
TYP. MASONIC AVE - MARKET STREET**



NOTE: ENTIRETY OF DESIGN IS WITHIN ROW

**SECTION C:
COLLEGE VIEW DR**

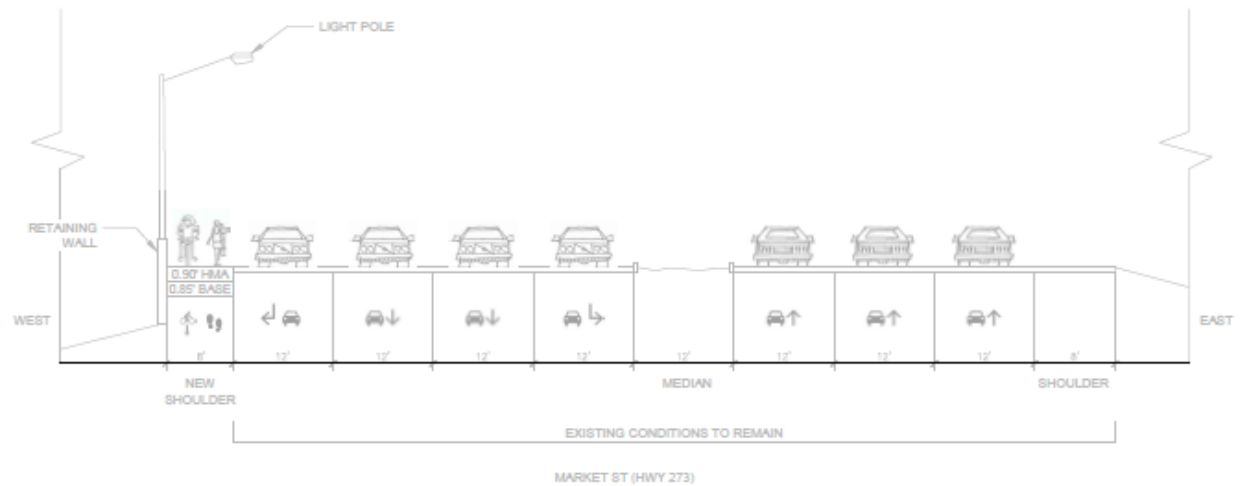


NOTE: ENTIRETY OF DESIGN IS WITHIN ROW

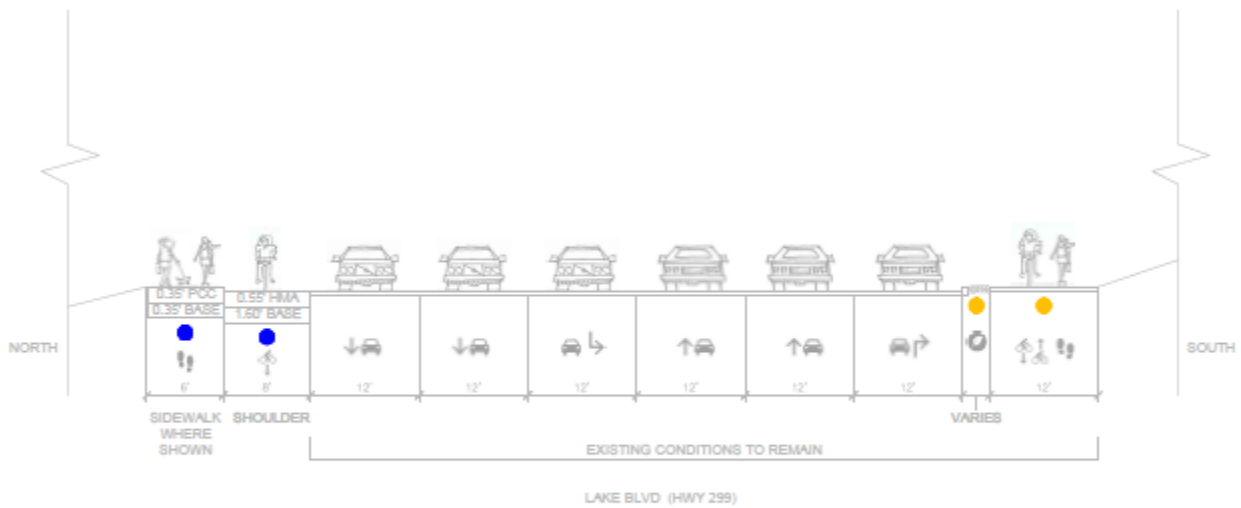
**SECTION D:
HAWLEY RD
UNDER HWY 299 OVERPASS**

[illegible]

| 30



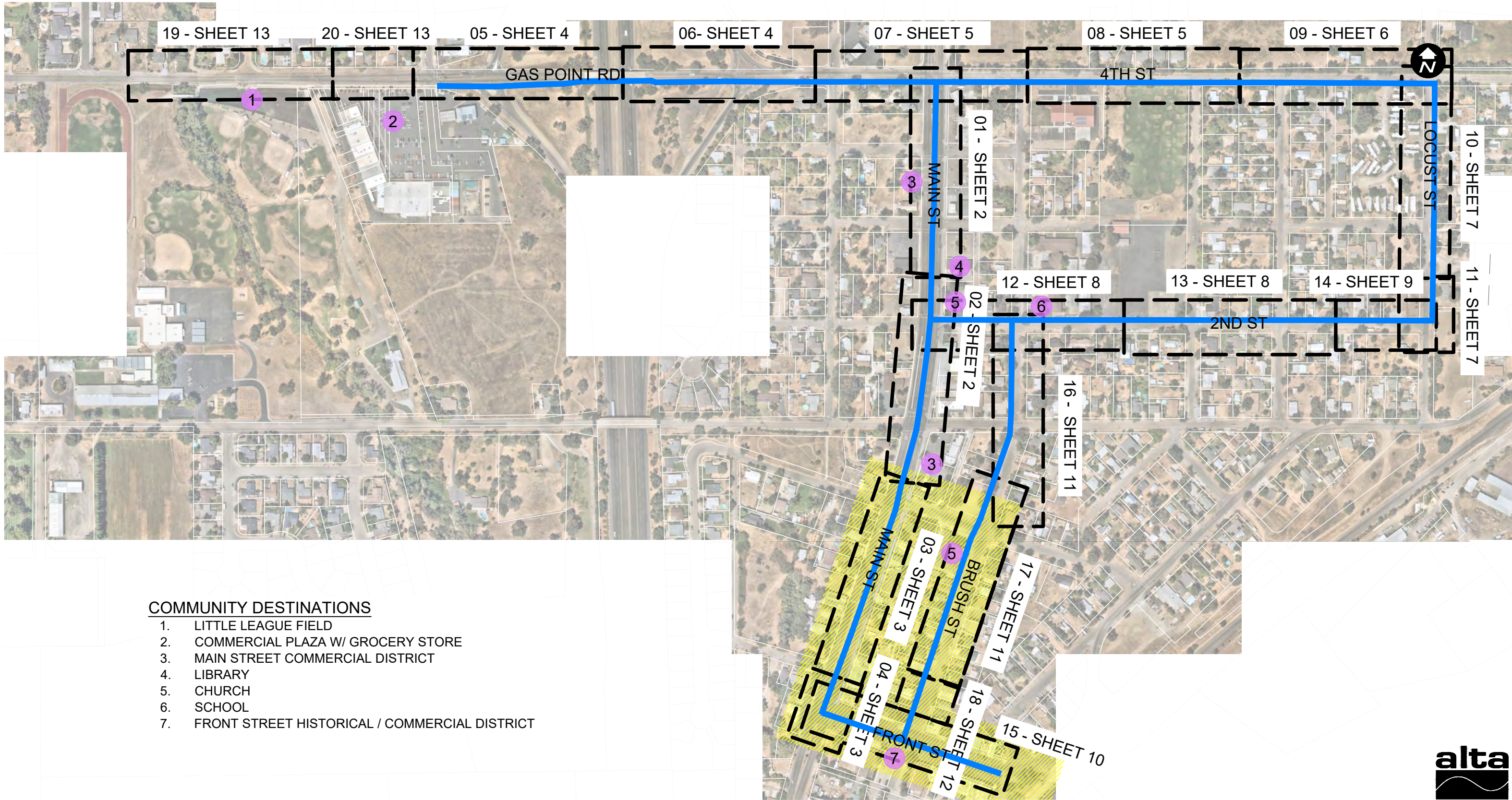
SECTION H:
MARKET ST (HWY 273)
(BETWEEN LAKE BLVD AND NORTHPOINT DR)



SECTION I:
LAKE BLVD (HWY 299)
BETWEEN HILLTOP DR AND THE BUS STOP BETWEEN
ERICKSON WAY AND N BOULDER DRIVE

For full concept design plans and cost estimate see Appendix E

Appendix A



COMMUNITY DESTINATIONS

1. LITTLE LEAGUE FIELD
2. COMMERCIAL PLAZA W/ GROCERY STORE
3. MAIN STREET COMMERCIAL DISTRICT
4. LIBRARY
5. CHURCH
6. SCHOOL
7. FRONT STREET HISTORICAL / COMMERCIAL DISTRICT



**COTTONWOOD ACTIVE TRANSPORTATION
LASSO LOOP NETWORK**

SUSTAINABLE SHASTA



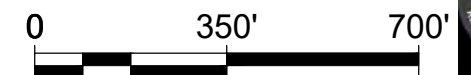
LASSO LOOP NETWORK

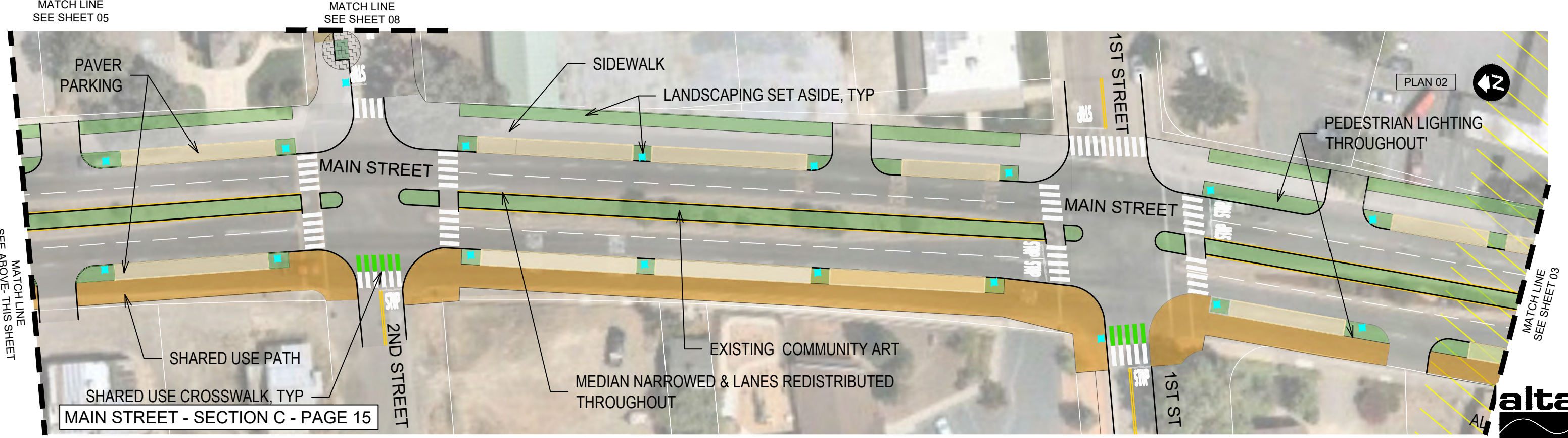
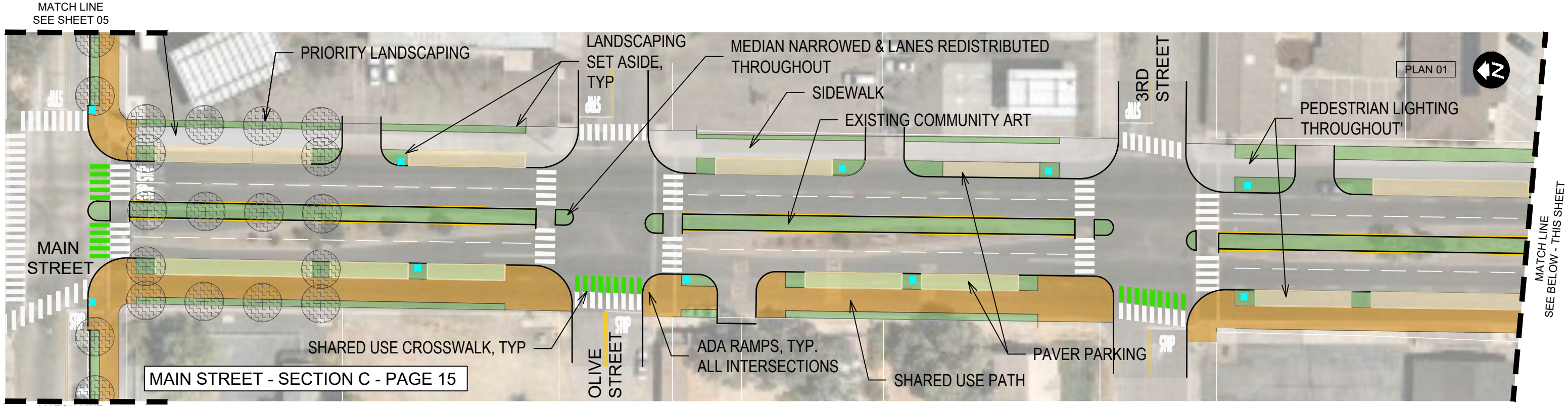
COMMUNITY DESTINATION

COTTONWOOD HISTORIC DISTRICT

SRTA FUNDED,
PENDING ATP AWARD

NETWORK MAP
SHEET 1 OF 16



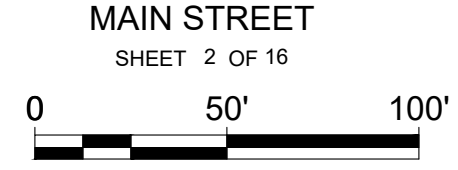


**COTTONWOOD ACTIVE TRANSPORTATION
LASSO LOOP NETWORK**

SUSTAINABLE SHASTA

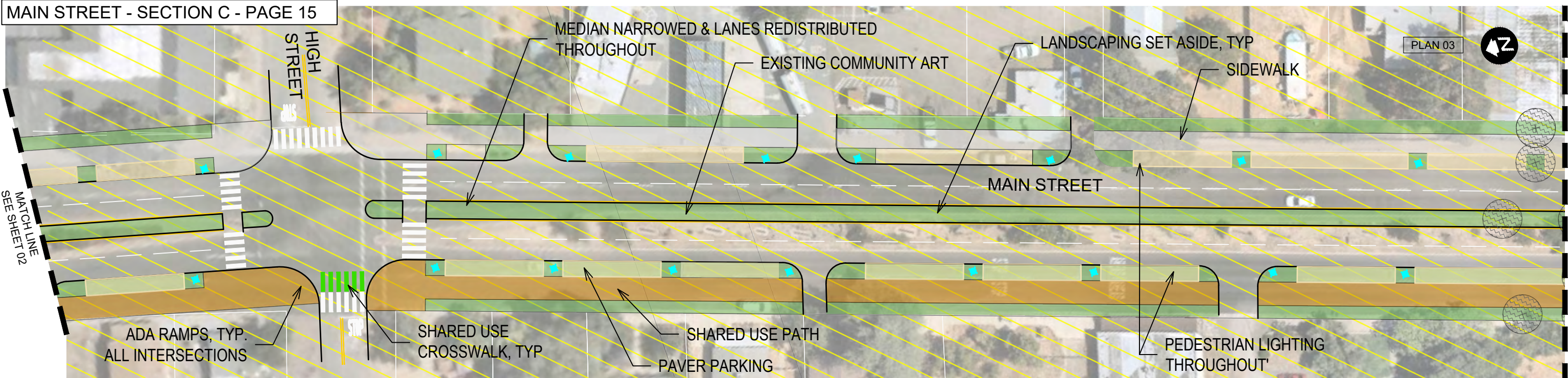
This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path
- Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
- Paver Parking
- Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)
- Cottonwood Historic District
SRTA-Funded, pending ATP Award

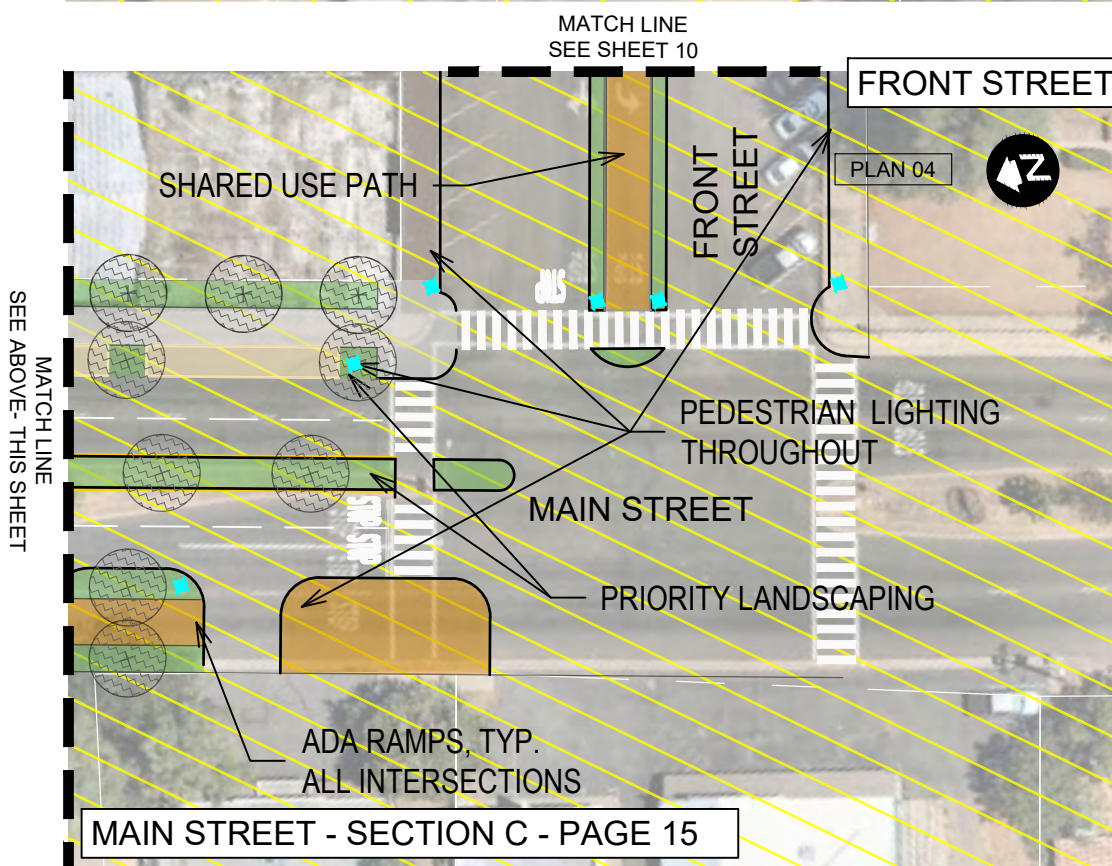


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MAIN STREET - SECTION C - PAGE 15



FRONT STREET - SECTION B - PAGE 14



MAIN STREET - SECTION C - PAGE 15



COTTONWOOD ACTIVE TRANSPORTATION
LASSO LOOP NETWORK

SUSTAINABLE SHASTA

This Sheet:
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Various Utility Relocations Required

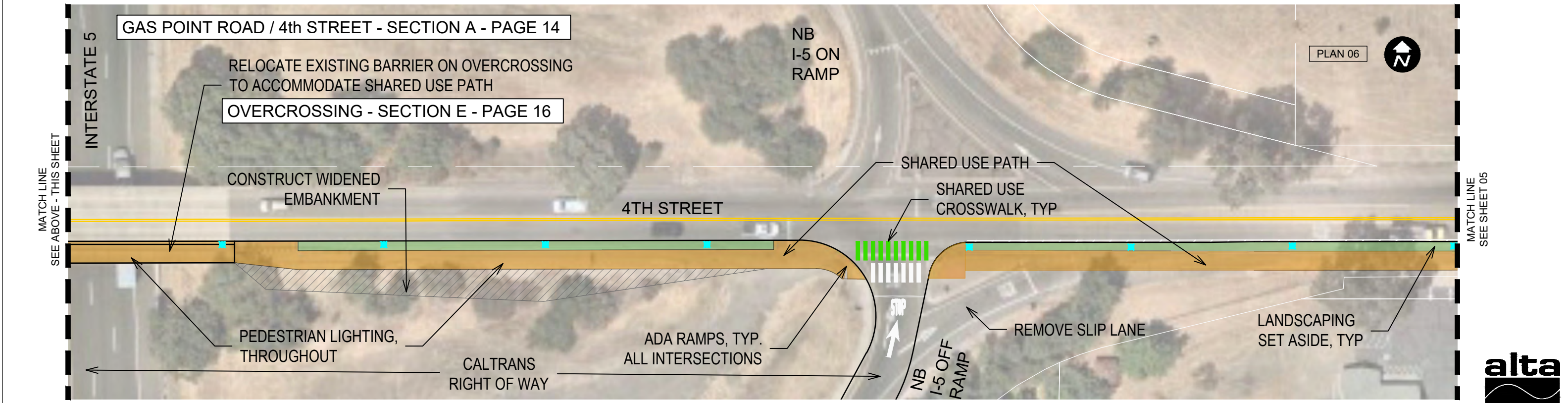
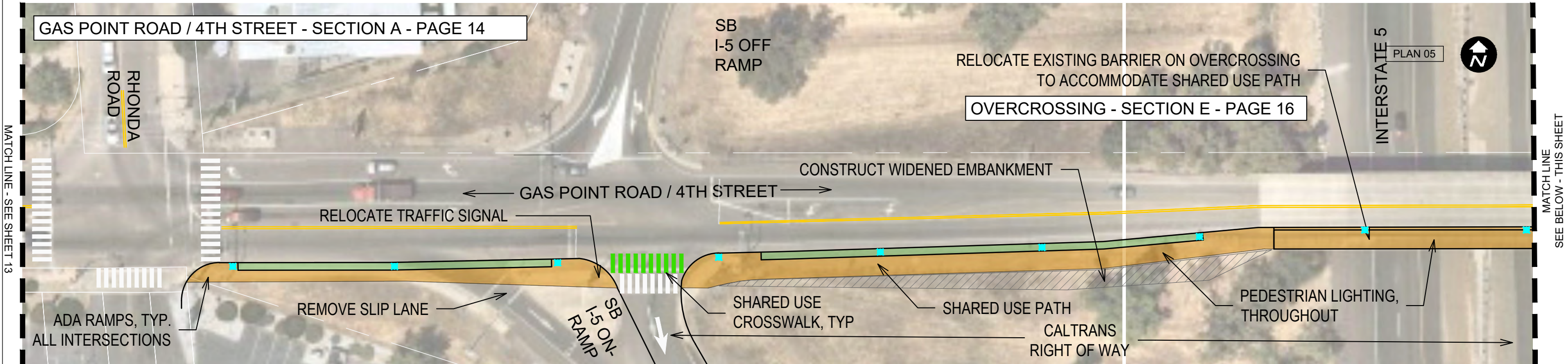
- Pedestrian Lighting
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- Pedestrian Path
- Shared Use Path
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- Paver Parking
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SRTA-Funded, pending ATP Award

MAIN STREET

SHEET 3 OF 16



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**COTTONWOOD ACTIVE TRANSPORTATION
LASSO LOOP NETWORK**

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

Pedestrian Lighting

Sidewalk, Curb, Gutter

Pedestrian Path

Shared Use Path

Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)

Paver Parking

Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)

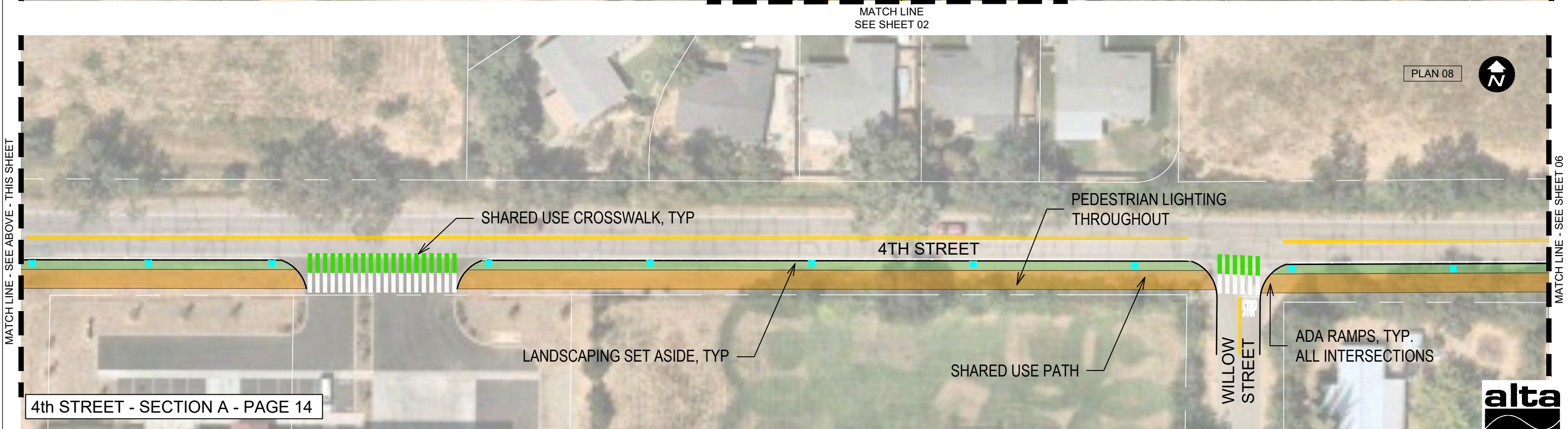
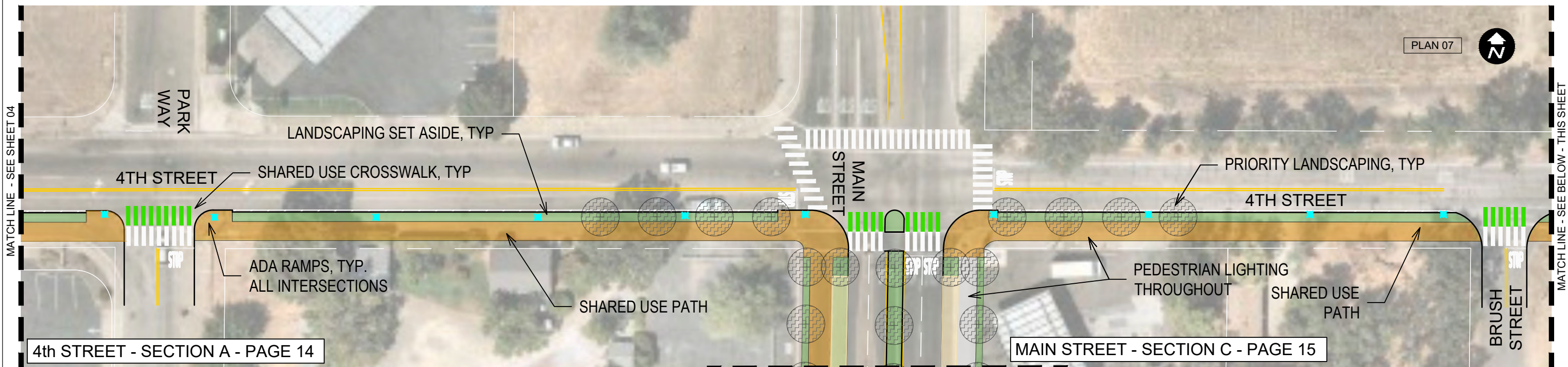
Cottonwood Historic District
SRTA-Funded, pending ATP Award

GAS POINT ROAD / 4TH STREET

SHEET 4 OF 16

0 50' 100'

W:\Cottonwood Cycle 5 ATP\Drawings\SCDPW\Lasso Loop\Alta 09102020.dwg



**COTTONWOOD ACTIVE TRANSPORTATION
LASSO LOOP NETWORK**

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

Pedestrian Lighting

Sidewalk, Curb, Gutter

Pedestrian Path

Shared Use Path

Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)

Paver Parking

Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)

Cottonwood Historic District
SRTA-Funded, pending ATP Award

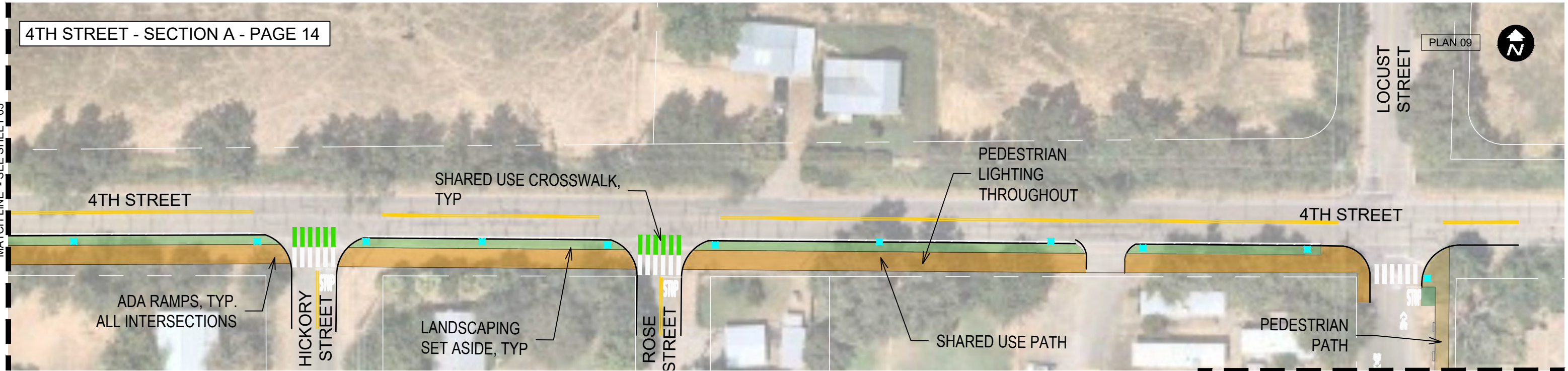
4TH STREET

SHEET 5 OF 16

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MATCH LINE - SEE SHEET 05



MATCH LINE
SEE SHEET 07



COTTONWOOD ACTIVE TRANSPORTATION LASSO LOOP NETWORK

SUSTAINABLE SHASTA

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Various Utility Relocations Required

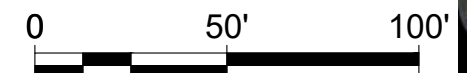
- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

- Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Paver Parking

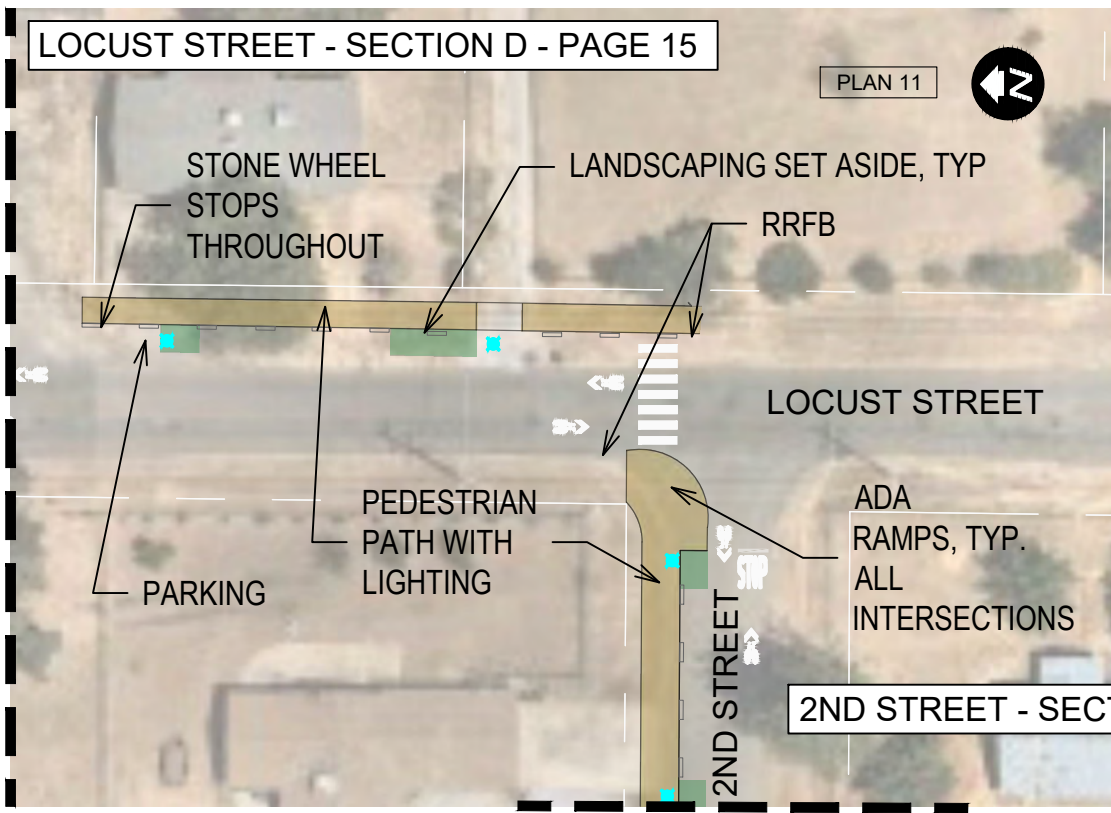
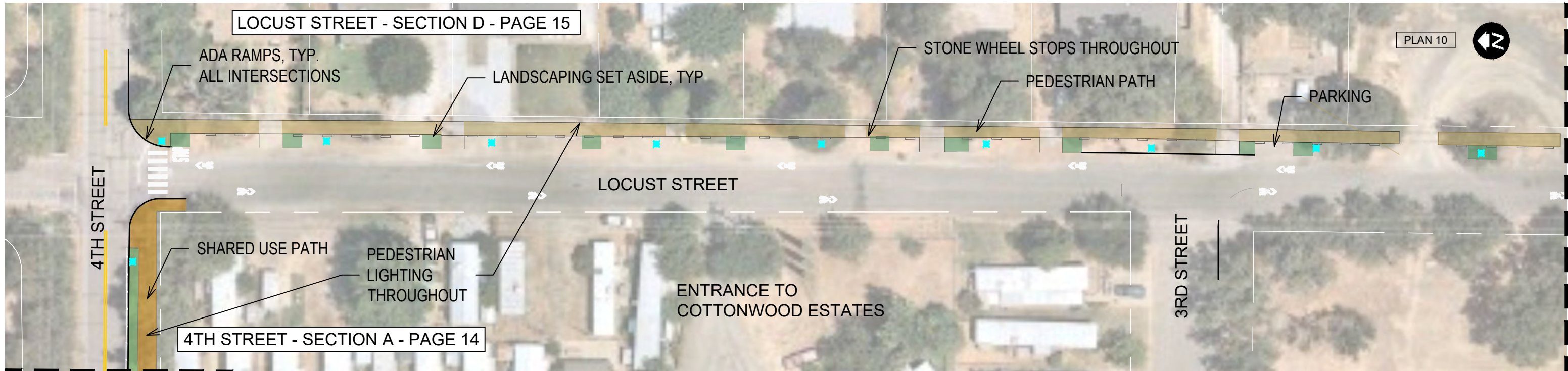
- Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)

- Cottonwood Historic District
SRTA-Funded, pending ATP Award

4TH STREET
SHEET 6 OF 16



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COTTONWOOD ACTIVE TRANSPORTATION LASSO LOOP NETWORK

SUSTAINABLE SHASTA

This Sheet:
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Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

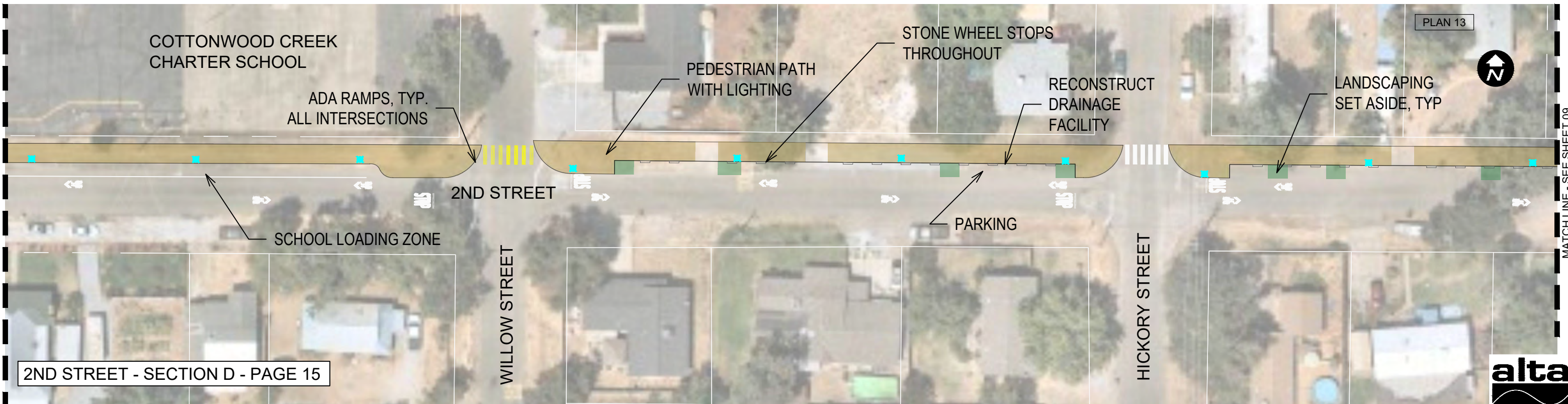
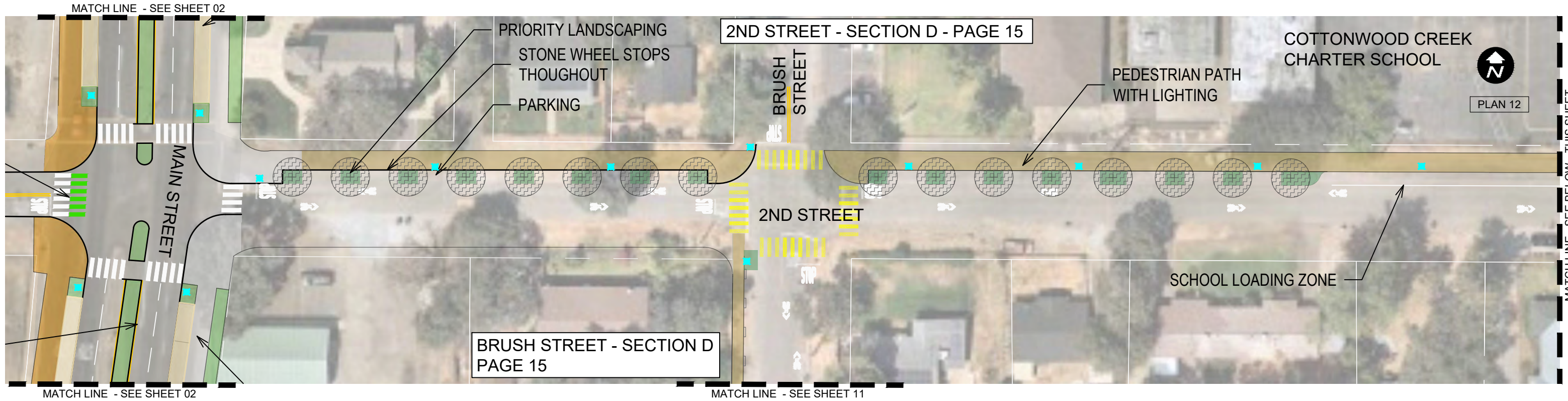
- Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Paver Parking

- Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Cottonwood Historic District
SRTA-Funded, pending ATP Award

LOCUST STREET SHEET 7 OF 16



MAIN STREET - SECTION C
PAGE 15

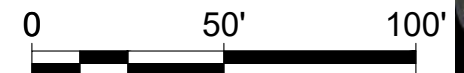


COTTONWOOD ACTIVE TRANSPORTATION
LASSO LOOP NETWORK
SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

-  Pedestrian Lighting
-  Sidewalk, Curb, Gutter
-  Pedestrian Path
-  Shared Use Path
-  Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
-  Paver Parking
-  Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)
-  Cottonwood Historic District SRTA-Funded, pending ATP Award

2ND STREET
SHEET 8 OF 16



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MATCH LINE - SEE SHEET 08

MATCH LINE - SEE SHEET 07

2ND STREET - SECTION D - PAGE 15

PLAN 14



STONE WHEEL STOPS THROUGHOUT

PEDESTRIAN PATH WITH LIGHTING

LOCUST STREET - SECTION D
PAGE 15

2ND STREET

LOCUST STREET

RRFB

PARKING

LANDSCAPING SET ASIDE, TYP



**COTTONWOOD ACTIVE TRANSPORTATION
LASSO LOOP NETWORK**
SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

-  Pedestrian Lighting
-  Sidewalk, Curb, Gutter
-  Pedestrian Path
-  Shared Use Path

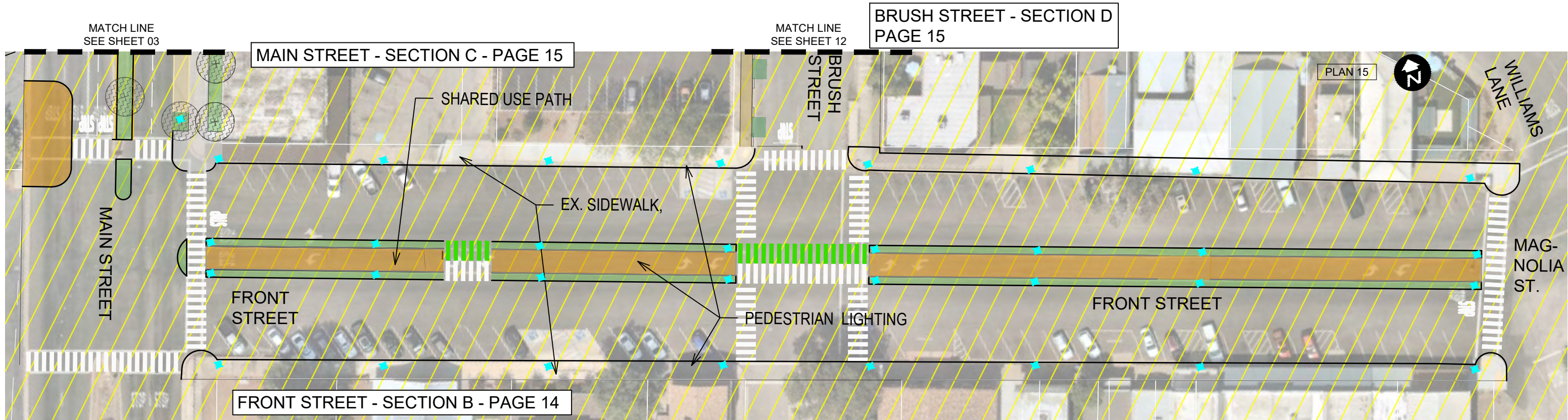
-  Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)
-  Paver Parking

-  Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)
-  Cottonwood Historic District
SRTA-Funded, pending ATP Award

2ND STREET
SHEET 9 OF 16

0 50' 100'





NOTE: DRAWING REFLECTS LATEST ITERATION OF FRONT STREET DESIGN. EXACT LOCATION AND TYPE OF BICYCLE AND WALKING IMPROVEMENTS TO BE DETERMINED UPON FUTURE CONSULTATION BETWEEN SHASTA COUNTY, SRTA AND RESIDENTS SERVING ON THE COTTONWOOD DESIGN REVIEW COMMITTEE.



**COTTONWOOD ACTIVE TRANSPORTATION
LASSO LOOP NETWORK**

SUSTAINABLE SHASTA

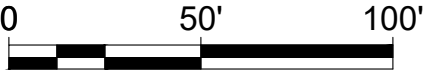
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Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

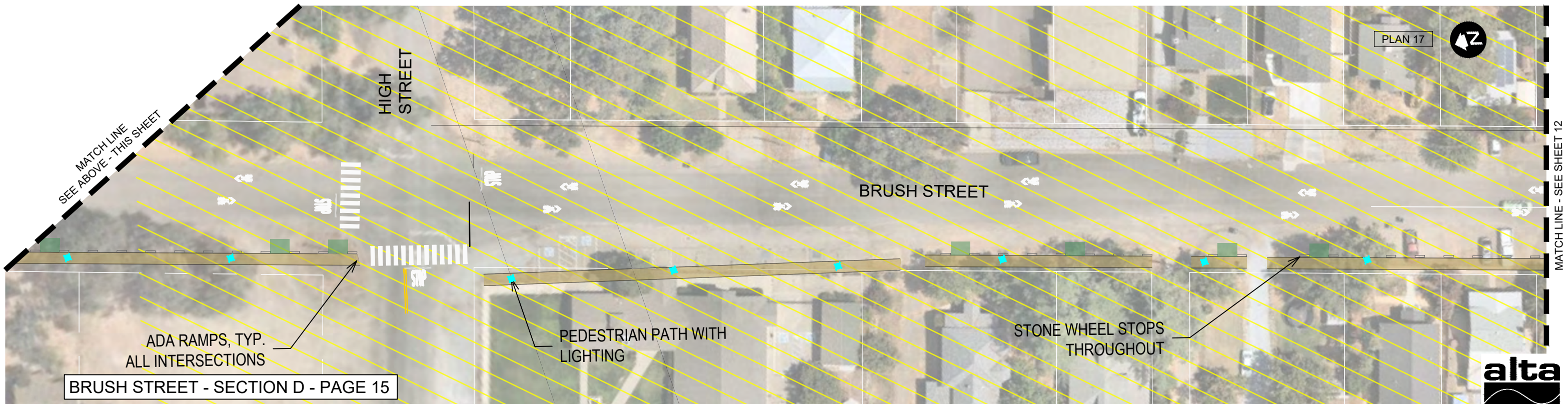
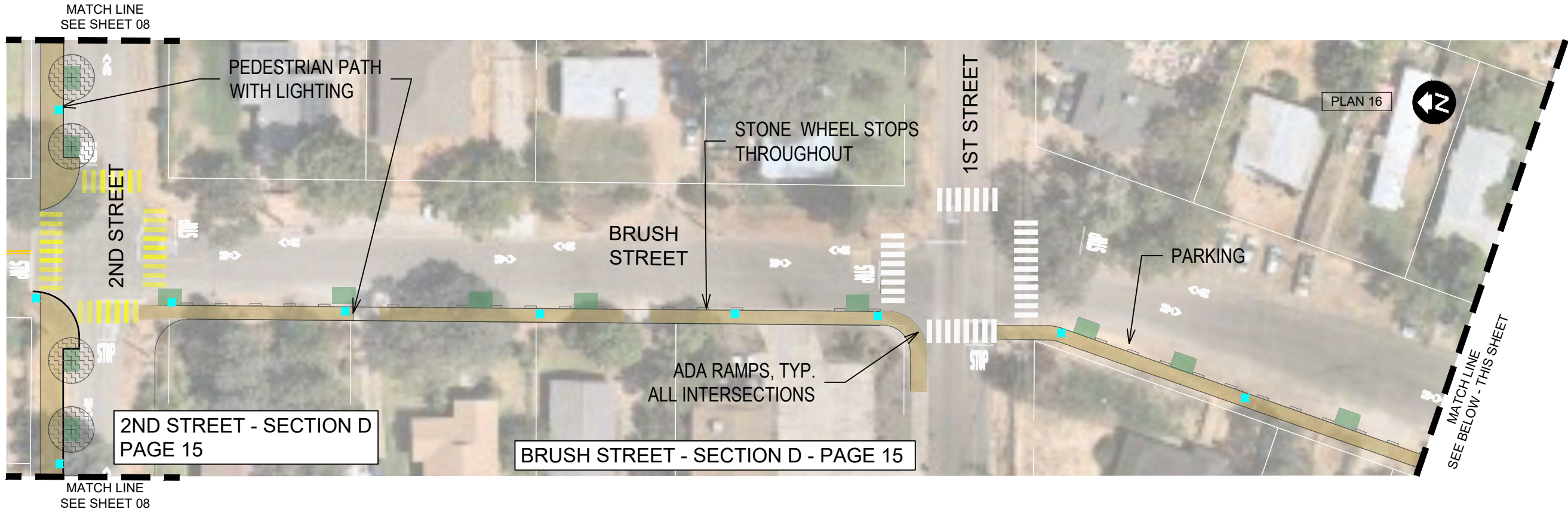
- Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
- Paver Parking

- Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)
- Cottonwood Historic District SRTA-Funded, pending ATP Award

FRONT STREET
SHEET 10 OF 16



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COTTONWOOD ACTIVE TRANSPORTATION LASSO LOOP NETWORK

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

- Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Paver Parking

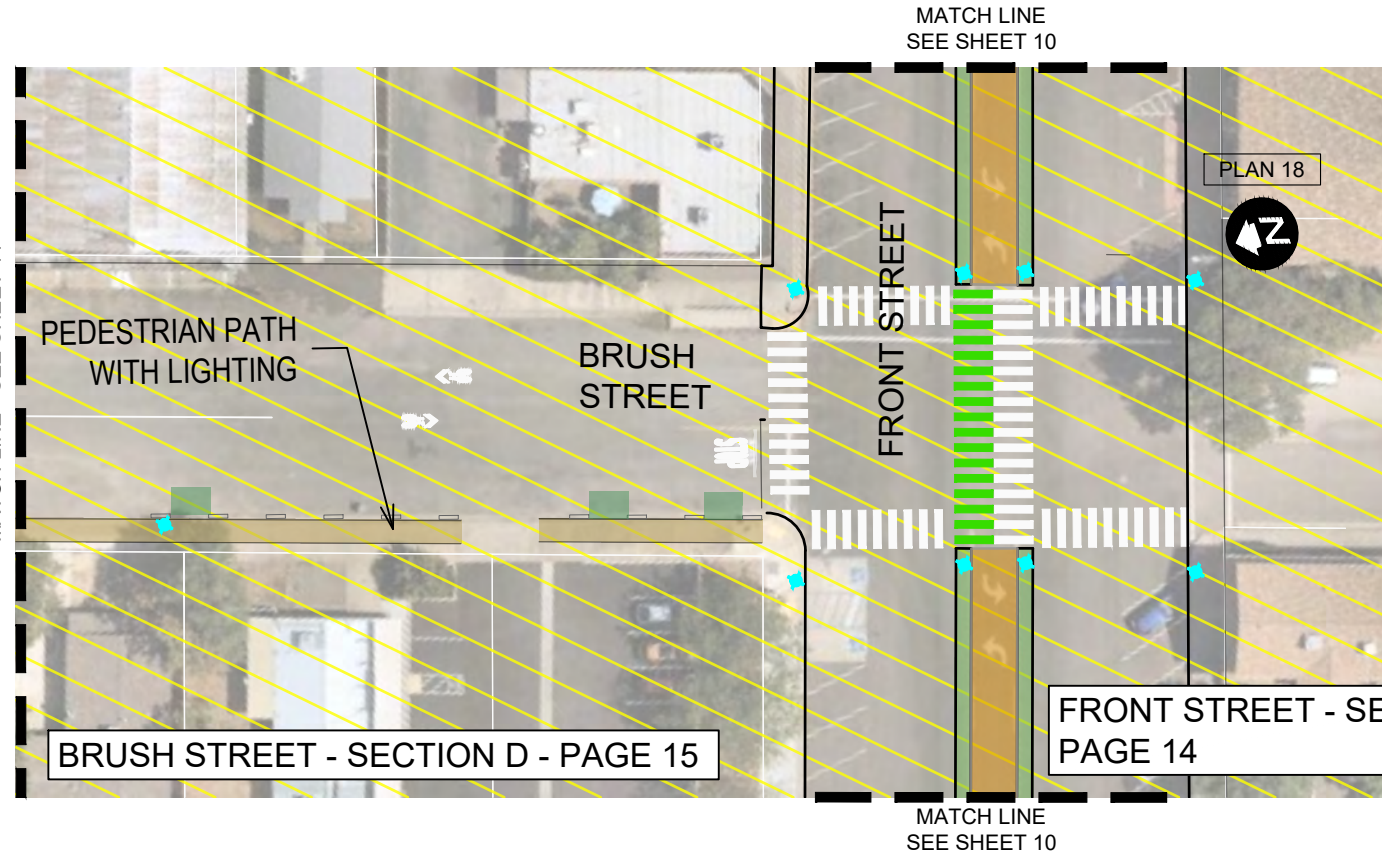
- Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)
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SRTA-Funded, pending ATP Award

BRUSH STREET SHEET 11 OF 16



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MATCH LINE - SEE SHEET 11



**COTTONWOOD ACTIVE TRANSPORTATION
LASSO LOOP NETWORK**

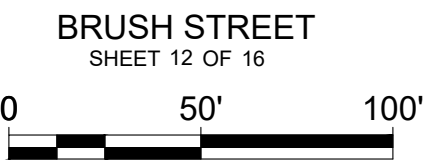
SUSTAINABLE SHASTA

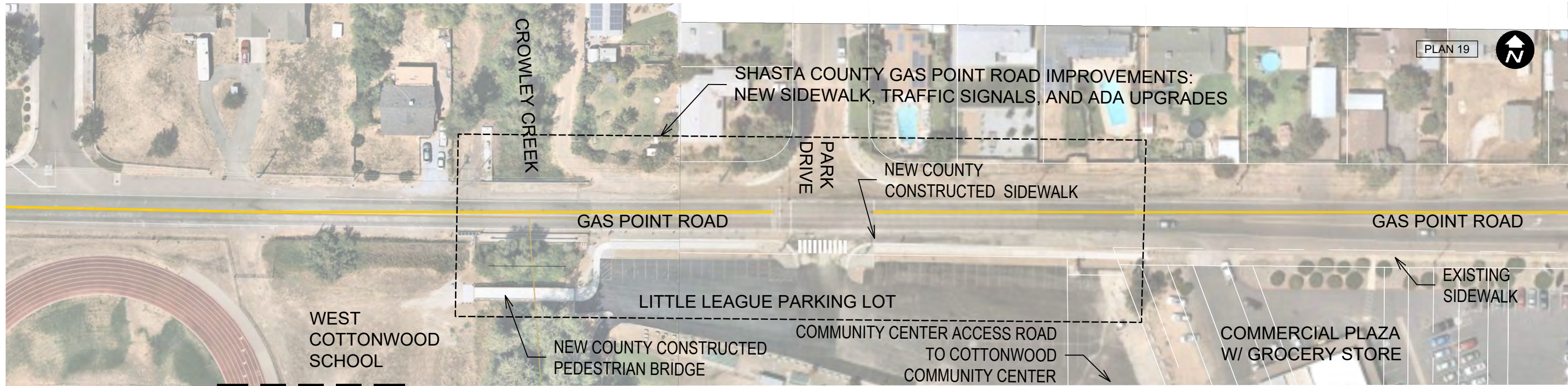
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Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

- Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Paver Parking

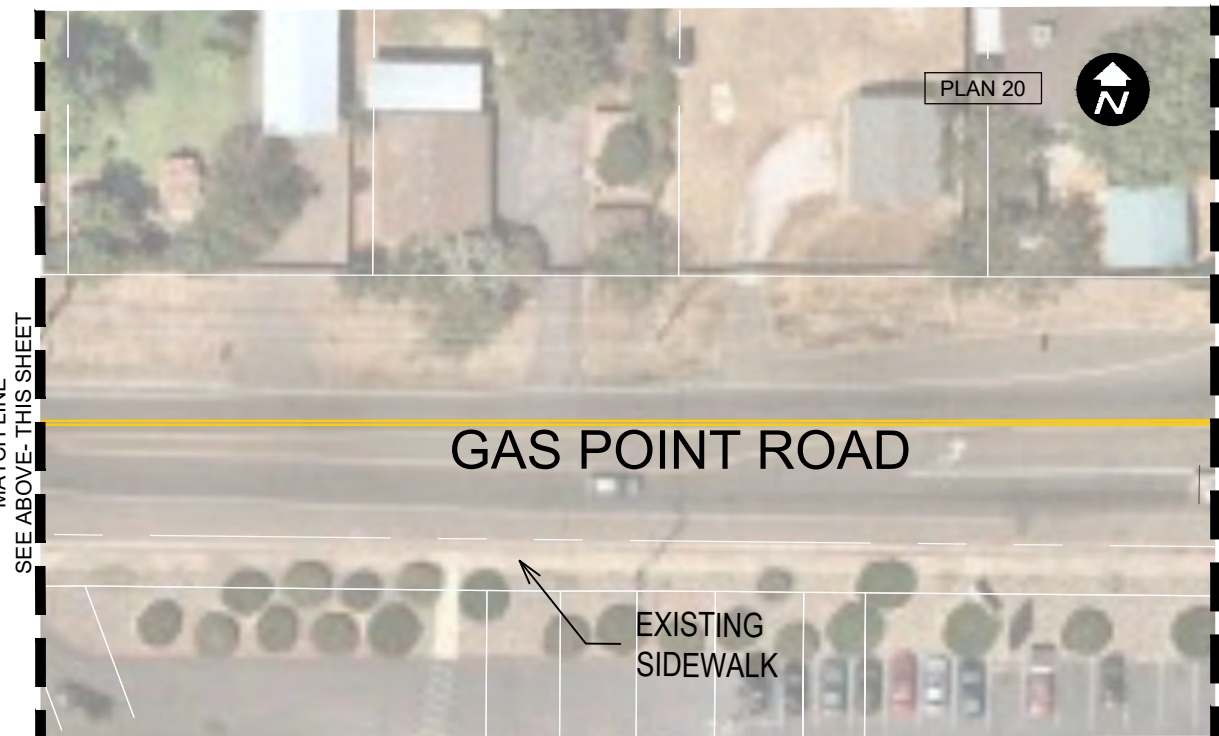
- Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Cottonwood Historic District
SRTA-Funded, pending ATP Award





MATCH LINE
SEE SHEET 14

MATCH LINE
SEE BELOW - THIS SHEET



MATCH LINE
SEE ABOVE - THIS SHEET

MATCH LINE
SEE SHEET 04

EXISTING GAS POINT
ROAD IMPROVEMENTS



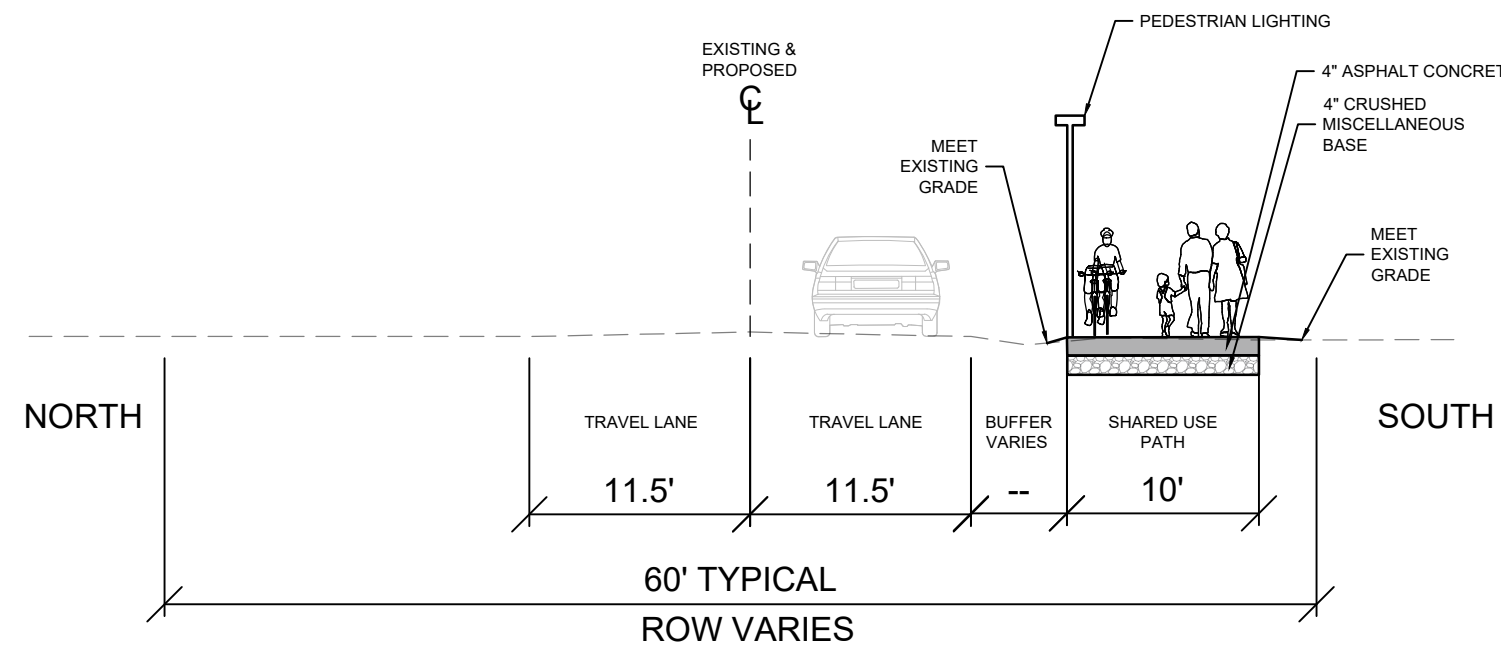
COTTONWOOD ACTIVE TRANSPORTATION
LASSO LOOP NETWORK
SUSTAINABLE SHASTA

This Sheet:
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Various Utility Relocations Required

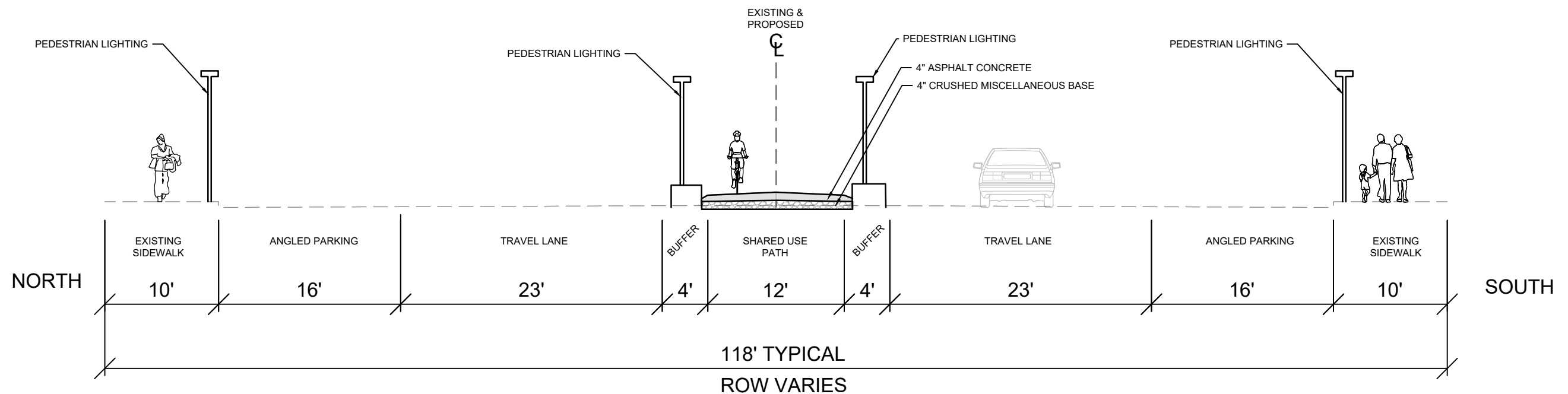
- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path
- Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
- Paver Parking
- Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)
- Cottonwood Historic District
SRTA-Funded, pending ATP Award

SHEET 13 OF 16





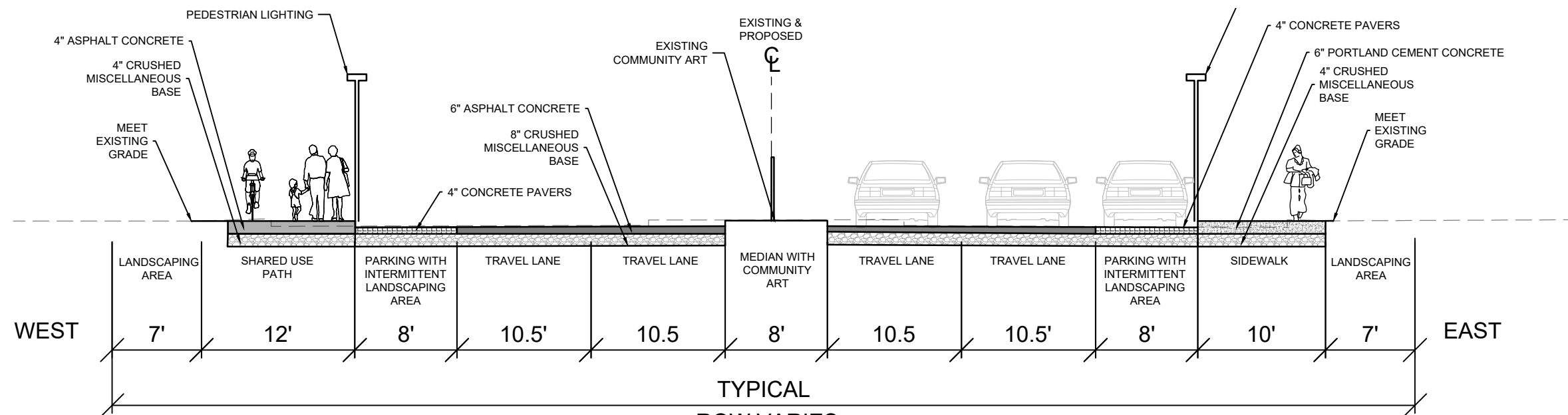
SECTION A
4TH STREET / GAS POINT ROAD
LIMITS RHONDA ROAD - LOCUST STREET



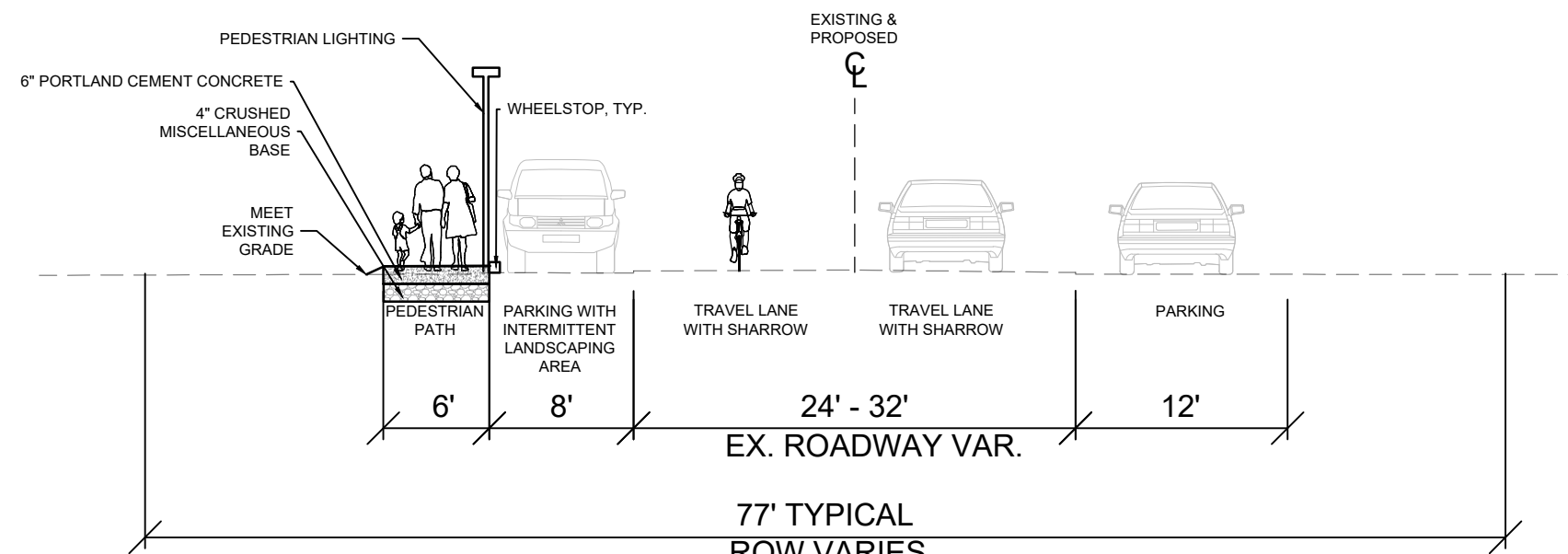
SECTION B
FRONT STREET
LIMITS: MAIN STREET - WILLIAMS LANE

NOTE: FRONT STREET IS A STAND ALONE PROJECT TO BE FUNDED BY SRTA PENDING AWARD OF AN ATP GRANT. THE SECTION SHOWN REFLECTS LATEST DESIGN ITERATION. EXACT LOCATION AND TYPE OF BICYCLE AND WALKING IMPROVEMENTS TO BE DETERMINED UPON FUTURE CONSULTATION BETWEEN SHASTA COUNTY, SRTA AND RESIDENTS SERVING ON THE COTTONWOOD DESIGN REVIEW COMMITTEE.



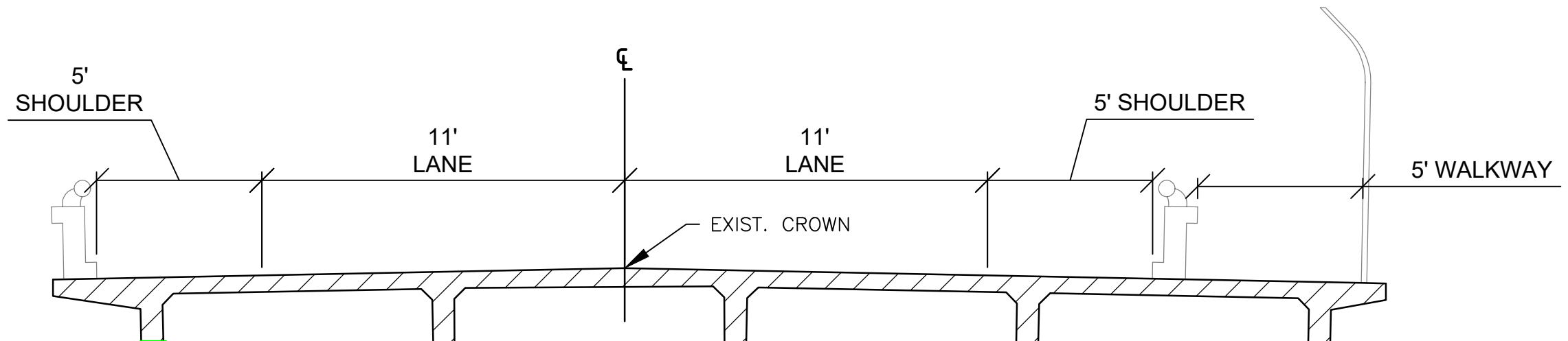


TYPICAL
ROW VARIES
SECTION C
MAIN STREET
LIMITS: FRONT STREET - 4TH STREET

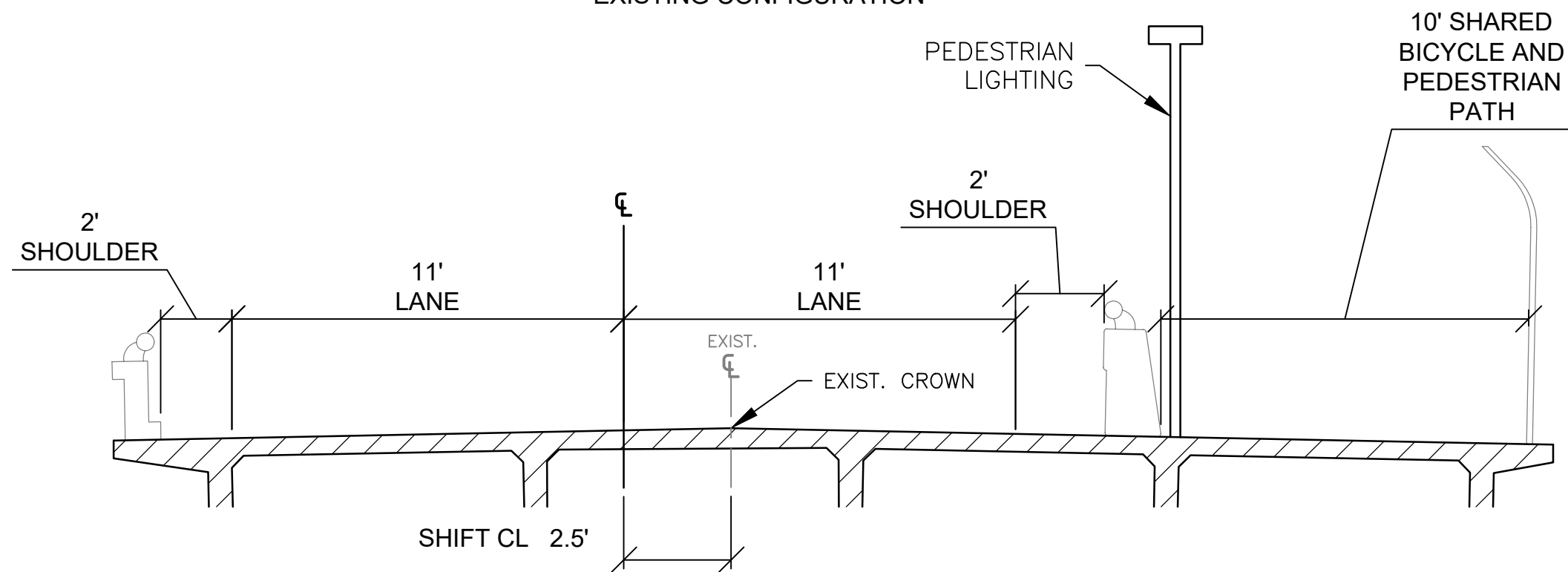


77' TYPICAL
ROW VARIES
SECTION D
BRUSH STREET
LIMITS: MAIN STREET - WEST COTTONWOOD SCHOOL (PEDESTRIAN PATH ON WEST SIDE)
2ND STREET
LIMITS: MAIN STREET - LOCUST STREET (PEDESTRIAN PATH ON NORTH SIDE)
LOCUST STREET
LIMITS: 2ND STREET - 4TH STREET (PEDESTRIAN PATH ON EAST SIDE)





EXISTING CONFIGURATION



PROPOSED CROSSING CONFIGURATION

SECTION E
INTERSTATE 5 OVERCROSSING

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Shasta County Department of Public Works

Date: 08/28/2020

Project Description: Cottonwood Lasso Loop Bicycle and Pedestrian Network

Project Location: Shasta County - Cottonwood

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: John A. Heath

License #: 70823

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$ 80,000.00	\$80,000	100%	\$80,000	0%	\$0		\$0
2	Traffic Control	1	LS	\$ 120,000.00	\$120,000	100%	\$120,000	0%	\$0		\$0
3	Stormwater Protection Plan	1	LS	\$ 80,000.00	\$80,000	100%	\$80,000	0%	\$0		\$0
4	Job Site Management	1	LS	\$ 60,000.00	\$60,000	100%	\$60,000	0%	\$0		\$0
5					\$0	100%	\$0	0%	\$0		\$0
6					\$0	100%	\$0	0%	\$0		\$0
7					\$0	100%	\$0	0%	\$0		\$0
8					\$0	100%	\$0	0%	\$0		\$0
9					\$0	100%	\$0	0%	\$0		\$0
10					\$0	100%	\$0	0%	\$0		\$0
General Construction Items											
11	Construction Area Signs	1	LS	\$ 14,000.00	\$14,000	100%	\$14,000	0%	\$0		\$0
12	Develop Water Supply	1	LS	\$ 20,000.00	\$20,000	100%	\$20,000	0%	\$0		\$0
13	Clearing and Grubbing	1	LS	\$ 230,000.00	\$230,000	100%	\$230,000	0%	\$0		\$0
14	Roadway Excavation	7500	CY	\$ 170.00	\$1,275,000	100%	\$1,275,000	0%	\$0		\$0
15	Import Borrow	4000	CY	\$ 23.00	\$92,000	100%	\$92,000	0%	\$0		\$0
16	Embankment	4000	CY	\$ 29.00	\$116,000	100%	\$116,000	0%	\$0		\$0
17	Aggregate Base	5000	CY	\$ 100.00	\$500,000	100%	\$500,000	0%	\$0		\$0
18	Adjust Manhole Frame and Cover	22	EA	\$ 600.00	\$13,200	100%	\$13,200	0%	\$0		\$0
19	Adjust Access Box	10	EA	\$ 500.00	\$5,000	100%	\$5,000	0%	\$0		\$0
20	Reconstruct Drainage Facilities	1	LS	\$ 250,000.00	\$250,000	100%	\$250,000	0%	\$0		\$0
21	Minor Concrete (Sidewalk)	365	CY	\$ 1,000.00	\$365,000	100%	\$365,000	0%	\$0		\$0
22	Minor Concrete (Curb and Gutter)	680	CY	\$ 900.00	\$612,000	100%	\$612,000	0%	\$0		\$0
23	Minor Concrete (Curb Ramp)	180	CY	\$ 1,200.00	\$216,000	100%	\$216,000	0%	\$0		\$0
24	Minor Concrete (Curb)	85	CY	\$ 800.00	\$68,000	100%	\$68,000	0%	\$0		\$0
25	Hot Mix Asphalt (Type A)	1000	Ton	\$ 200.00	\$200,000	100%	\$200,000	0%	\$0		\$0
26	Place Hot Mix Asphalt (Miscellaneous Area)	14500	SY	\$ 19.00	\$275,500	100%	\$275,500	0%	\$0		\$0
27	Slurry Seal	200	Ton	\$ 600.00	\$120,000	100%	\$120,000	0%	\$0		\$0
28	Interlocking Concrete Pavers	18000	SF	\$ 35.00	\$630,000	100%	\$630,000	0%	\$0		\$0
29	Modify Bridge Railing	1	LS	\$ 560,000.00	\$560,000	100%	\$560,000	0%	\$0		\$0
30	Modifying Signal and Lighting System	1	LS	\$ 290,000.00	\$290,000	100%	\$290,000	0%	\$0		\$0
31	Pedestrian Electrolier	110	EA	\$ 3,000.00	\$330,000	100%	\$330,000	0%	\$0		\$0
32	Flashing Beacon System	1	EA	\$ 35,000.00	\$35,000	100%	\$35,000	0%	\$0		\$0
33	Signs	1	LS	\$ 13,500.00	\$13,500	100%	\$13,500	0%	\$0		\$0
34	Thermoplastic Traffic Stripe	10000	LF	\$ 3.50	\$35,000	100%	\$35,000	0%	\$0		\$0
35	Thermoplastic Crosswalk and Pavement Markings	14500	SF	\$ 5.00	\$72,500	100%	\$72,500	0%	\$0		\$0
36	Plants	55	EA	\$ 1,200.00	\$66,000	100%	\$66,000	0%	\$0		\$0
37	Finishing Roadway	1	LS	\$ 70,000.00	\$70,000	100%	\$70,000	0%	\$0		\$0
38	Erosion Control	1	LS	\$ 50,000.00	\$50,000	100%	\$50,000	0%	\$0		\$0
39					\$0	100%	\$0	0%	\$0		\$0
40					\$0		\$0	100%	\$0		\$0
41					\$0		\$0	100%	\$0		\$0
42					\$0		\$0	100%	\$0		\$0
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48					\$0		\$0	100%	\$0		\$0
49					\$0		\$0	100%	\$0		\$0
50					\$0		\$0	100%	\$0		\$0
51					\$0		\$0	100%	\$0		\$0
52					\$0		\$0	100%	\$0		\$0
Subtotal of Construction Items:					\$6,863,700		\$6,863,700		\$0		\$0

Construction Item Contingencies (% of Construction Items): 25.00% \$1,715,925

\$1,715,925

\$0

Total (Construction Items & Contingencies) cost: \$8,579,625

\$8,579,625

\$0

Project Delivery Costs:

Type of Project Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	\$ 857,963
Plans, Specifications and Estimates (PS&E):	\$ 1,286,944
Total PE:	\$ 2,144,906

ATP Eligible Costs

\$857,963
\$1,286,944
\$2,144,906

Non-participating Costs

\$0
\$0
\$0

"PE" costs / "CON" costs

25% 25% Max

ORIGINAL COPY

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

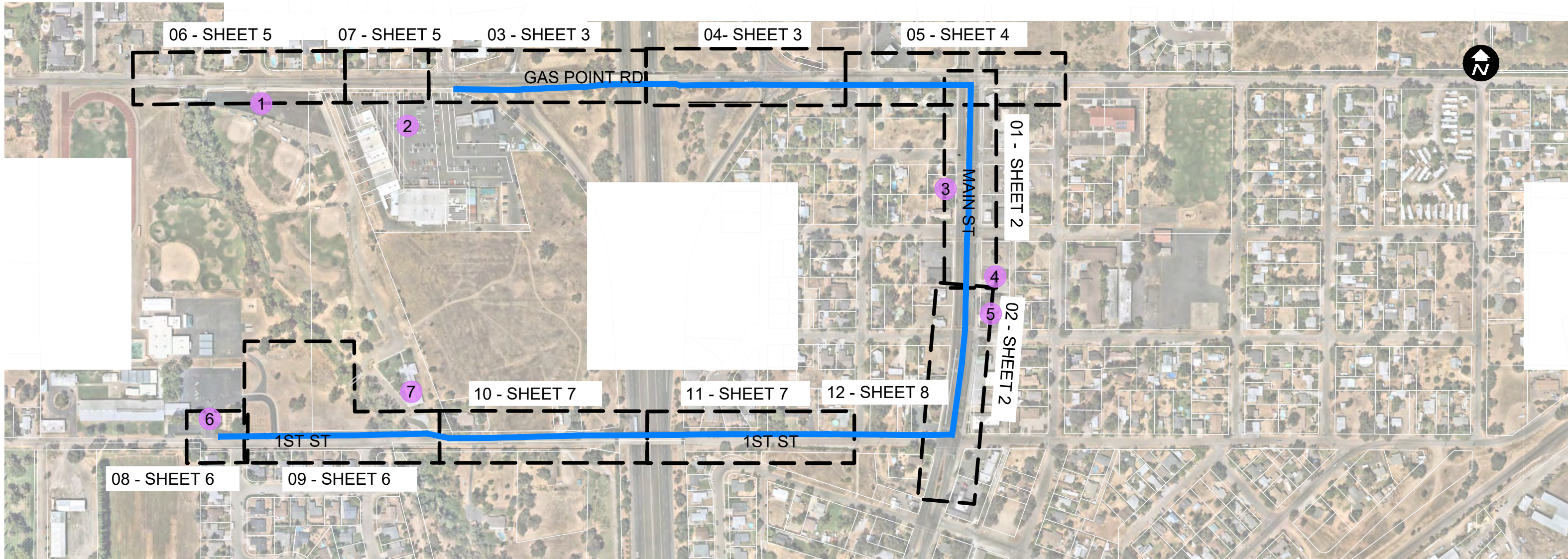
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:					
Agency:	Shasta County Department of Public Works	Date:	08/28/2020		
Project Description:	Cottonwood Lasso Loop Bicycle and Pedestrian Network				
Project Location:	Shasta County - Cottonwood				
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	John A. Heath	License #:	70823		
Right of Way (RW)					
Right of Way Engineering:	\$ 100,000		\$100,000	\$0	
Acquisitions and Utilities:	\$ 560,000		\$560,000	\$0	
Total RW:	\$ 660,000		\$660,000	\$0	
Construction Engineering (CE)					
Construction Engineering (CE):	\$ 1,286,944		\$1,286,944	\$0	
(PE+RW+CE) Total Project Delivery:		\$4,091,850	\$4,091,850	\$0	
Total Construction Costs:		\$8,579,625	\$8,579,625	\$0	
Total Project Cost:		\$12,671,475	\$12,671,475	\$0	

Documentation of Ineligible (Non-Participating) Costs:					
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.					
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.					
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)				



Appendix B

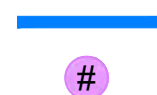


COMMUNITY DESTINATIONS

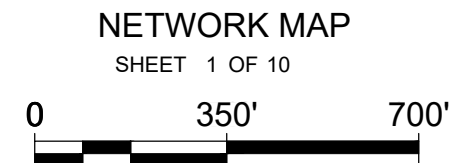
1. LITTLE LEAGUE FIELD
2. COMMERCIAL PLAZA W/ GROCERY STORE
3. MAIN STREET COMMERCIAL DISTRICT
4. LIBRARY
5. CHURCH
6. SCHOOL
7. COMMUNITY CENTER



COTTONWOOD ACTIVE TRANSPORTATION
WEST COTTONWOOD CONNECTOR NETWORK
SUSTAINABLE SHASTA

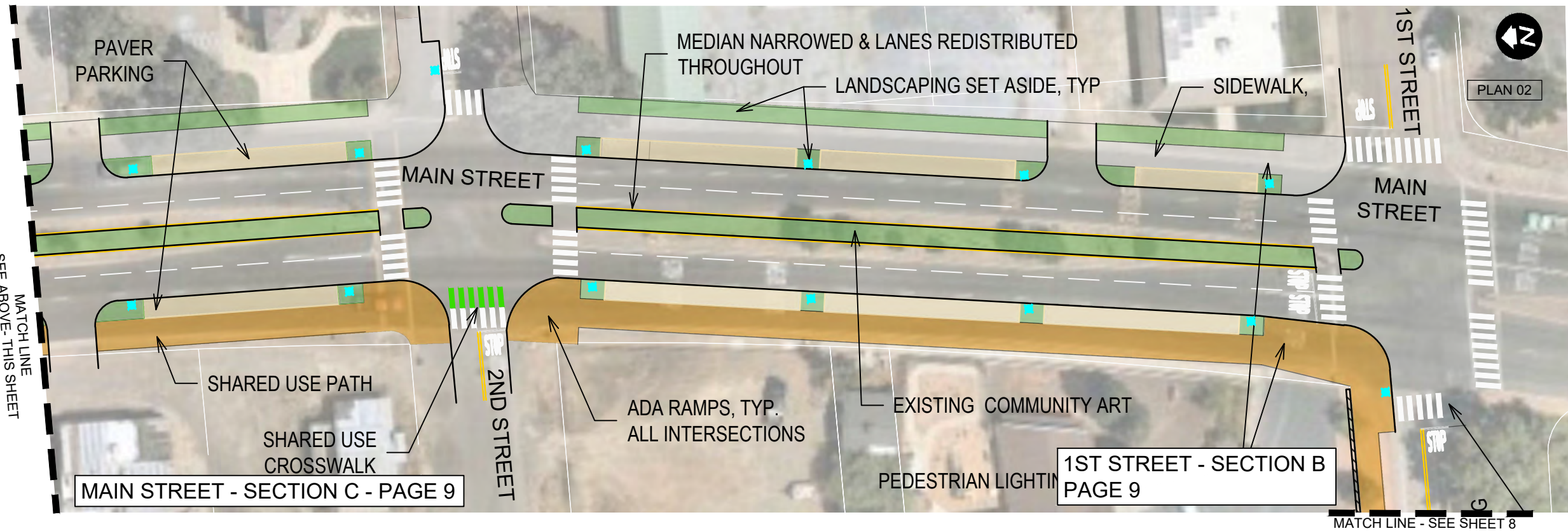
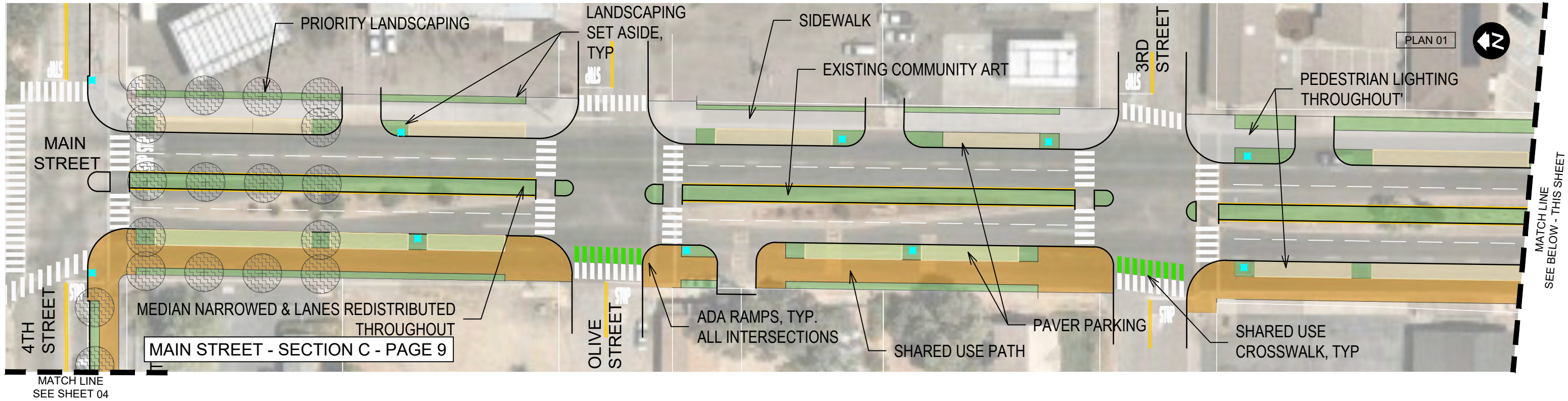


WEST COTTONWOOD CONNECTOR NETWORK
COMMUNITY DESTINATION



NETWORK MAP
SHEET 1 OF 10





**COTTONWOOD ACTIVE TRANSPORTATION
WEST COTTONWOOD CONNECTOR NETWORK**

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

Pedestrian Lighting

Sidewalk, Curb, Gutter

Pedestrian Path

Shared Use Path

Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)

Paver Parking

Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)

Cottonwood Historic District
SRTA-Funded, pending ATP Award

MAIN STREET

SHEET 2 OF 10

0

50'

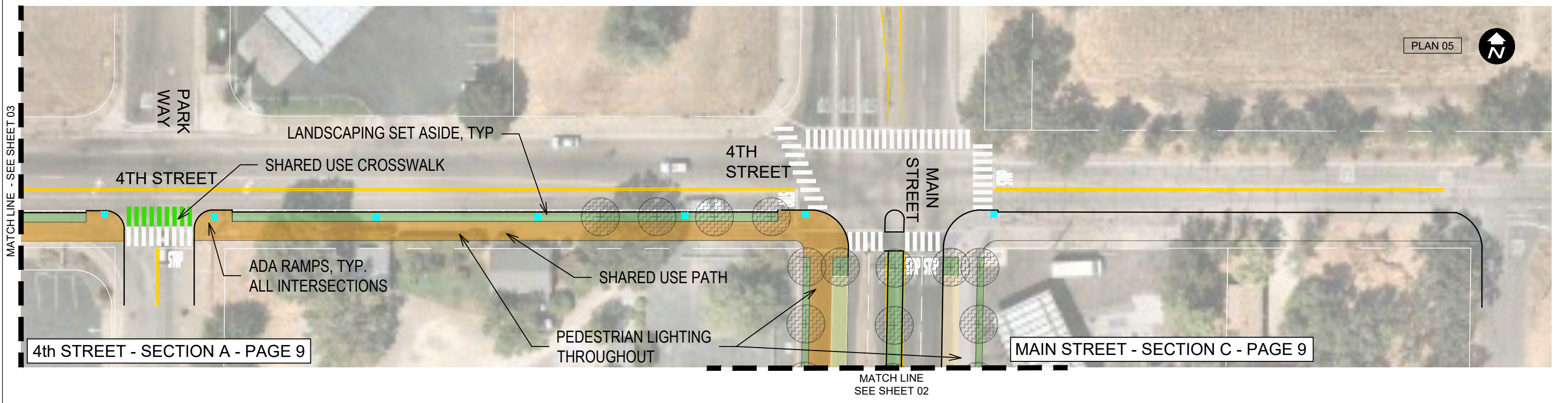
0

100'

alta
PLANNING + DESIGN
www.altaplanning.com

SHASTA
REGIONAL TRANSPORTATION AGENCY

W:\Cottonwood Cycle 5 ATP\Drawings\SCDPW\West Cottonwood Connector\WEST CONN-Alta 09102020.dwg



**COTTONWOOD ACTIVE TRANSPORTATION
WEST COTTONWOOD CONNECTOR NETWORK**

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

Pedestrian Lighting

Sidewalk, Curb, Gutter

Pedestrian Path

Shared Use Path

Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)

Paver Parking

Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)

Cottonwood Historic District
SRTA-Funded, pending ATP Award

4TH STREET

SHEET 4 OF 10

0

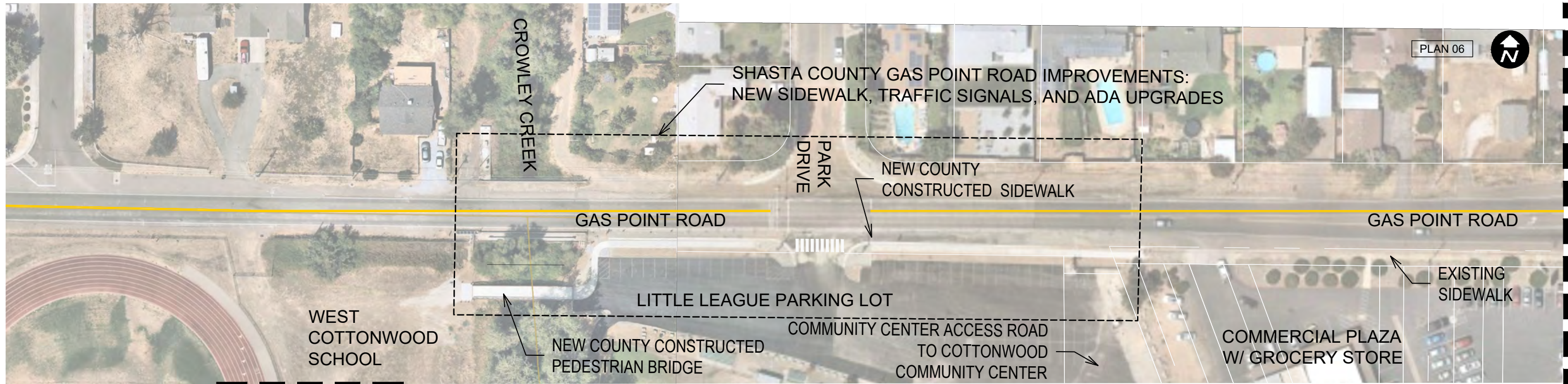
50'

100'

PLANNING + DESIGN

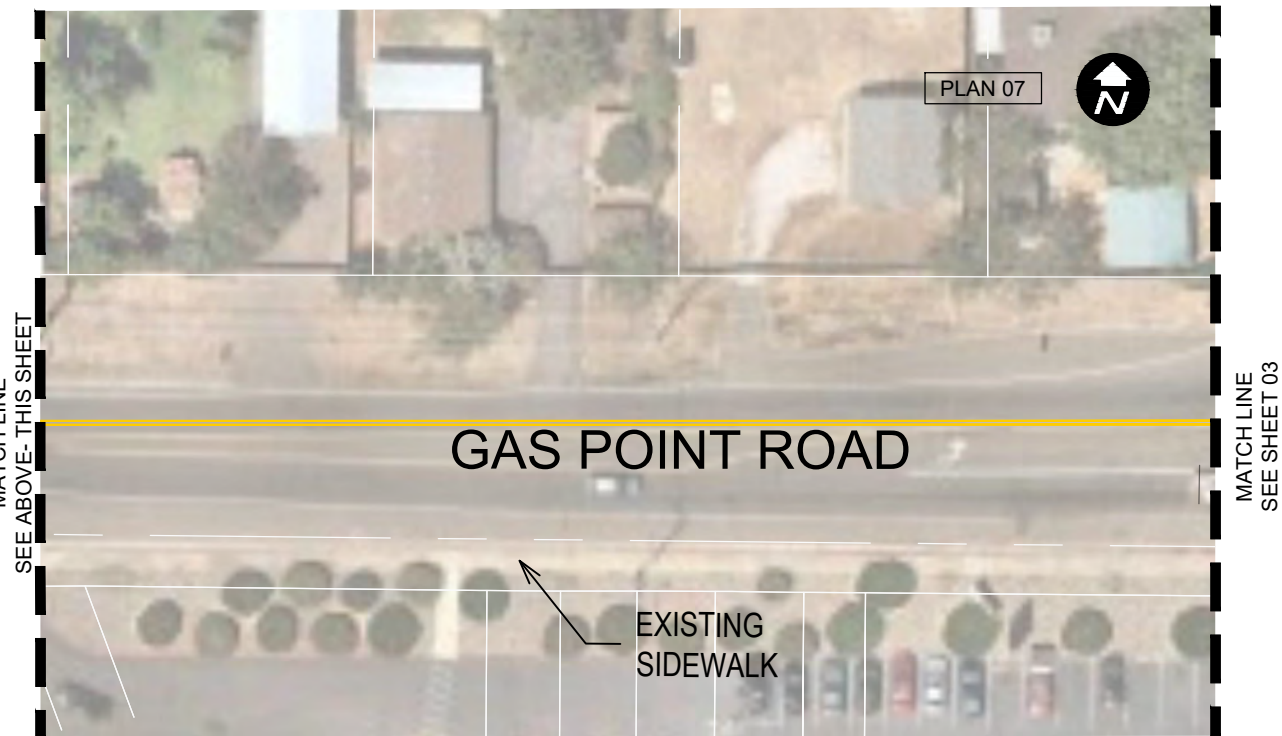
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W:\Cottonwood Cycle 5 ATP\Drawings\CAD\Alta 09102020 Updates\WEST CONN-Altia.dwg



MATCH LINE
SEE SHEET 14

MATCH LINE
SEE BELOW - THIS SHEET



MATCH LINE
SEE ABOVE - THIS SHEET

MATCH LINE
SEE SHEET 03

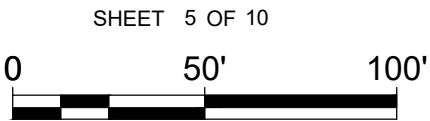
EXISTING GAS POINT
ROAD IMPROVEMENTS



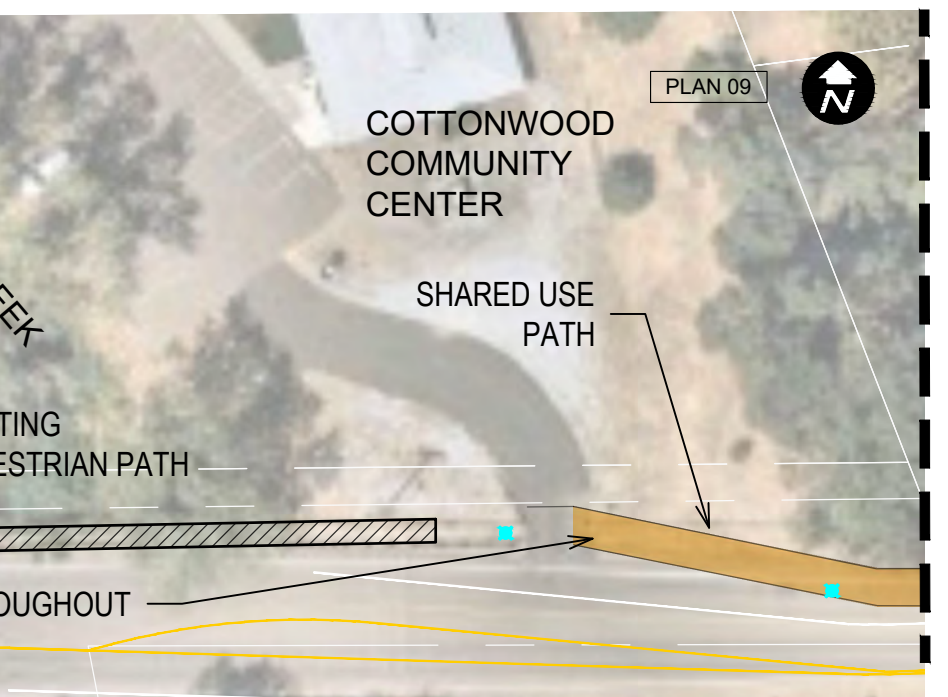
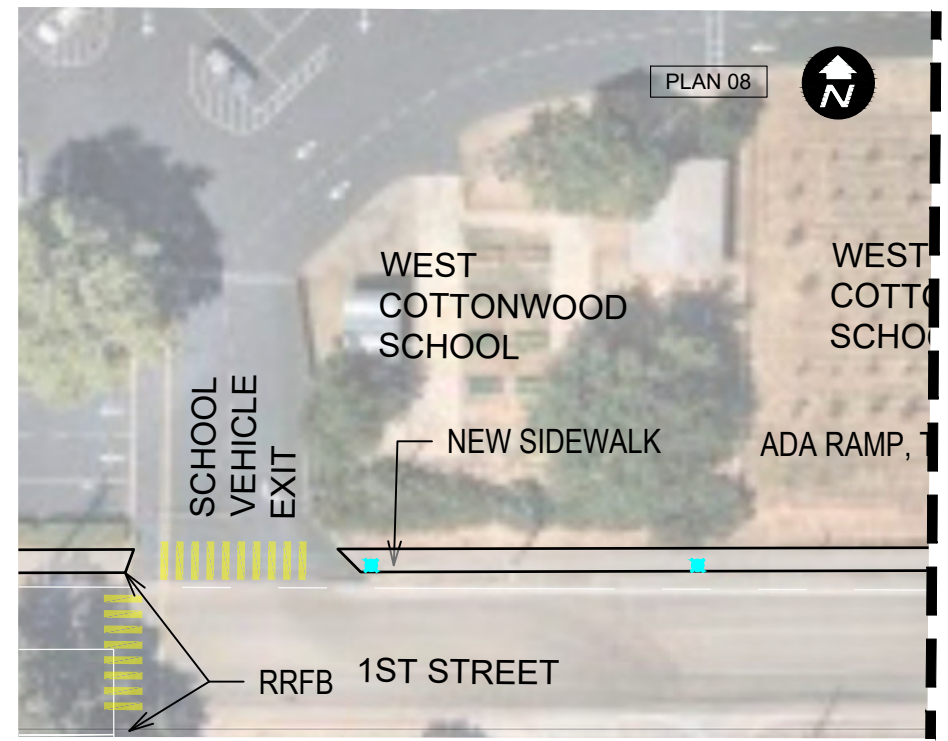
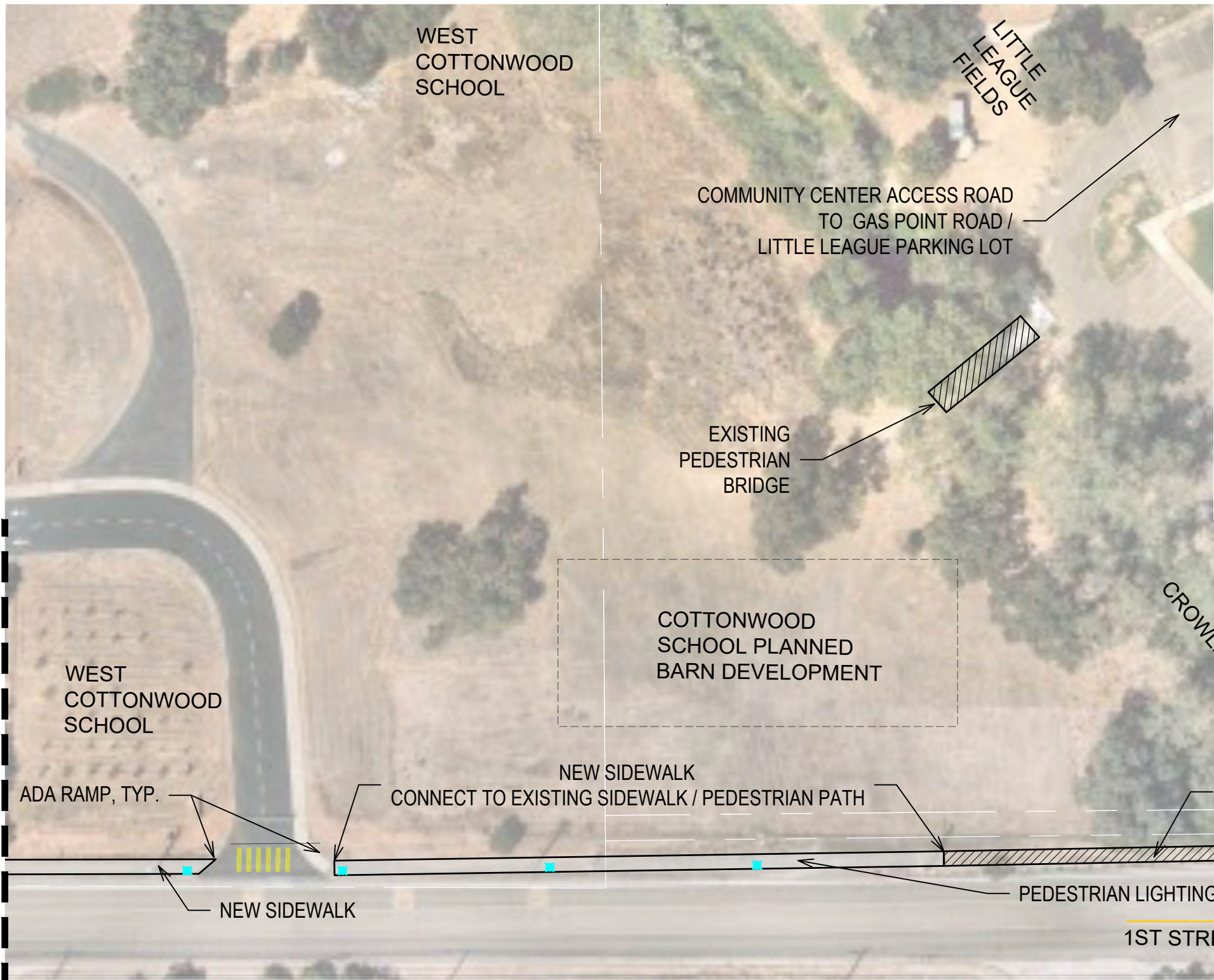
**COTTONWOOD ACTIVE TRANSPORTATION
WEST COTTONWOOD CONNECTOR NETWORK**
SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

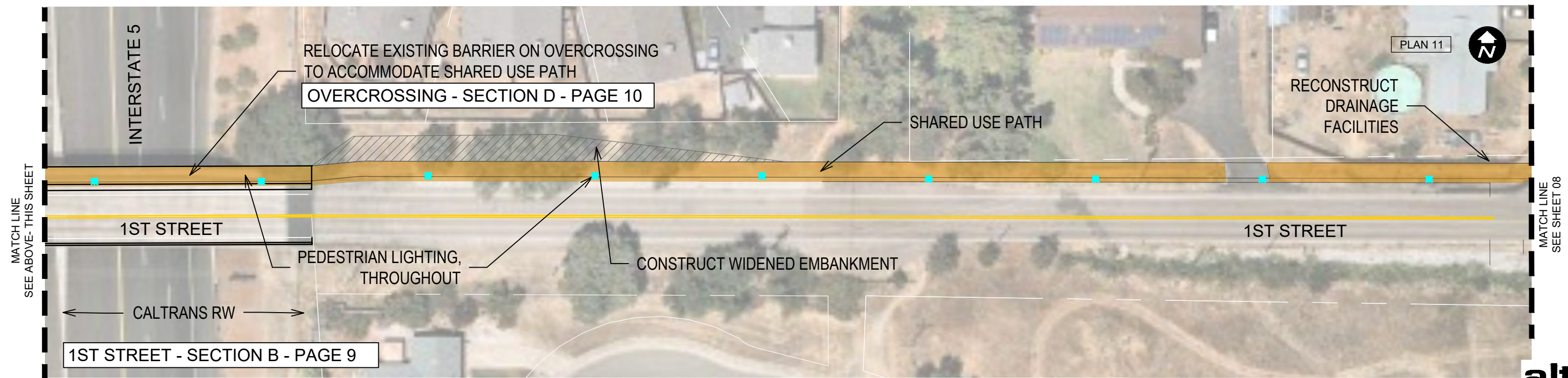
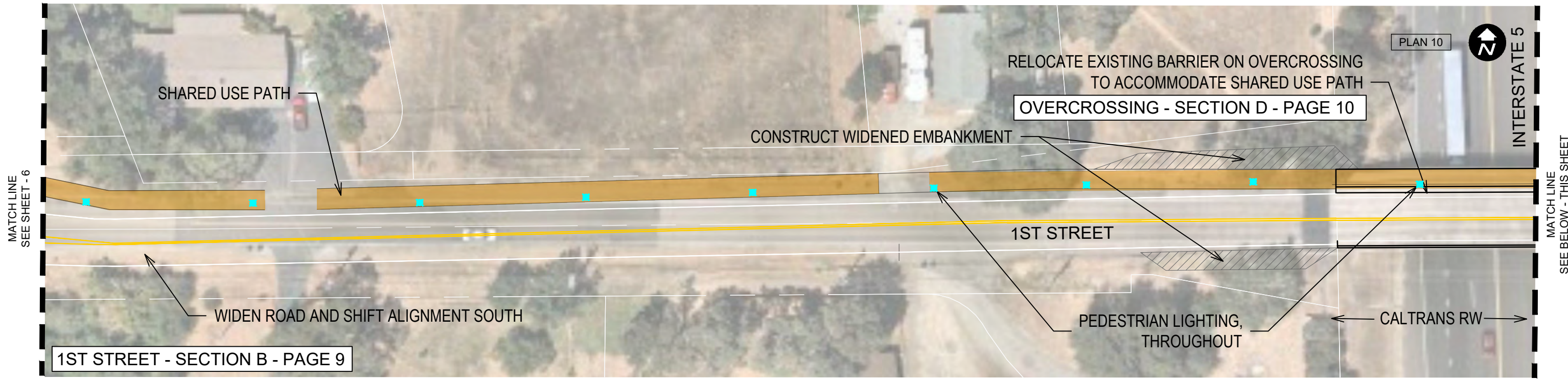
- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path
- Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Paver Parking
- Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Cottonwood Historic District
SRTA-Funded, pending ATP Award

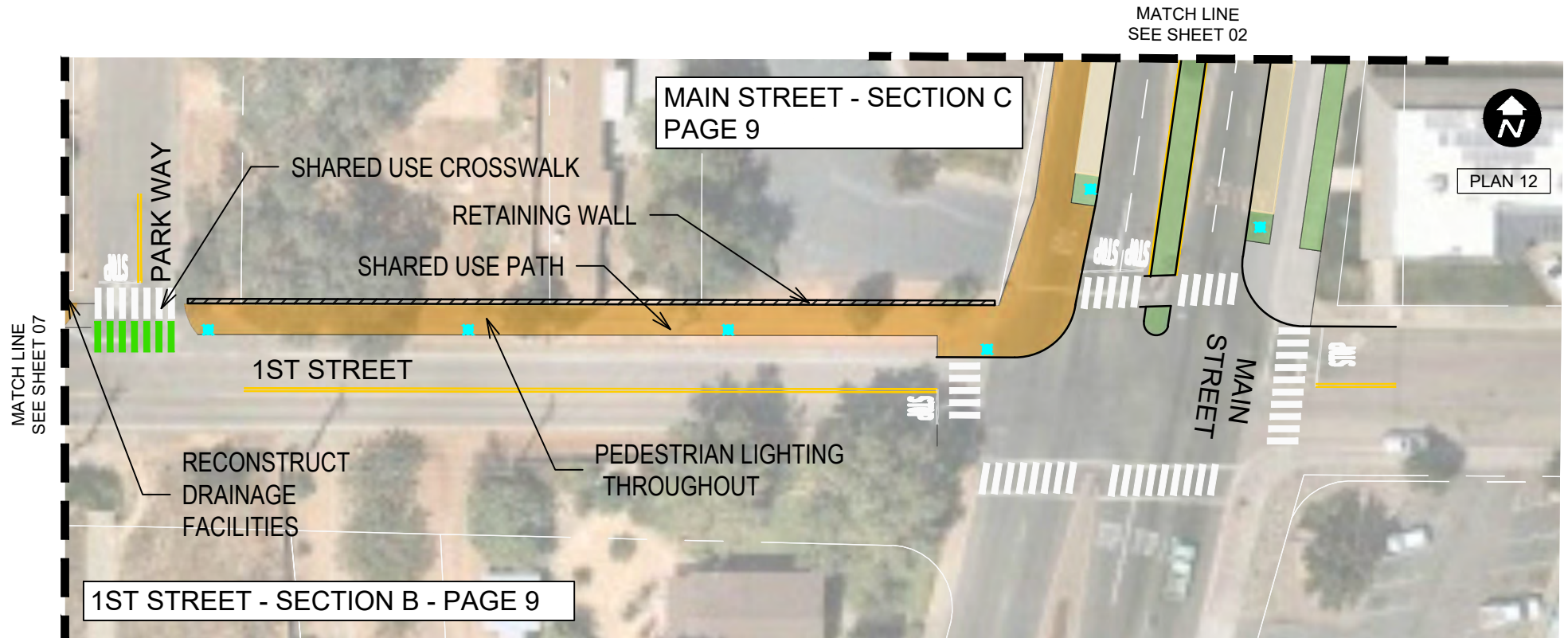


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1ST STREET - SECTION B - PAGE 9





COTTONWOOD ACTIVE TRANSPORTATION WEST COTTONWOOD CONNECTOR NETWORK

SUSTAINABLE SHASTA

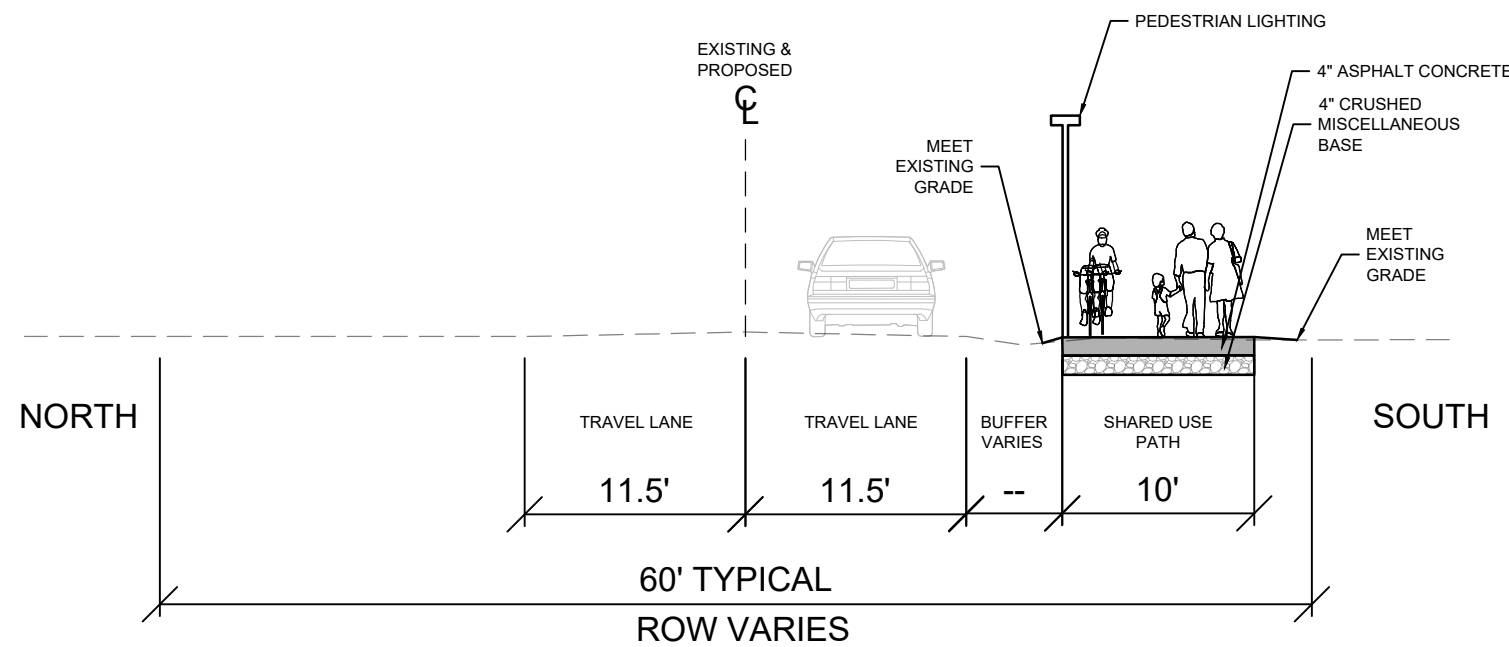
This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

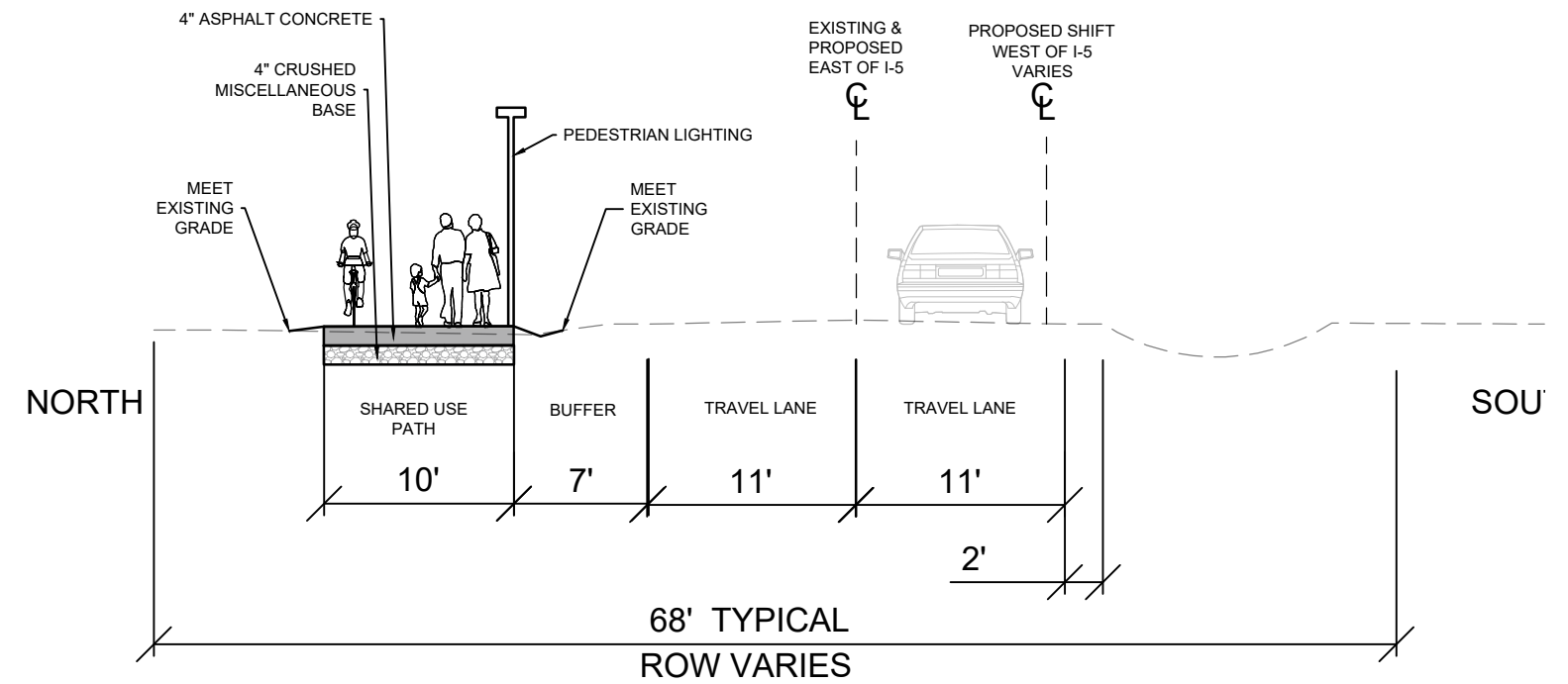
- Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Paver Parking

- Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Cottonwood Historic District
SRTA-Funded, pending ATP Award

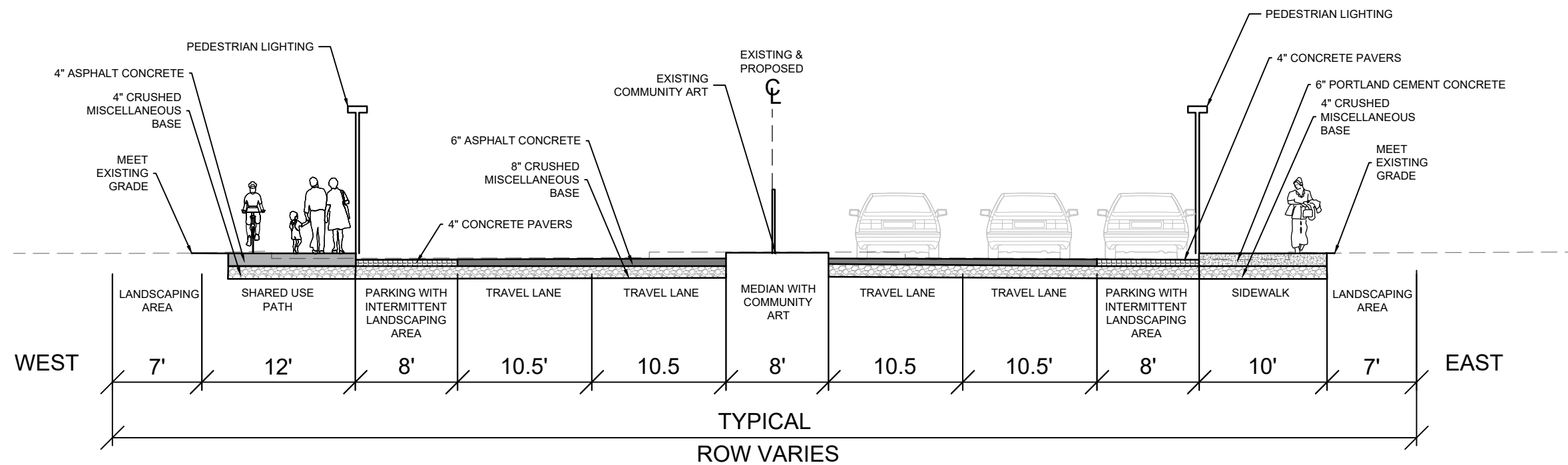




SECTION A
4TH STREET / GAS POINT ROAD
LIMITS RHONDA ROAD - LOCUST STREET

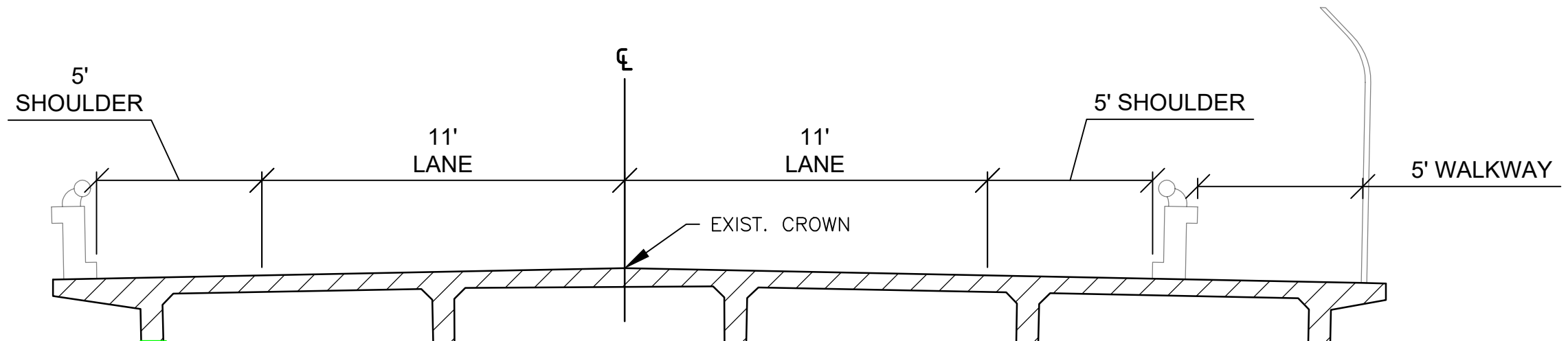


SECTION B
1ST STREET
LIMITS: MAIN STREET - WEST COTTONWOOD SCHOOL

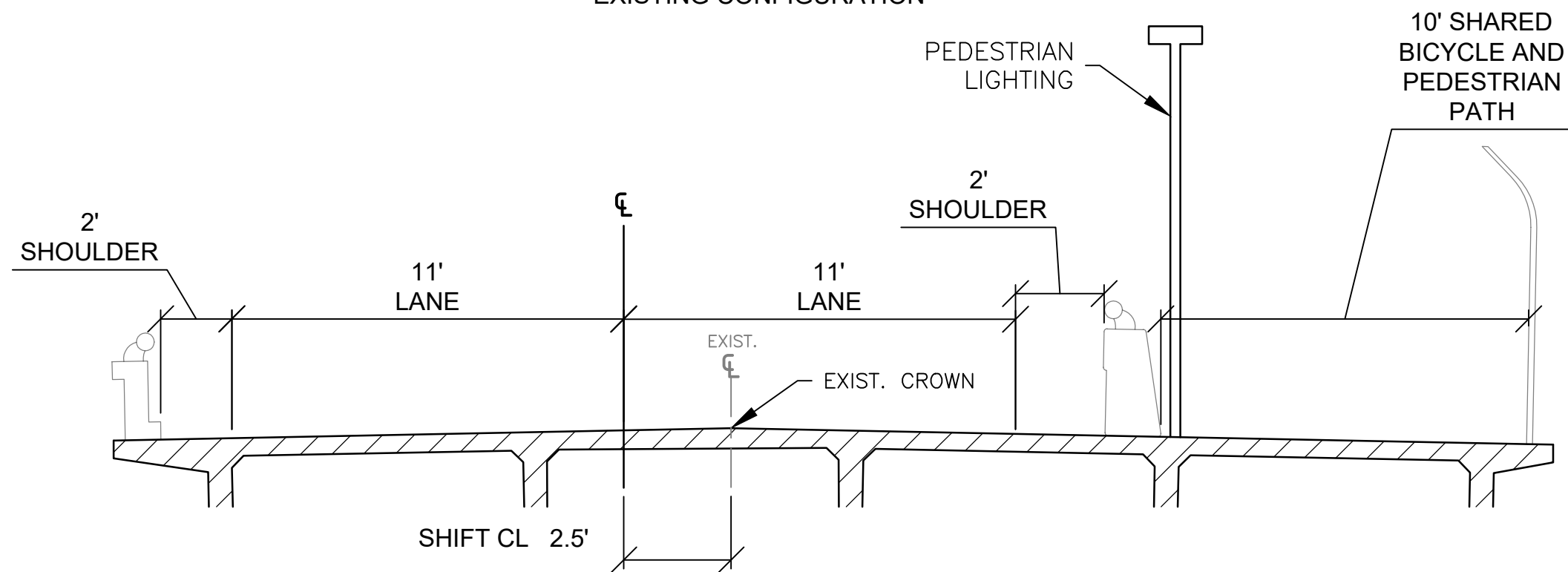


SECTION C
MAIN STREET
LIMITS: FOURTH STREET - FIRST STREET





EXISTING CONFIGURATION



PROPOSED CROSSING CONFIGURATION

SECTION D

INTERSTATE 5 OVERCROSSINGS

4TH STREET: AS SHOWN W/ PATH ON SOUTH SIDE OF STRUCTURE

1ST ST: AS SHOWN W/ PATH ON NORTH SIDE OF STRUCTURE



N:\Shared\PROJECTS\2017\06-2017-248 Sustainable Shasta\09_Cottonwood\Communication\Sept 2020 CAD from Shasta County\WEST Sections-Alta.dwg

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Shasta County Department of Public Works

Date: 08/28/2020

Project Description: Cottonwood West Connector Bicycle and Pedestrian Network

Project Location: Shasta County - Cottonwood

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: John A. Heath

License #: 70823

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$ 80,000.00	\$80,000	100%	\$80,000	0%	\$0		\$0
2	Traffic Control	1	LS	\$ 120,000.00	\$120,000	100%	\$120,000	0%	\$0		\$0
3	Stormwater Protection Plan	1	LS	\$ 80,000.00	\$80,000	100%	\$80,000	0%	\$0		\$0
4	Job Site Management	1	LS	\$ 60,000.00	\$60,000	100%	\$60,000	0%	\$0		\$0
5					\$0	100%	\$0	0%	\$0		\$0
6					\$0	100%	\$0	0%	\$0		\$0
7					\$0	100%	\$0	0%	\$0		\$0
8					\$0	100%	\$0	0%	\$0		\$0
9					\$0	100%	\$0	0%	\$0		\$0
10					\$0	100%	\$0	0%	\$0		\$0
General Construction Items											
11	Construction Area Signs	1	LS	\$ 12,000.00	\$12,000	100%	\$12,000	0%	\$0		\$0
12	Develop Water Supply	1	LS	\$ 20,000.00	\$20,000	100%	\$20,000	0%	\$0		\$0
13	Clearing and Grubbing	1	LS	\$ 200,000.00	\$200,000	100%	\$200,000	0%	\$0		\$0
14	Roadway Excavation	5600	CY	\$ 170.00	\$952,000	100%	\$952,000	0%	\$0		\$0
15	Import Borrow	6500	CY	\$ 23.00	\$149,500	100%	\$149,500	0%	\$0		\$0
16	Embankment	6500	CY	\$ 29.00	\$188,500	100%	\$188,500	0%	\$0		\$0
17	Aggregate Base	3800	CY	\$ 100.00	\$380,000	100%	\$380,000	0%	\$0		\$0
18	Adjust Manhole Frame and Cover	20	EA	\$ 600.00	\$12,000	100%	\$12,000	0%	\$0		\$0
19	Adjust Access Box	10	EA	\$ 500.00	\$5,000	100%	\$5,000	0%	\$0		\$0
20	Reconstruct Drainage Facilities	1	LS	\$ 250,000.00	\$250,000	100%	\$250,000	0%	\$0		\$0
21	Minor Concrete (Sidewalk)	420	CY	\$ 1,000.00	\$420,000	100%	\$420,000	0%	\$0		\$0
22	Minor Concrete (Curb and Gutter)	375	CY	\$ 900.00	\$337,500	100%	\$337,500	0%	\$0		\$0
23	Minor Concrete (Curb Ramp)	125	CY	\$ 1,200.00	\$150,000	100%	\$150,000	0%	\$0		\$0
24	Minor Concrete (Curb)	80	CY	\$ 800.00	\$64,000	100%	\$64,000	0%	\$0		\$0
25	Hot Mix Asphalt (Type A)	675	Ton	\$ 200.00	\$135,000	100%	\$135,000	0%	\$0		\$0
26	Place Hot Mix Asphalt (Miscellaneous Area)	6000	SY	\$ 19.00	\$114,000	100%	\$114,000	0%	\$0		\$0
27	Slurry Seal	250	Ton	\$ 600.00	\$150,000	100%	\$150,000	0%	\$0		\$0
28	Interlocking Concrete Pavers	18000	SF	\$ 35.00	\$630,000	100%	\$630,000	0%	\$0		\$0
29	Modify Bridge Railing	1	LS	\$ 1,113,000.00	\$1,113,000	100%	\$1,113,000	0%	\$0		\$0
30	Modifying Signal and Lighting System	1	LS	\$ 290,000.00	\$290,000	100%	\$290,000	0%	\$0		\$0
31	Retaining Wall (Masonry Wall)	8000	SF	\$ 52.00	\$416,000	100%	\$416,000	0%	\$0		\$0
32	Pedestrian Electrolier	70	EA	\$ 3,000.00	\$210,000	100%	\$210,000	0%	\$0		\$0
33	Flashing Beacon System	1	EA	\$ 35,000.00	\$35,000	100%	\$35,000	0%	\$0		\$0
34	Signs	1	LS	\$ 12,000.00	\$12,000	100%	\$12,000	0%	\$0		\$0
35	Thermoplastic Traffic Stripe	15000	LF	\$ 3.50	\$52,500	100%	\$52,500	0%	\$0		\$0
36	Thermoplastic Crosswalk and Pavement Markings	13000	SF	\$ 5.00	\$65,000	100%	\$65,000	0%	\$0		\$0
37	Plants	55	EA	\$ 1,200.00	\$66,000	100%	\$66,000	0%	\$0		\$0
38	Finishing Roadway	1	LS	\$ 60,000.00	\$60,000	100%	\$60,000	0%	\$0		\$0
39	Erosion Control	1	LS	\$ 50,000.00	\$50,000	100%	\$50,000	0%	\$0		\$0
40					\$0		\$0	100%	\$0		\$0
41					\$0		\$0	100%	\$0		\$0
42					\$0		\$0	100%	\$0		\$0
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44					\$0		\$0	100%	\$0		\$0
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46					\$0		\$0	100%	\$0		\$0
47					\$0		\$0	100%	\$0		\$0
48					\$0		\$0	100%	\$0		\$0
49					\$0		\$0	100%	\$0		\$0
50					\$0		\$0	100%	\$0		\$0
51					\$0		\$0	100%	\$0		\$0
52					\$0		\$0	100%	\$0		\$0
Subtotal of Construction Items:					\$6,879,000		\$6,879,000		\$0		\$0

Construction Item Contingencies (% of Construction Items): 25.00% \$1,719,750

\$1,719,750

\$0

Total (Construction Items & Contingencies) cost: \$8,598,750

\$8,598,750

\$0

Project Delivery Costs:

Type of Project Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	\$ 859,875
Plans, Specifications and Estimates (PS&E):	\$ 1,289,813
Total PE:	\$ 2,149,688

ATP Eligible Costs

\$859,875

\$1,289,813

\$2,149,688

Non-participating Costs

\$0

\$0

\$0

"PE" costs / "CON" costs

25%

25% Max

ORIGINAL COPY

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Shasta County Department of Public Works

Date: 08/28/2020

Project Description: Cottonwood West Connector Bicycle and Pedestrian Network

Project Location: Shasta County - Cottonwood

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: John A. Heath

License #: 70823

Right of Way (RW)			
Right of Way Engineering:	\$	100,000	\$100,000
Acquisitions and Utilities:	\$	310,000	\$310,000
Total RW:	\$	410,000	\$410,000
Construction Engineering (CE)			
Construction Engineering (CE):	\$	1,289,813	\$1,289,813
(PE+RW+CE) Total Project Delivery:		\$3,849,500	\$3,849,500
Total Construction Costs:		\$8,598,750	\$8,598,750
Total Project Cost:		\$12,448,250	\$12,448,250

"CE" costs / "CON" costs
15% 15% Max

Documentation of Ineligible (Non-Participating) Costs:

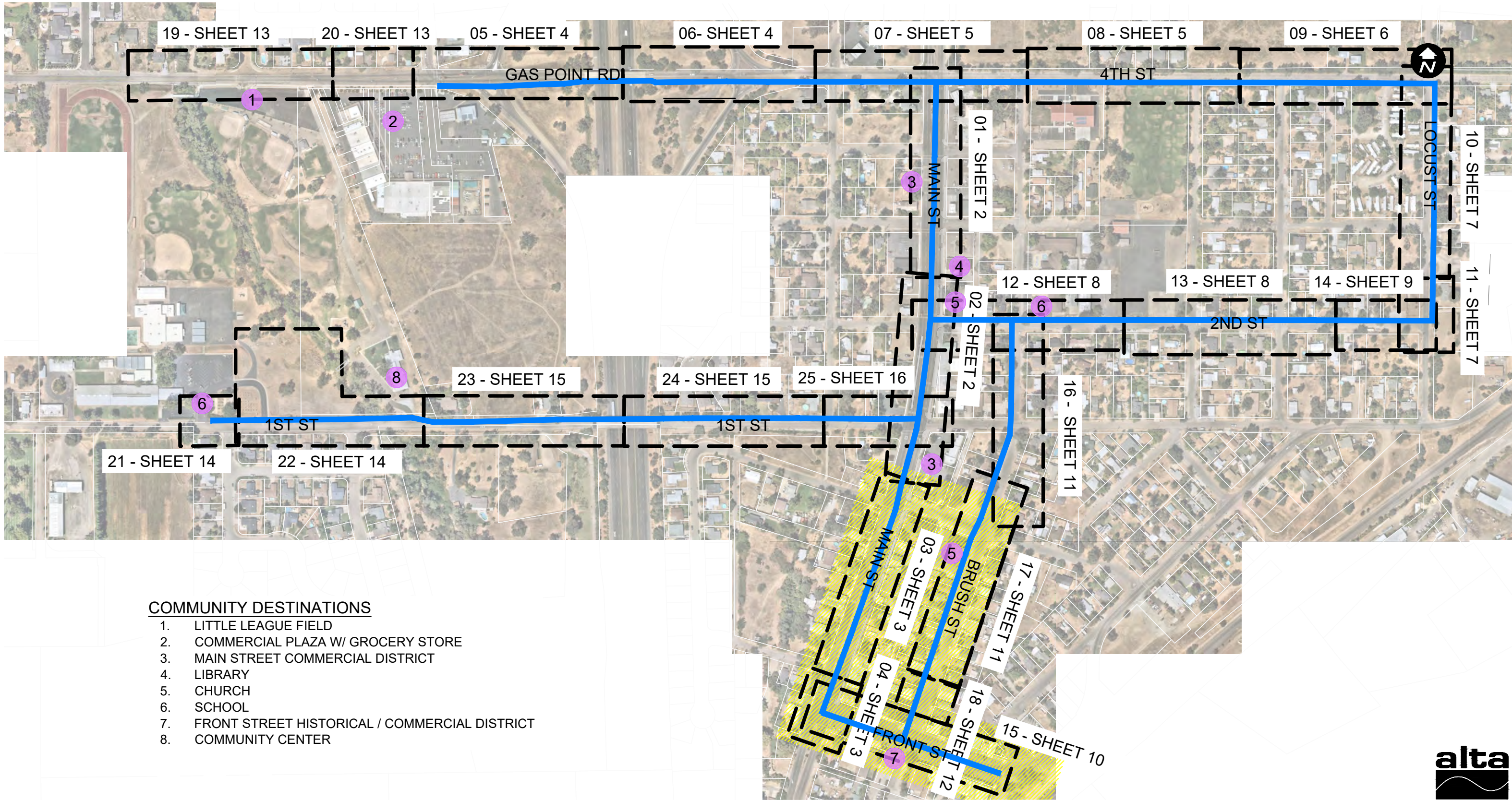
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #: Description of Engineer's Logic: (See examples shown in the Instructions)



Appendix C



COMMUNITY DESTINATIONS

1. LITTLE LEAGUE FIELD
2. COMMERCIAL PLAZA W/ GROCERY STORE
3. MAIN STREET COMMERCIAL DISTRICT
4. LIBRARY
5. CHURCH
6. SCHOOL
7. FRONT STREET HISTORICAL / COMMERCIAL DISTRICT
8. COMMUNITY CENTER



COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK

SUSTAINABLE SHASTA



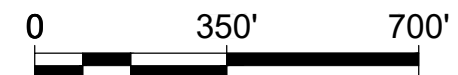
CATTLE NETWORK
COMMUNITY DESTINATION

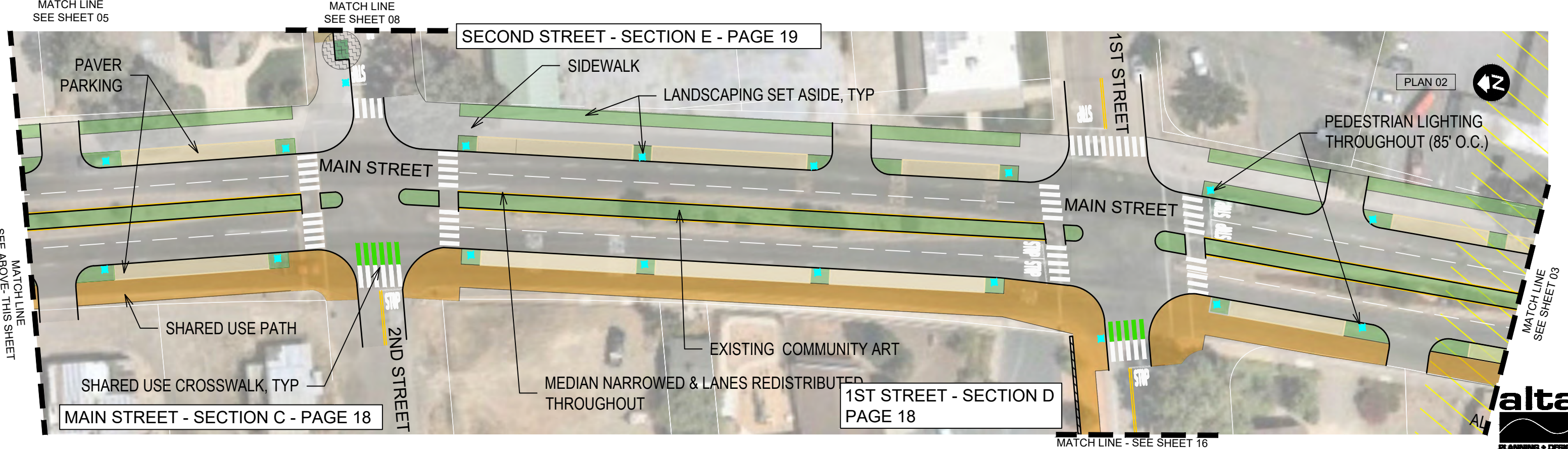
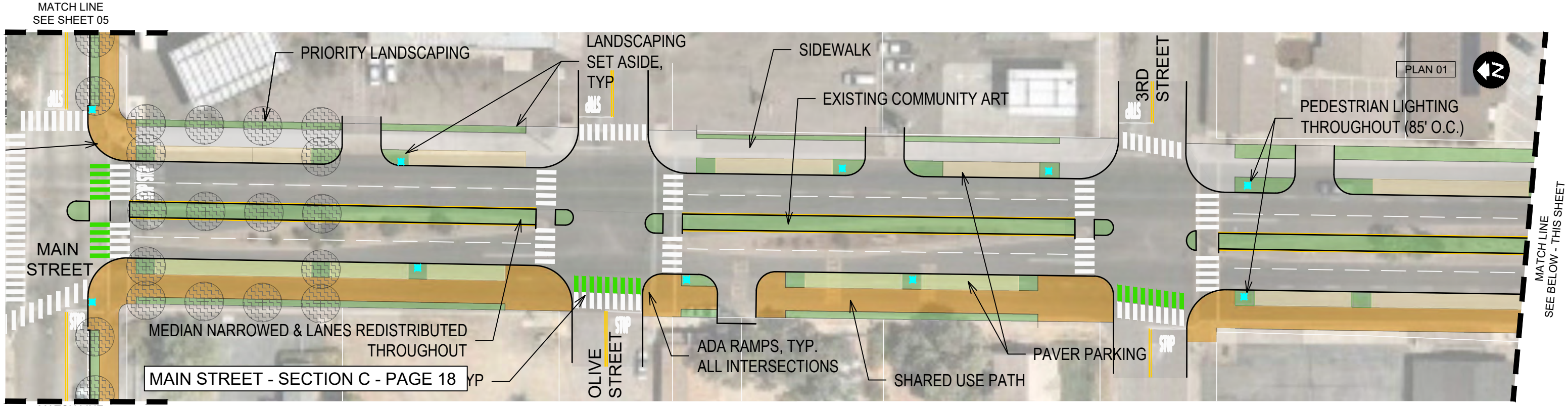
COTTONWOOD HISTORIC DISTRICT

SRTA FUNDED,
PENDING ATP AWARD

NETWORK MAP

SHEET 1 OF 20





COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK

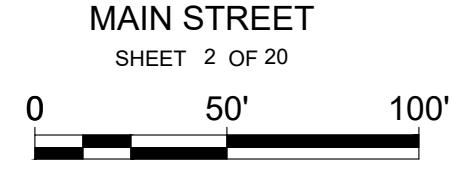
SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

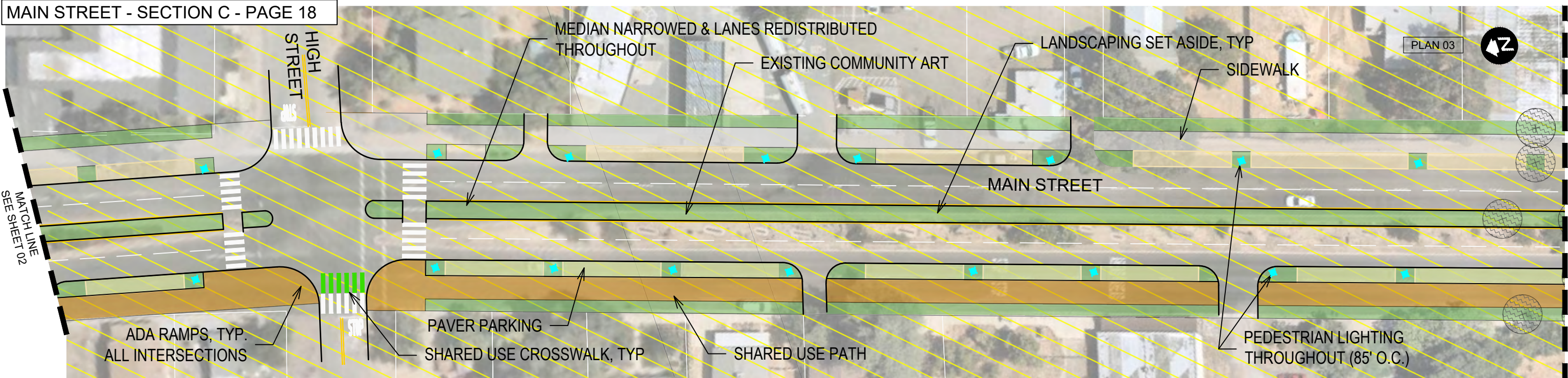
- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

- Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
- Paver Parking

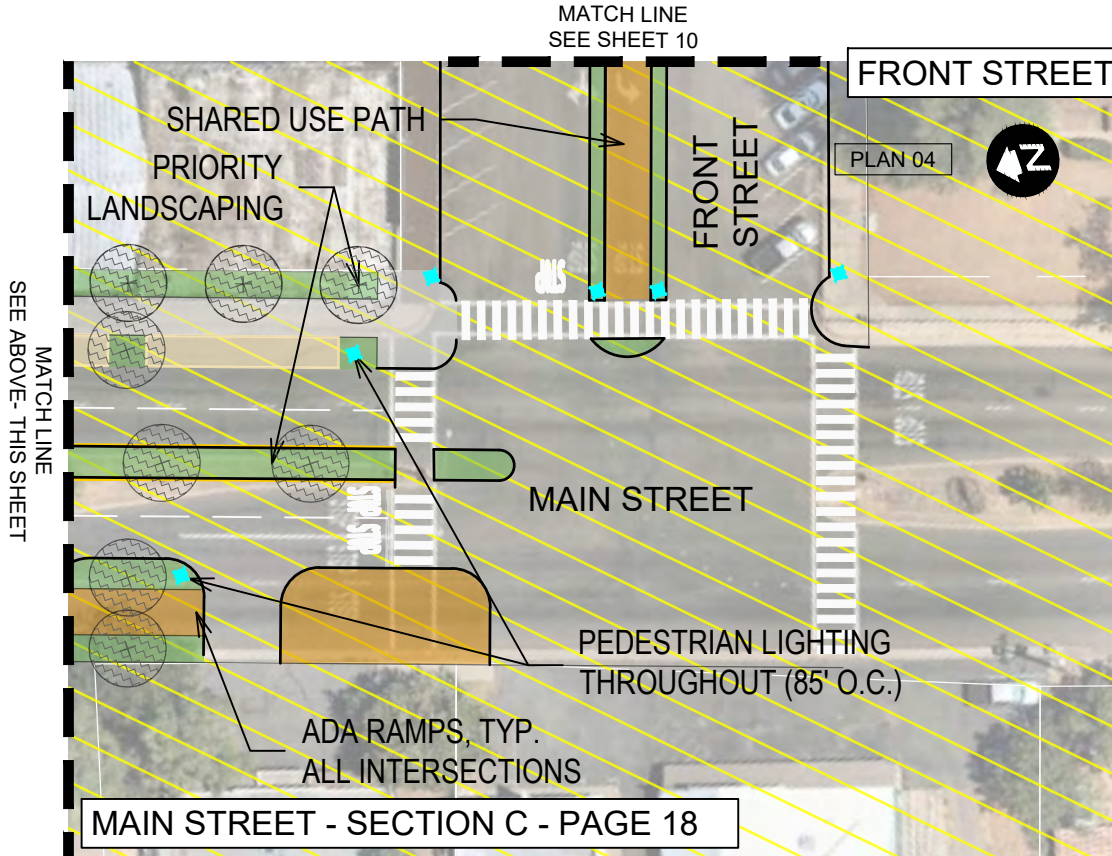
- Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)
- Cottonwood Historic District SRTA-Funded, pending ATP Award



MAIN STREET - SECTION C - PAGE 18



FRONT STREET - SECTION B - PAGE 17



MAIN STREET - SECTION C - PAGE 18



COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

- Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
- Paver Parking

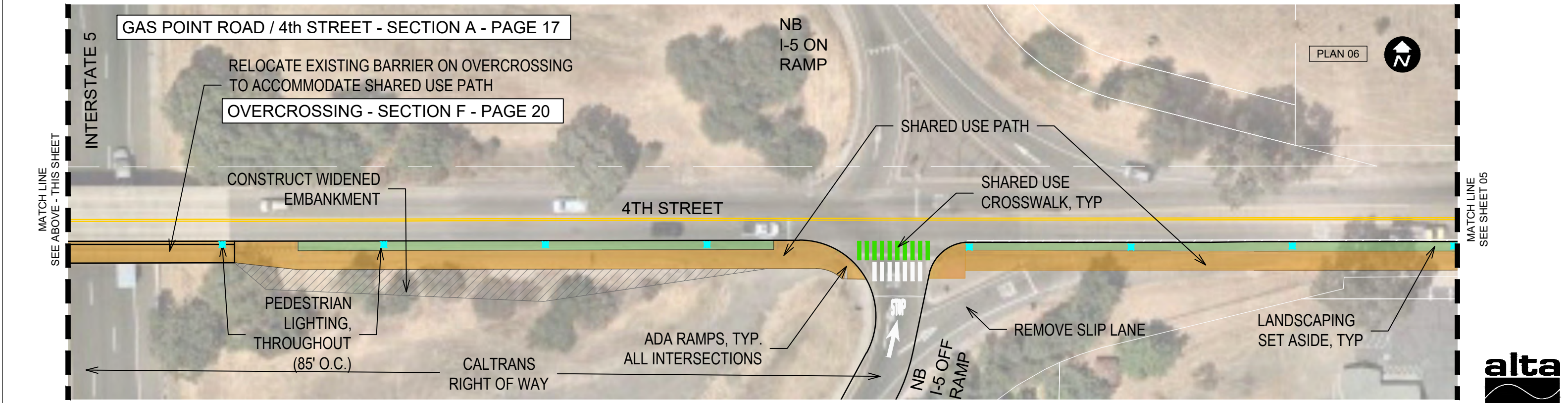
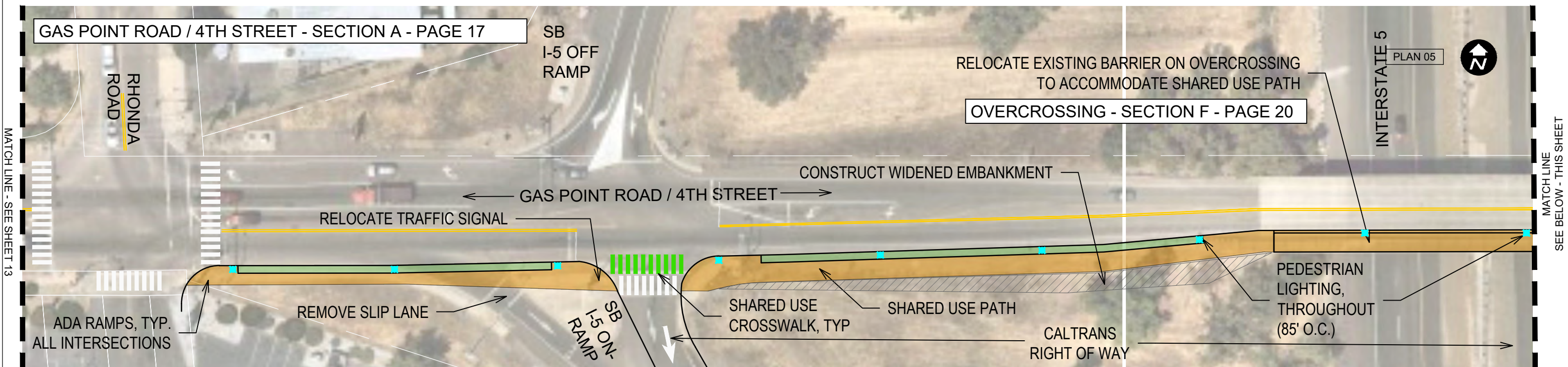
- Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)
- Cottonwood Historic District SRTA-Funded, pending ATP Award

MAIN STREET

SHEET 3 OF 20



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COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

Pedestrian Lighting

Sidewalk, Curb, Gutter

Pedestrian Path

Shared Use Path

Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)

Paver Parking

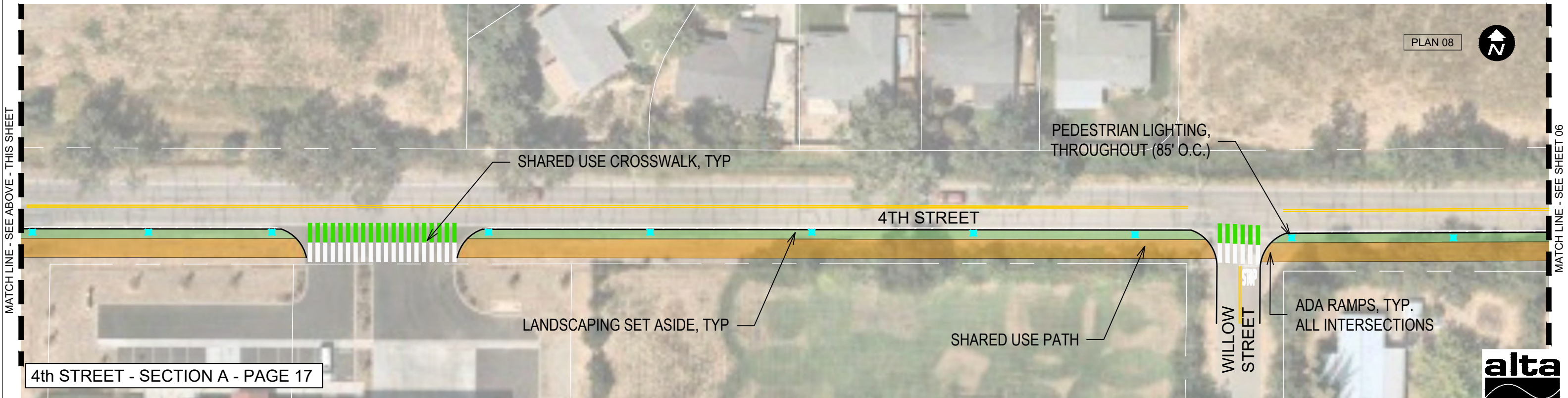
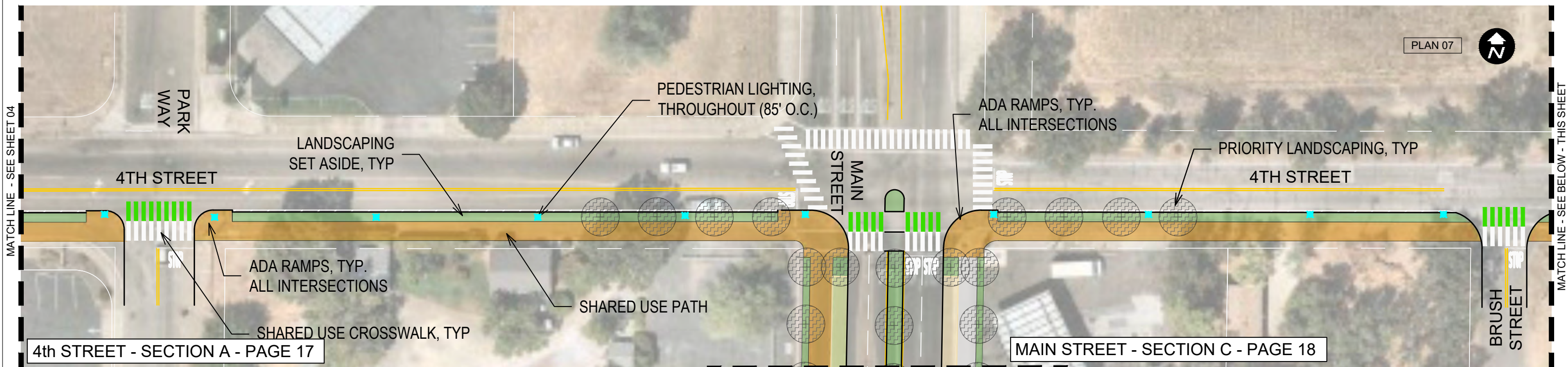
Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)

Cottonwood Historic District
SRTA-Funded, pending ATP Award

GAS POINT ROAD / 4TH STREET

SHEET 4 OF 20

0 50' 100'



**COTTONWOOD ACTIVE TRANSPORTATION
TRUNK LINE EXPRESS (CATTLE) NETWORK**

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

- Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Paver Parking
- Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)
- Cottonwood Historic District
SRTA-Funded, pending ATP Award

4TH STREET

SHEET 5 OF 20

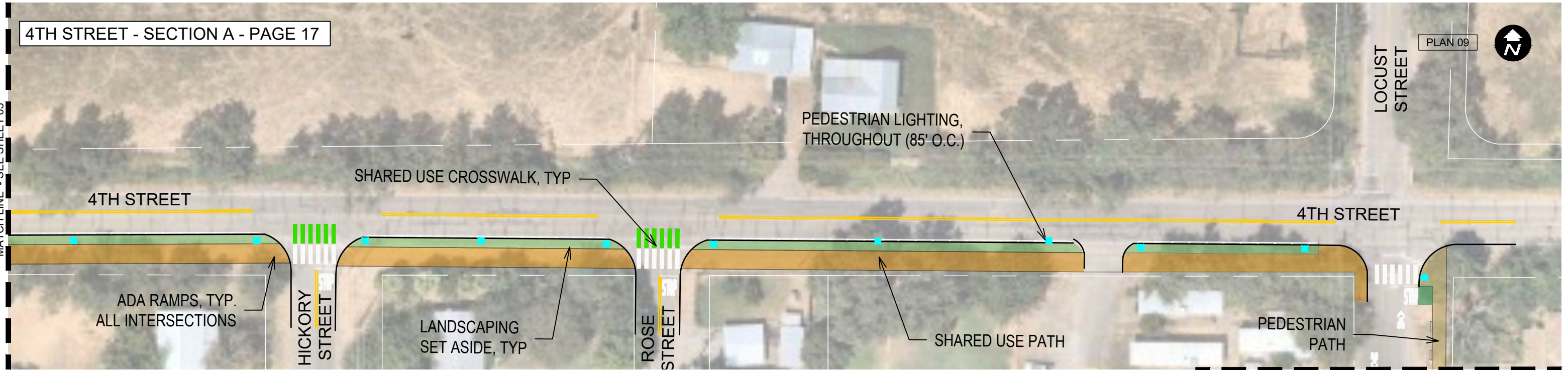
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4TH STREET - SECTION A - PAGE 17

PLAN 09



MATCH LINE - SEE SHEET 05



MATCH LINE
SEE SHEET 07

LOCUST STREET - SECTION E - PAGE 19



COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK

SUSTAINABLE SHASTA

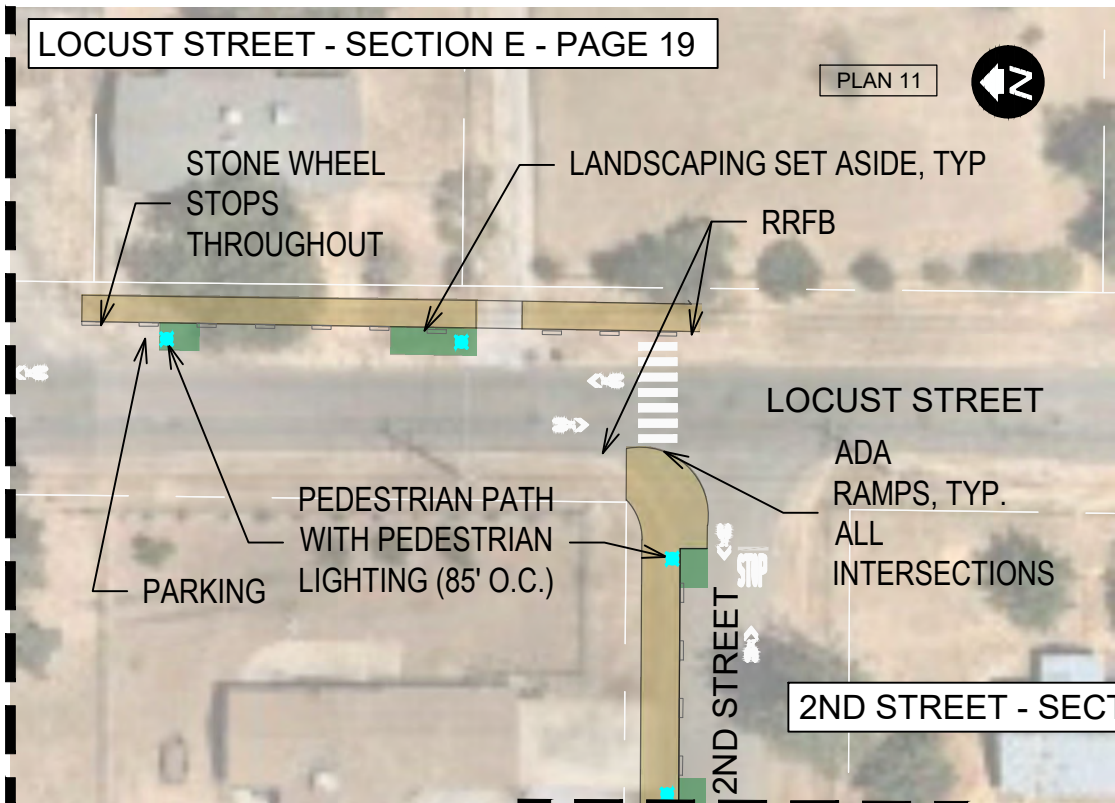
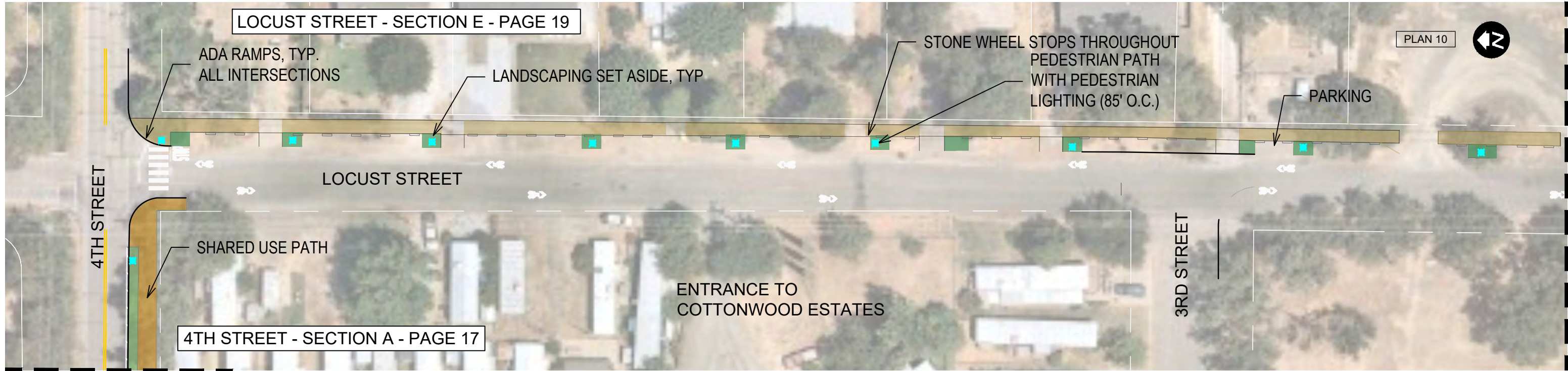
This Sheet:
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Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

- Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
- Paver Parking

- Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)
- Cottonwood Historic District SRTA-Funded, pending ATP Award





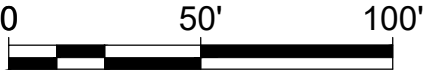
**COTTONWOOD ACTIVE TRANSPORTATION
TRUNK LINE EXPRESS (CATTLE) NETWORK**

SUSTAINABLE SHASTA

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Various Utility Relocations Required

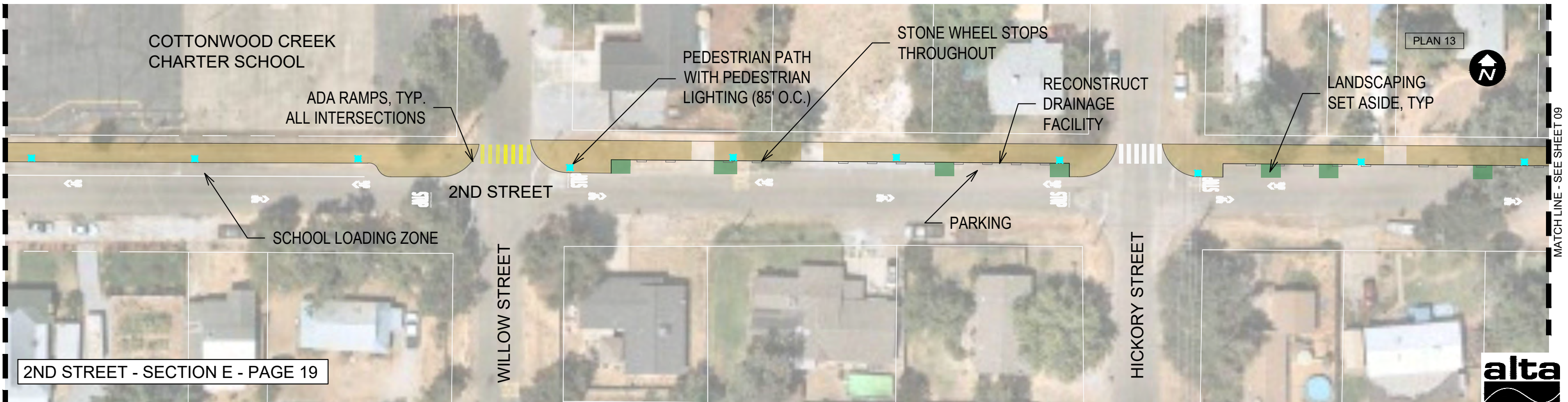
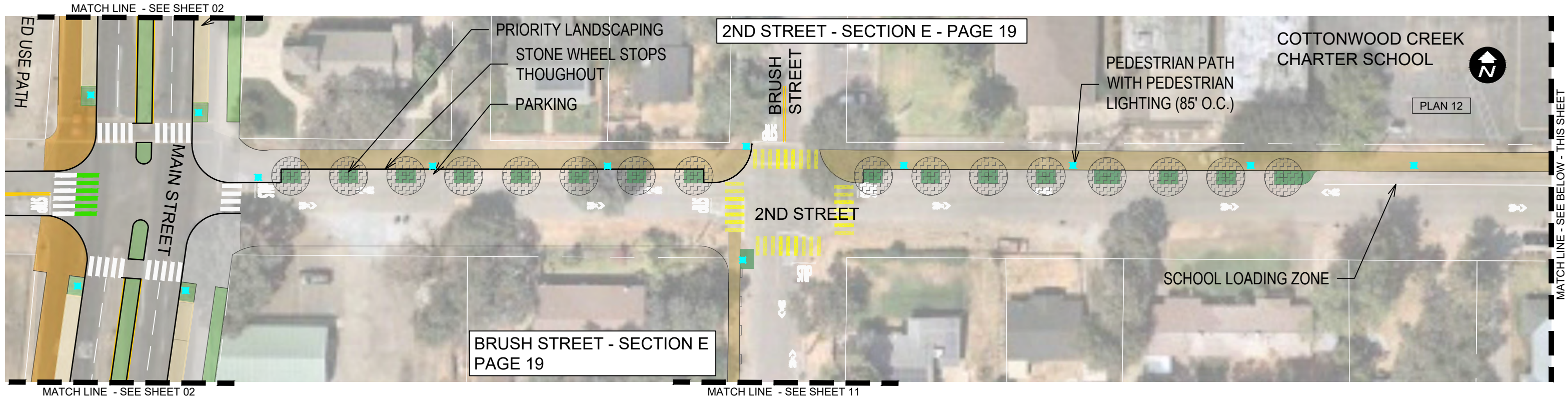
- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
- Pedestrian Path
- Shared Use Path
- Paver Parking
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LOCUST STREET
SHEET 7 OF 20



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MAIN STREET - SECTION C
PAGE 18



COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

Pedestrian Lighting

Sidewalk, Curb, Gutter

Pedestrian Path

Shared Use Path

Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)

Paver Parking

Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)

Cottonwood Historic District SRTA-Funded, pending ATP Award

2ND STREET

SHEET 8 OF 20

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MATCH LINE - SEE SHEET 08

MATCH LINE - SEE SHEET 07

2ND STREET - SECTION E - PAGE 19

PLAN 14



STONE WHEEL STOPS THROUGHOUT

PEDESTRIAN PATH
WITH PEDESTRIAN
LIGHTING (85' O.C.)

LOCUST STREET - SECTION E
PAGE 19

2ND STREET

RRFB

LOCUST STREET

PARKING

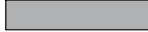
LANDSCAPING SET ASIDE, TYP



COTTONWOOD ACTIVE TRANSPORTATION
TRUNK LINE EXPRESS (CATTLE) NETWORK

SUSTAINABLE SHASTA

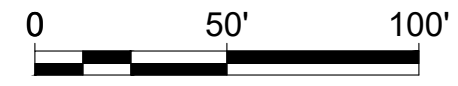
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Various Utility Relocations Required

-  Pedestrian Lighting
-  Sidewalk, Curb, Gutter
-  Pedestrian Path
-  Shared Use Path

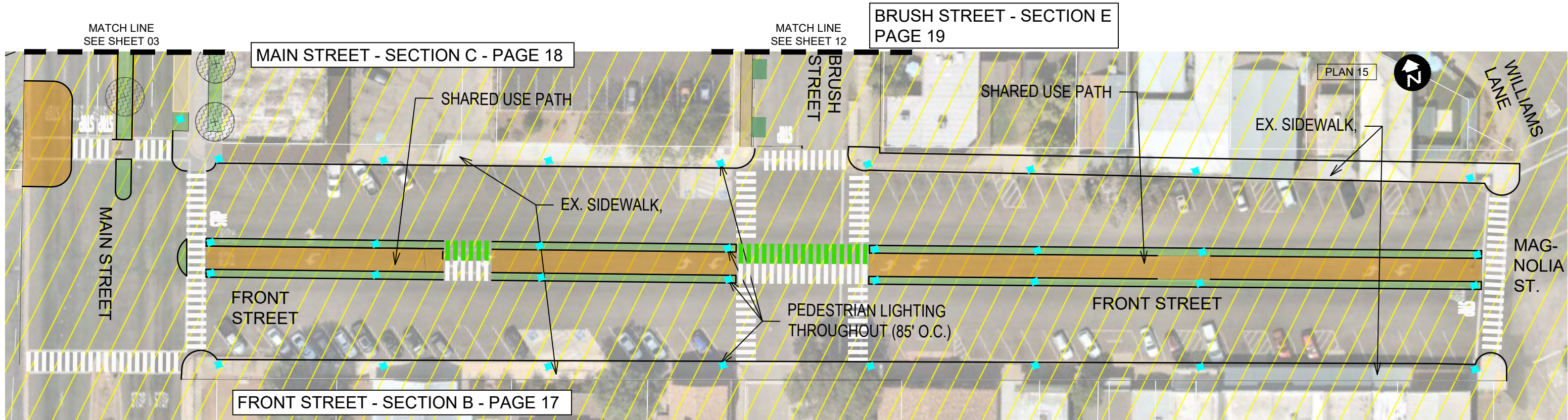
-  Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)
-  Paver Parking

-  Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)
-  Cottonwood Historic District
SRTA-Funded, pending ATP Award

2ND STREET
SHEET 9 OF 20



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NOTE: DRAWING REFLECTS LATEST ITERATION OF FRONT STREET DESIGN. EXACT LOCATION AND TYPE OF BICYCLE AND WALKING IMPROVEMENTS TO BE DETERMINED UPON FUTURE CONSULTATION BETWEEN SHASTA COUNTY, SRТА AND RESIDENTS SERVING ON THE COTTONWOOD DESIGN REVIEW COMMITTEE.



COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK
SUSTAINABLE SHASTA

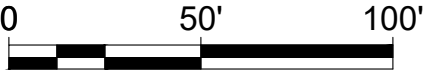
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Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

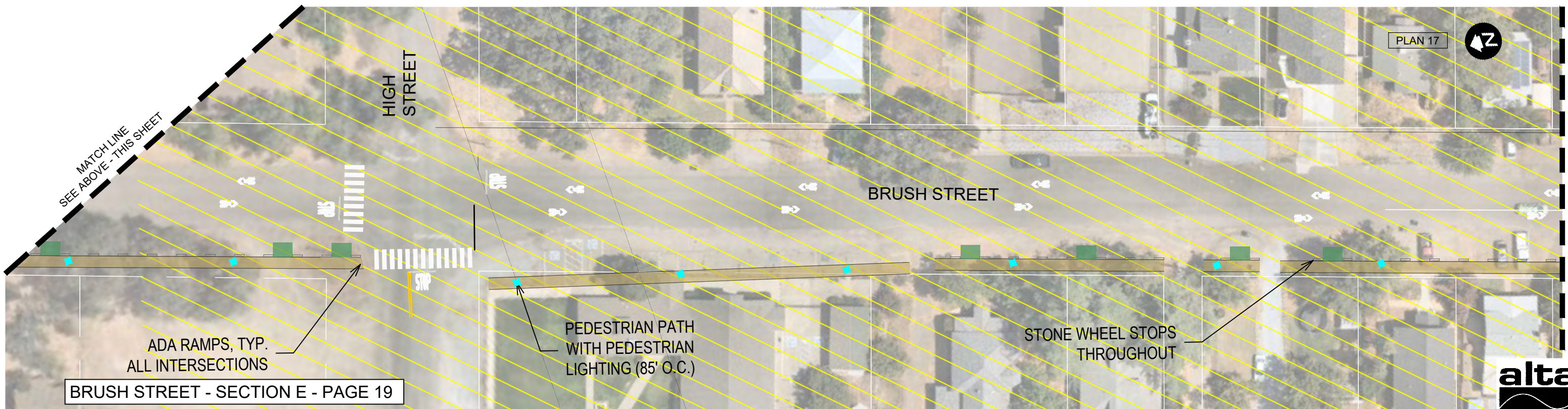
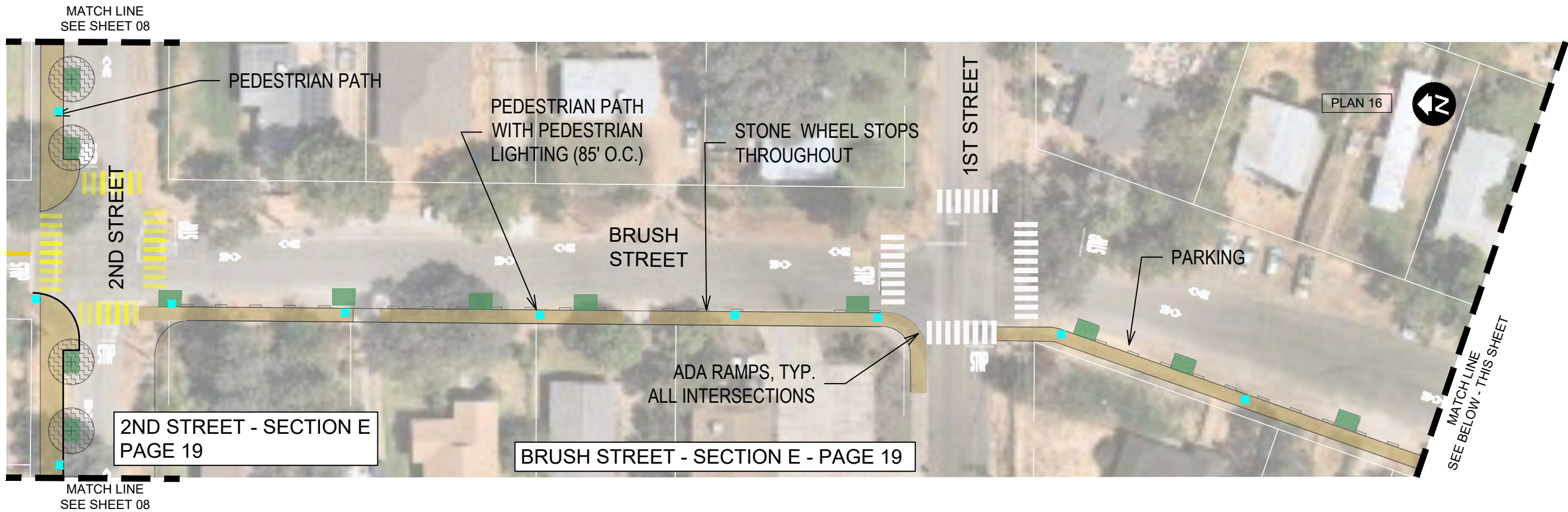
- Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
- Paver Parking

- Priority Landscaping (Xeriscape/Hardscape/Community Developed Landscaping)
- Cottonwood Historic District SRТА-Funded, pending ATP Award

FRONT STREET
SHEET 10 OF 20



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COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path

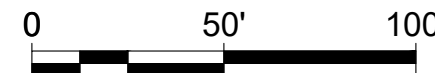
Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)

Paver Parking

Priority Landscaping (Xeriscape/
Hardscape/Community Developed
Landscaping)

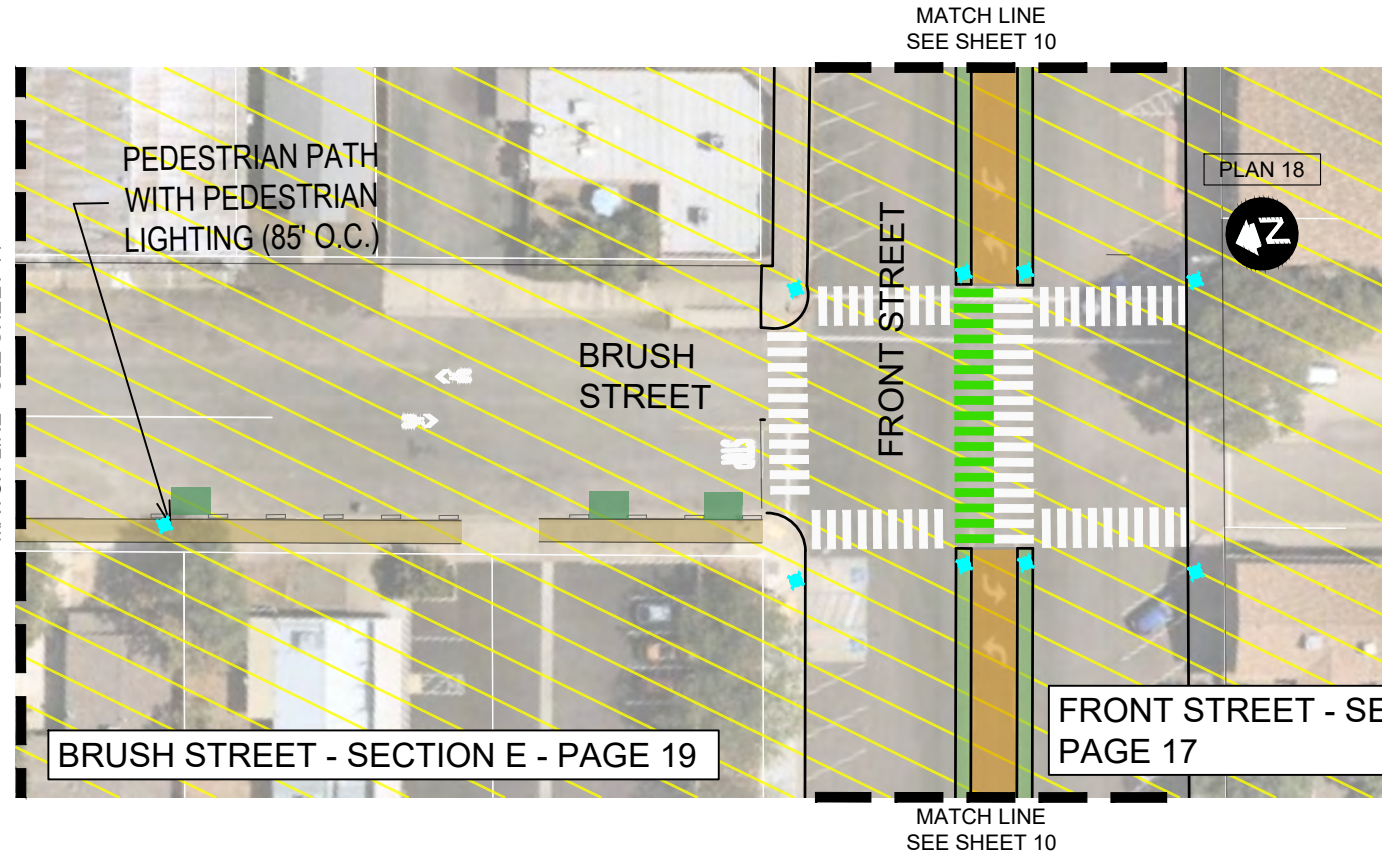
Cottonwood Historic District
SRTA-Funded, pending ATP Award

BRUSH STREET SHEET 11 OF 20



alta
PLANNING + DESIGN

MATCH LINE - SEE SHEET 11



COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK

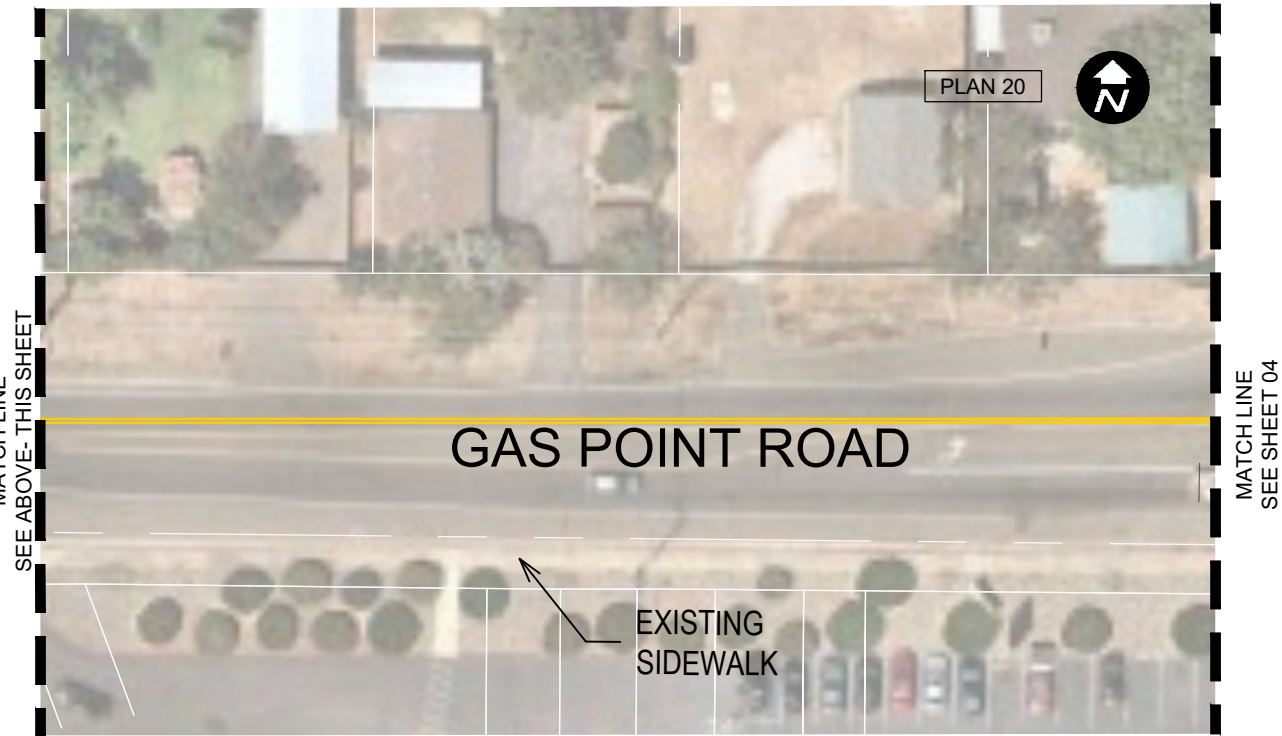
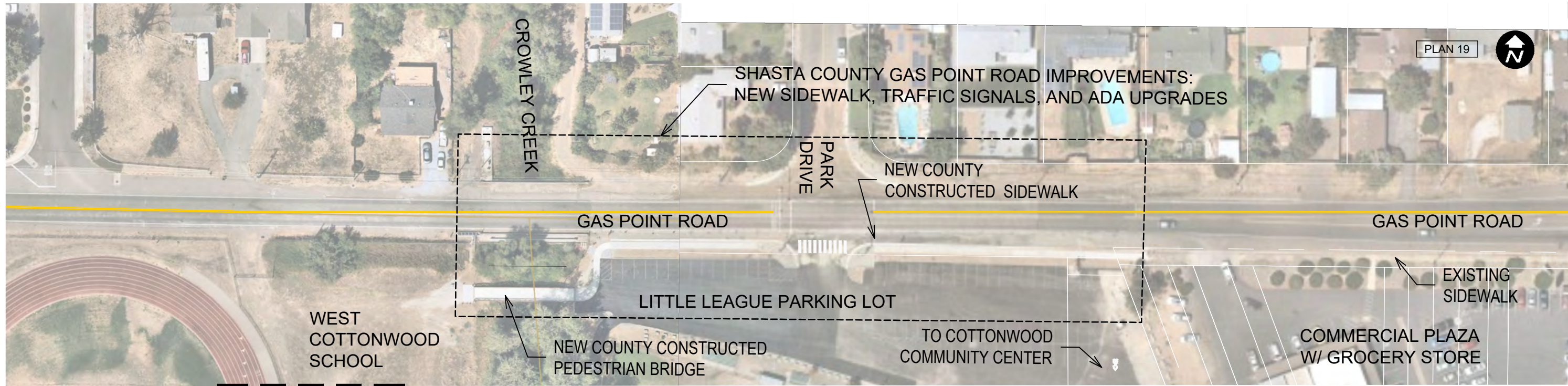
SUSTAINABLE SHASTA

This Sheet:
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Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path
- Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
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BRUSH STREET
SHEET 12 OF 20

0 50' 100'



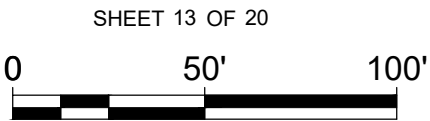
EXISTING GAS POINT ROAD IMPROVEMENTS



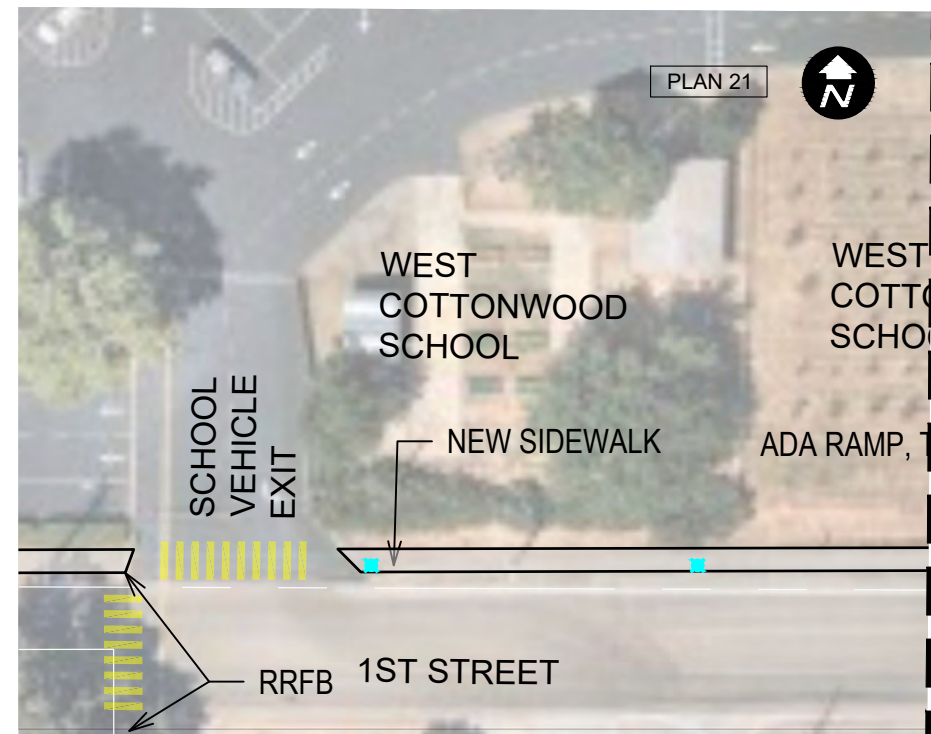
COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK
SUSTAINABLE SHASTA

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No ROW Acquisition Required
Various Utility Relocations Required

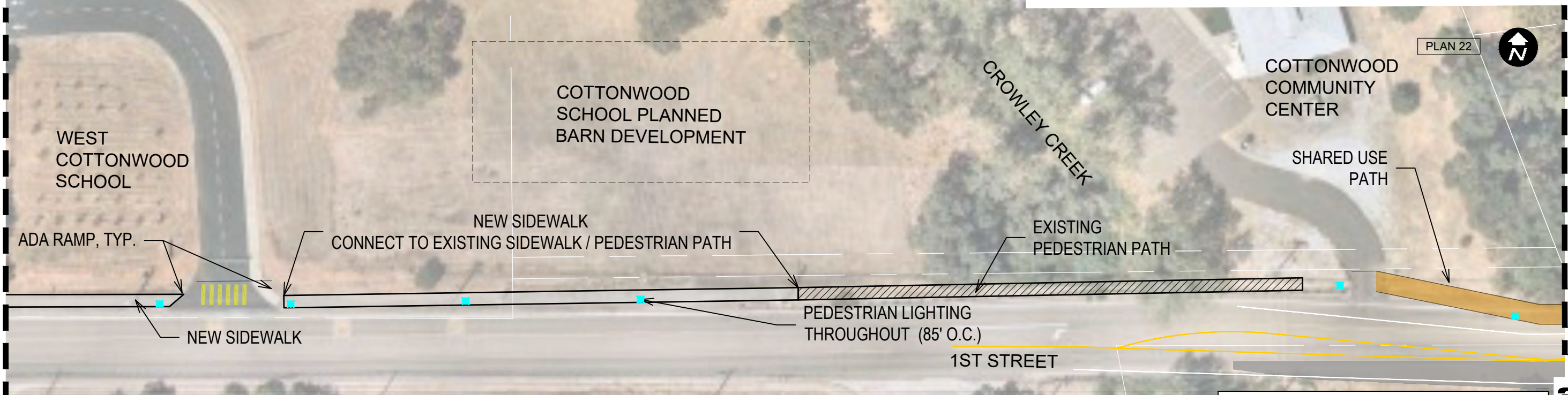
- Pedestrian Lighting
- Sidewalk, Curb, Gutter
- Pedestrian Path
- Shared Use Path
- Landscaping Set Aside (Xeriscape/Hardscape/Community Developed Landscaping)
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MATCH LINE
SEE BELOW - THIS SHEET



1ST STREET - SECTION D - PAGE 18



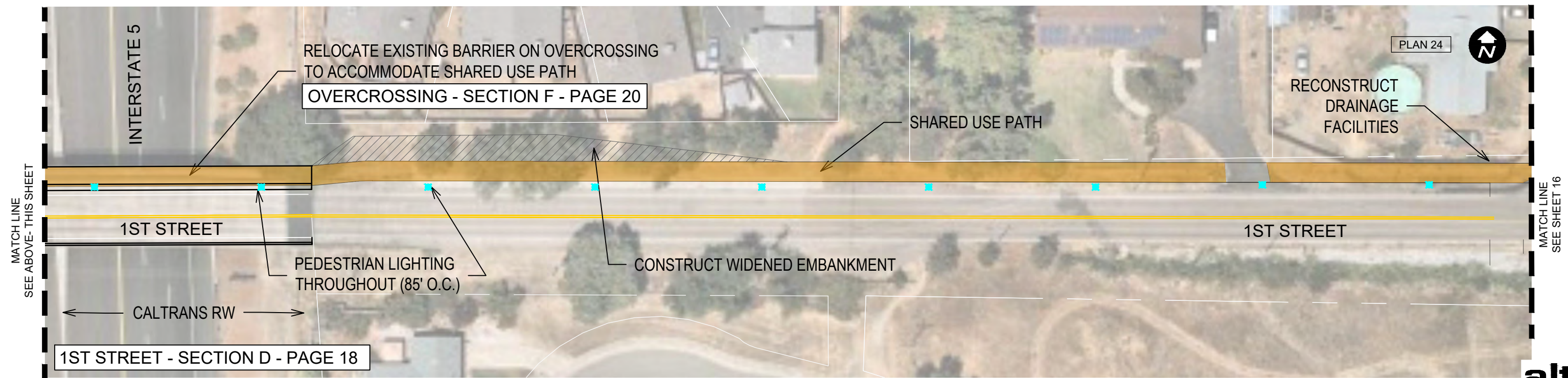
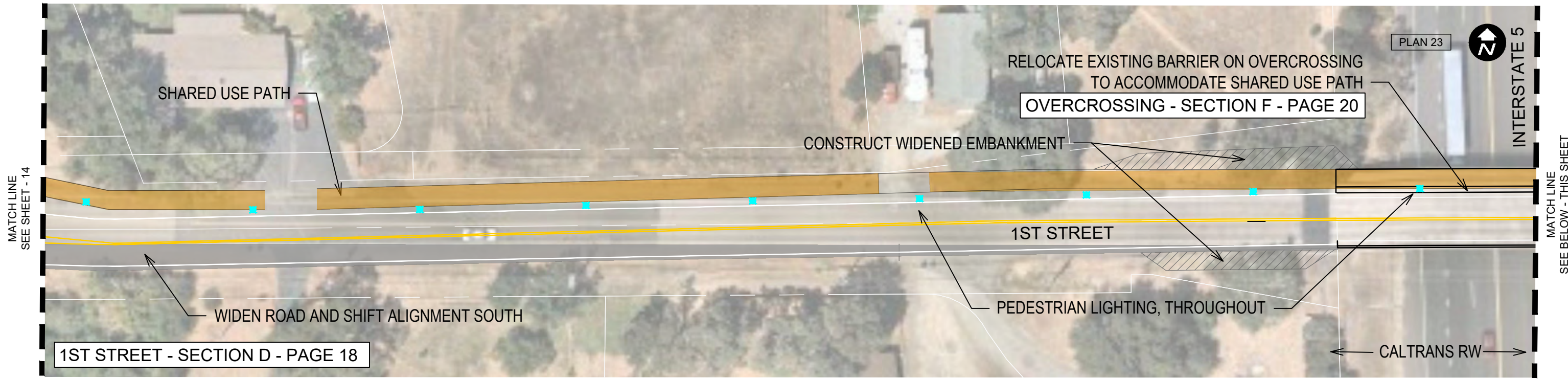
COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

- Pedestrian Lighting
- Sidewalk, Curb, Gutter
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**COTTONWOOD ACTIVE TRANSPORTATION
TRUNK LINE EXPRESS (CATTLE) NETWORK**

SUSTAINABLE SHASTA

This Sheet:
No ROW Acquisition Required
Various Utility Relocations Required

-  Pedestrian Lighting
-  Sidewalk, Curb, Gutter
-  Pedestrian Path
-  Shared Use Path

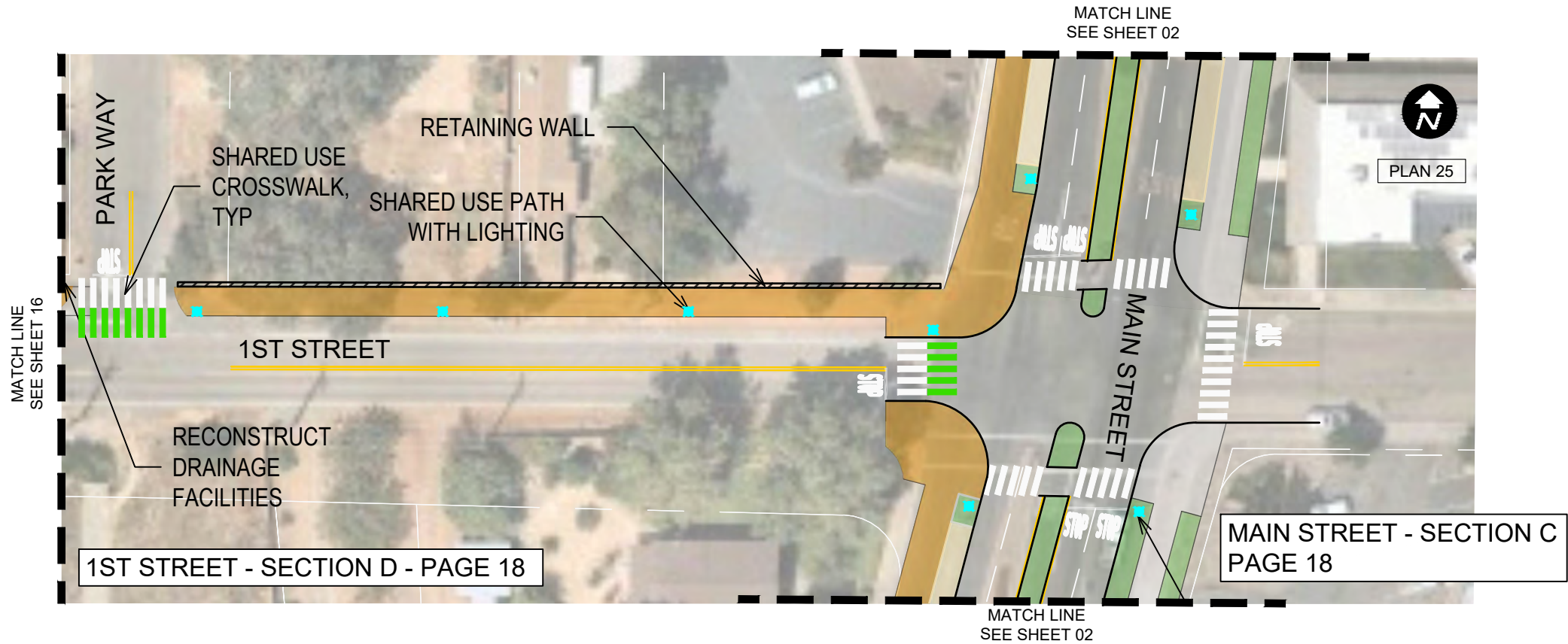
-  Landscaping Set Aside (Xeriscape/
Hardscape/Community Developed
Landscaping)
-  Paver Parking

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Hardscape/Community Developed
Landscaping)
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SRTA-Funded, pending ATP Award



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COTTONWOOD ACTIVE TRANSPORTATION TRUNK LINE EXPRESS (CATTLE) NETWORK

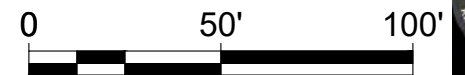
SUSTAINABLE SHASTA

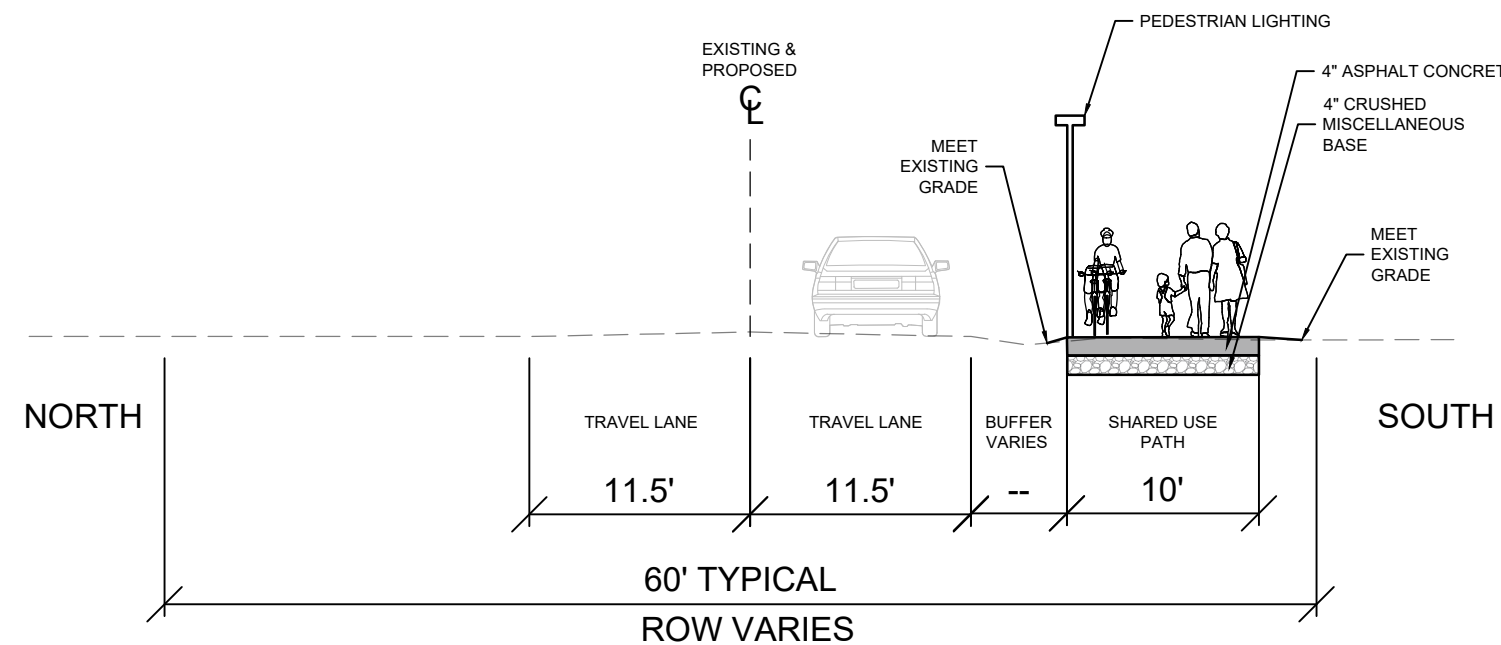
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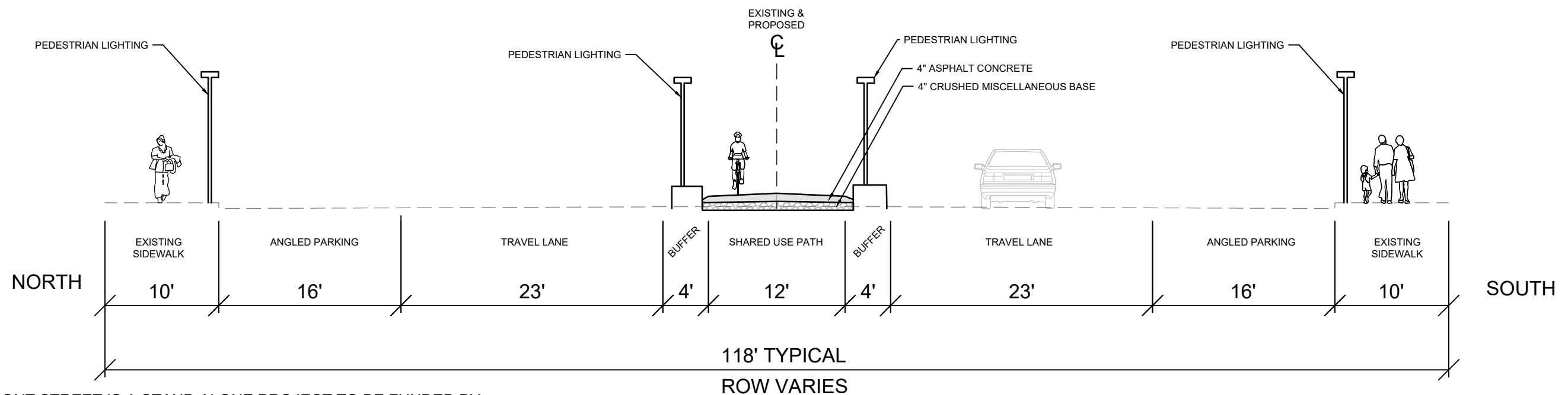


1ST STREET
SHEET 16 OF 20





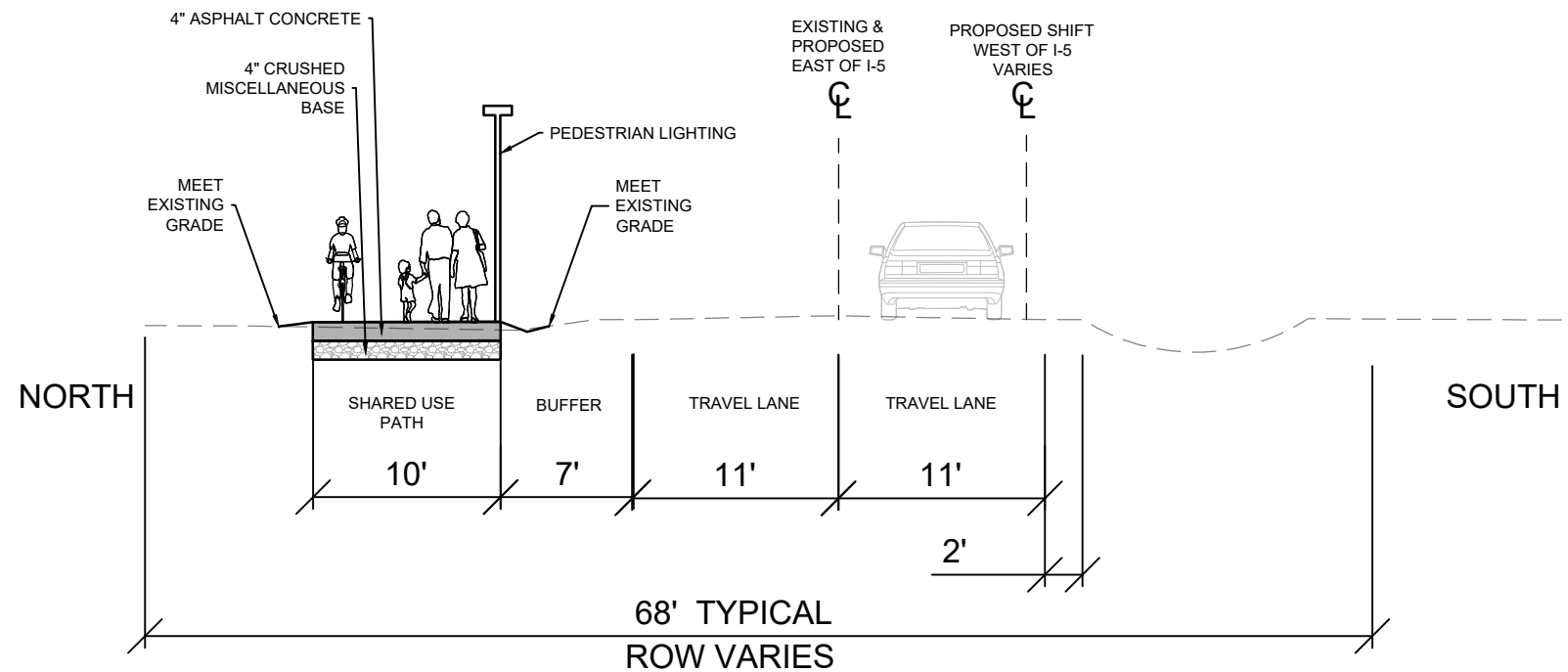
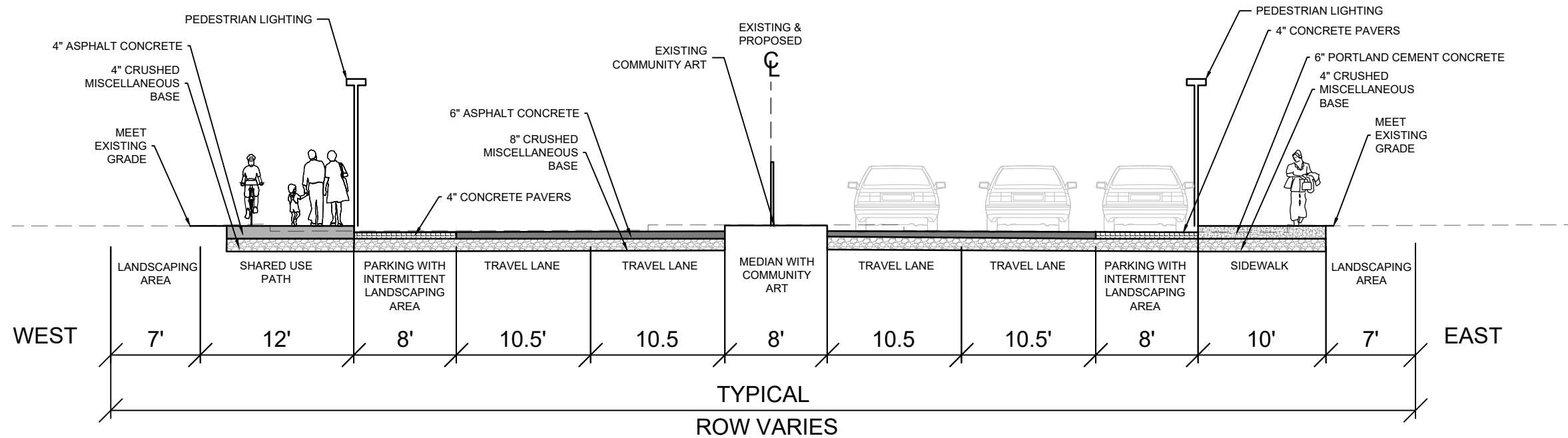
SECTION A
4TH STREET / GAS POINT ROAD
LIMITS RHONDA ROAD - LOCUST STREET

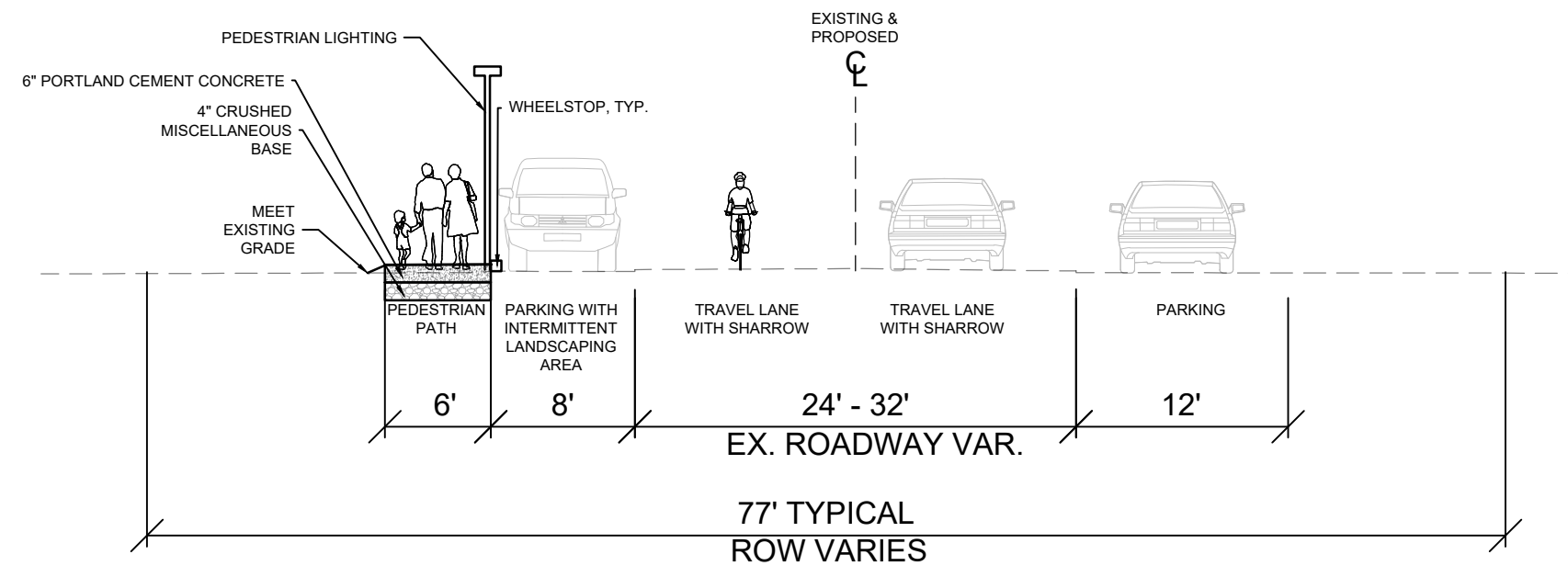


SECTION B
FRONT STREET
LIMITS: MAIN STREET - WILLIAMS LANE

NOTE: FRONT STREET IS A STAND ALONE PROJECT TO BE FUNDED BY SRТА PENDING AWARD OF AN ATP GRANT. THE SECTION SHOWN REFLECTS THE LATEST DESIGN ITERATION . EXACT LOCATION AND TYPE OF BICYCLE AND WALKING IMPROVEMENTS TO BE DETERMINED UPON FUTURE CONSULTATION BETWEEN SHASTA COUNTY, SRТА AND RESIDENTS SERVING ON THE COTTONWOOD DESIGN REVIEW COMMITTEE.





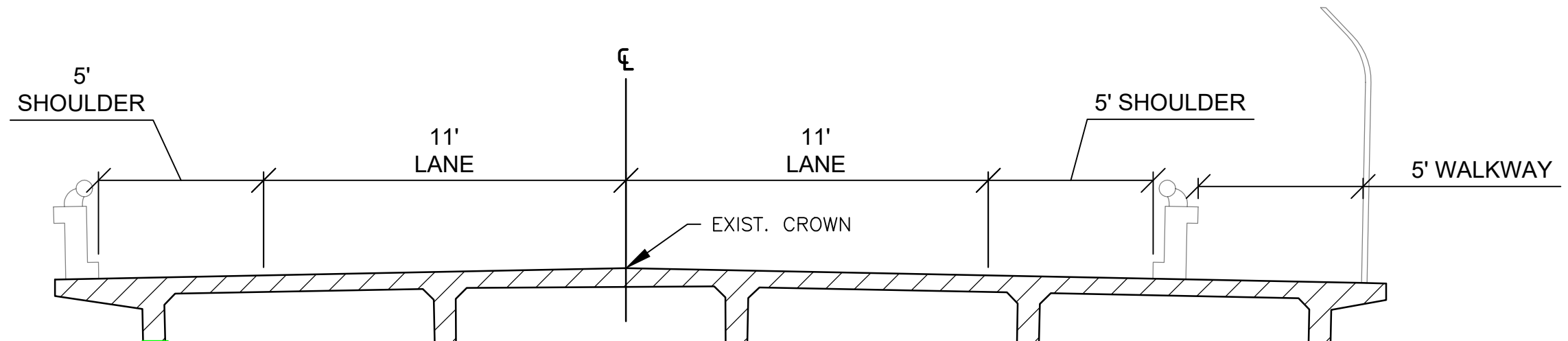


SECTION E
BRUSH STREET
 LIMITS: FRONT STREET - 2ND STREET (PEDESTRIAN PATH ON WEST SIDE)

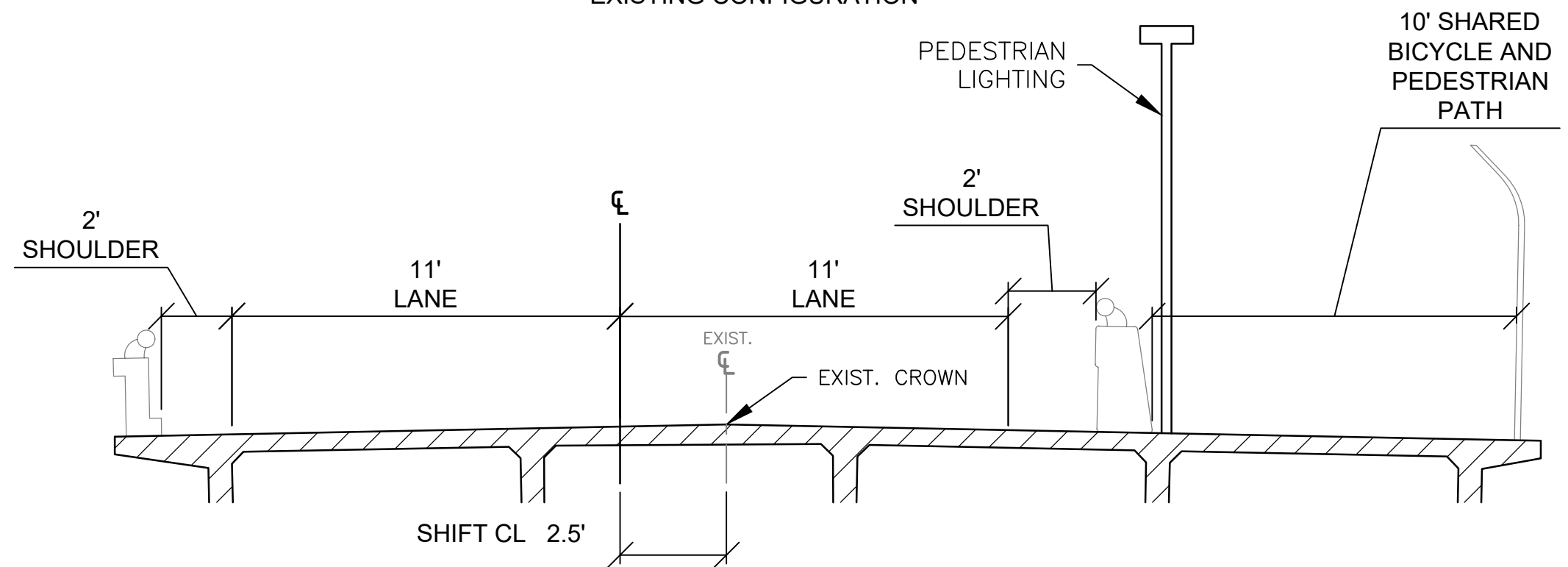
2ND STREET
 LIMITS: MAIN STREET - LOCUST STREET (PEDESTRIAN PATH ON NORTH SIDE)

LOCUST STREET
 LIMITS: 2ND STREET - 4TH STREET (PEDESTRIAN PATH ON EAST SIDE)





EXISTING CONFIGURATION



PROPOSED CROSSING CONFIGURATION

SECTION F

INTERSTATE 5 OVERCROSSINGS

4TH STREET: AS SHOWN W/ PATH ON SOUTH SIDE OF STRUCTURE

1ST ST: AS SHOWN W/ PATH ON NORTH SIDE OF STRUCTURE



Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Shasta County Department of Public Works

Date: 08/28/2020

Project Description: Cottonwood Active Transportation Trunk Line Express (CATTLE) Bicycle and Pedestrian Network

Project Location: Shasta County - Cottonwood

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: John A. Heath

License #: 70823

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$ 100,000.00	\$100,000	100%	\$100,000	0%	\$0		\$0
2	Traffic Control	1	LS	\$ 150,000.00	\$150,000	100%	\$150,000	0%	\$0		\$0
3	Stormwater Protection Plan	1	LS	\$ 100,000.00	\$100,000	100%	\$100,000	0%	\$0		\$0
4	Job Site Management	1	LS	\$ 75,000.00	\$75,000	100%	\$75,000	0%	\$0		\$0
5					\$0	100%	\$0	0%	\$0		\$0
6					\$0	100%	\$0	0%	\$0		\$0
7					\$0	100%	\$0	0%	\$0		\$0
8					\$0	100%	\$0	0%	\$0		\$0
9					\$0	100%	\$0	0%	\$0		\$0
10					\$0	100%	\$0	0%	\$0		\$0
General Construction Items											
11	Construction Area Signs	1	LS	\$ 17,000.00	\$17,000	100%	\$17,000	0%	\$0		\$0
12	Develop Water Supply	1	LS	\$ 23,000.00	\$23,000	100%	\$23,000	0%	\$0		\$0
13	Clearing and Grubbing	1	LS	\$ 290,000.00	\$290,000	100%	\$290,000	0%	\$0		\$0
14	Roadway Excavation	9000	CY	\$ 170.00	\$1,530,000	100%	\$1,530,000	0%	\$0		\$0
15	Import Borrow	6500	CY	\$ 23.00	\$149,500	100%	\$149,500	0%	\$0		\$0
16	Embankment	6500	CY	\$ 29.00	\$188,500	100%	\$188,500	0%	\$0		\$0
17	Aggregate Base	8700	CY	\$ 100.00	\$870,000	100%	\$870,000	0%	\$0		\$0
18	Adjust Manhole Frame and Cover	25	EA	\$ 600.00	\$15,000	100%	\$15,000	0%	\$0		\$0
19	Adjust Access Box	15	EA	\$ 500.00	\$7,500	100%	\$7,500	0%	\$0		\$0
20	Reconstruct Drainage Facilities	1	LS	\$ 580,000.00	\$580,000	100%	\$580,000	0%	\$0		\$0
21	Minor Concrete (Sidewalk)	500	CY	\$ 1,000.00	\$500,000	100%	\$500,000	0%	\$0		\$0
22	Minor Concrete (Curb and Gutter)	750	CY	\$ 900.00	\$675,000	100%	\$675,000	0%	\$0		\$0
23	Minor Concrete (Curb Ramp)	200	CY	\$ 1,200.00	\$240,000	100%	\$240,000	0%	\$0		\$0
24	Minor Concrete (Curb)	100	CY	\$ 800.00	\$80,000	100%	\$80,000	0%	\$0		\$0
25	Hot Mix Asphalt (Type A)	1150	Ton	\$ 200.00	\$230,000	100%	\$230,000	0%	\$0		\$0
26	Place Hot Mix Asphalt (Miscellaneous Area)	16500	SY	\$ 19.00	\$313,500	100%	\$313,500	0%	\$0		\$0
27	Slurry Seal	255	Ton	\$ 600.00	\$153,000	100%	\$153,000	0%	\$0		\$0
28	Interlocking Concrete Pavers	18000	SF	\$ 35.00	\$630,000	100%	\$630,000	0%	\$0		\$0
29	Modify Bridge Railing	1	LS	\$ 1,113,000.00	\$1,113,000	100%	\$1,113,000	0%	\$0		\$0
30	Modifying Signal and Lighting System	1	LS	\$ 290,000.00	\$290,000	100%	\$290,000	0%	\$0		\$0
31	Retaining Wall (Masonry Wall)	8000	SF	\$ 52.00	\$416,000	100%	\$416,000	0%	\$0		\$0
32	Pedestrian Electrolier	135	EA	\$ 3,000.00	\$405,000	100%	\$405,000	0%	\$0		\$0
33	Flashing Beacon System	2	EA	\$ 35,000.00	\$70,000	100%	\$70,000	0%	\$0		\$0
34	Signs	1	LS	\$ 17,000.00	\$17,000	100%	\$17,000	0%	\$0		\$0
35	Thermoplastic Traffic Stripe	15000	LF	\$ 3.50	\$52,500	100%	\$52,500	0%	\$0		\$0
36	Thermoplastic Crosswalk and Pavement Markings	16500	SF	\$ 5.00	\$82,500	100%	\$82,500	0%	\$0		\$0
37	Plants	55	EA	\$ 1,200.00	\$66,000	100%	\$66,000	0%	\$0		\$0
38	Finishing Roadway	1	LS	\$ 87,000.00	\$87,000	100%	\$87,000	0%	\$0		\$0
39	Erosion Control	1	LS	\$ 60,000.00	\$60,000	100%	\$60,000	0%	\$0		\$0
40					\$0		\$0	100%	\$0		\$0
41					\$0		\$0	100%	\$0		\$0
42					\$0		\$0	100%	\$0		\$0
43					\$0		\$0	100%	\$0		\$0
44					\$0		\$0	100%	\$0		\$0
45					\$0		\$0	100%	\$0		\$0
46					\$0		\$0	100%	\$0		\$0
47					\$0		\$0	100%	\$0		\$0
48					\$0		\$0	100%	\$0		\$0
49					\$0		\$0	100%	\$0		\$0
50					\$0		\$0	100%	\$0		\$0
51					\$0		\$0	100%	\$0		\$0
52					\$0		\$0	100%	\$0		\$0
Subtotal of Construction Items:					\$9,576,000		\$9,576,000		\$0		\$0

Construction Item Contingencies (% of Construction Items): 25.00%

\$2,394,000

\$2,394,000

\$0

Total (Construction Items & Contingencies) cost: \$11,970,000

\$11,970,000

\$0

Project Delivery Costs:

Type of Project Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	\$ 1,197,000
Plans, Specifications and Estimates (PS&E):	\$ 1,795,500
Total PE:	\$ 2,992,500

ATP Eligible Costs

\$1,197,000
\$1,795,500
\$2,992,500

Non-participating Costs

\$0
\$0
\$0

"PE" costs / "CON" costs

25% 25% Max

ORIGINAL COPY

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Shasta County Department of Public Works

Date: 08/28/2020

Project Description: Cottonwood Active Transportation Trunk Line Express (CATTLE) Bicycle and Pedestrian Network

Project Location: Shasta County - Cottonwood

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: John A. Heath

License #: 70823

Right of Way (RW)			
Right of Way Engineering: \$	120,000	\$120,000	\$0
Acquisitions and Utilities: \$	640,000	\$640,000	\$0
Total RW: \$	760,000	\$760,000	\$0
Construction Engineering (CE)			
Construction Engineering (CE): \$	1,795,500	\$1,795,500	\$0
(PE+RW+CE) Total Project Delivery:		\$5,548,000	\$0
Total Construction Costs:		\$11,970,000	\$0
Total Project Cost:		\$17,518,000	\$0
		ATP Eligible Costs	Non-participating Costs
		\$17,518,000	\$0

"CE" costs / "CON" costs
15% 15% Max

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #: Description of Engineer's Logic: (See examples shown in the Instructions)

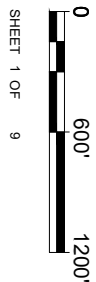


Appendix D

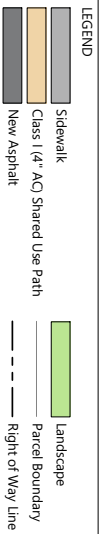
CALTRANS ATP CYCLE 5
CITY OF SHASTA LAKE
ASHBY ROAD, LA MESA AVE, & HARDENBROOK AVE



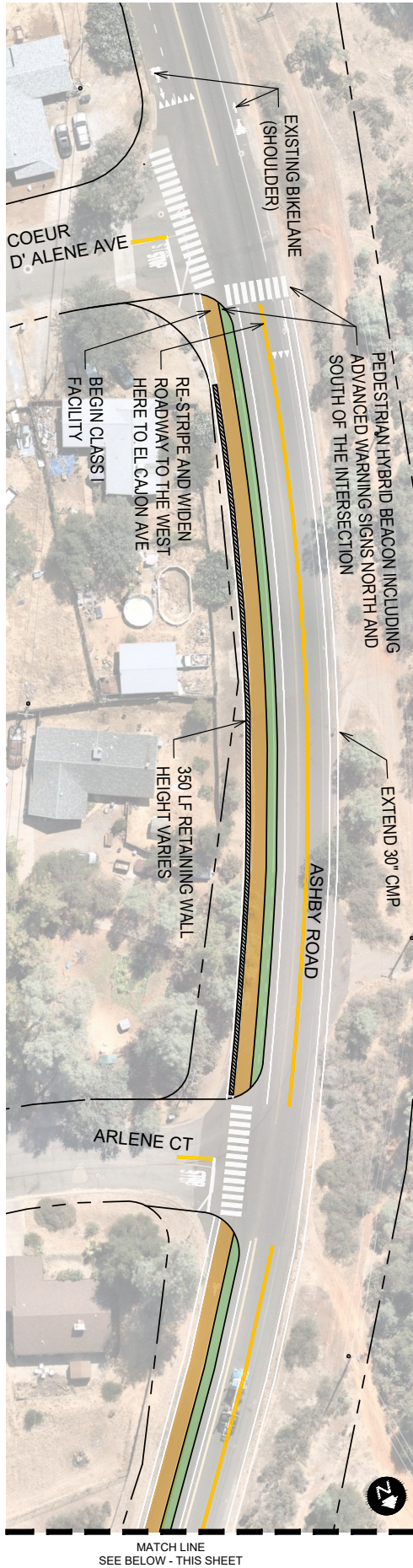
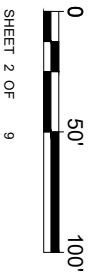
● Existing Utility Poles



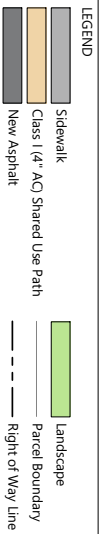
CALTRANS ATP CYCLE 5
CITY OF SHASTA LAKE
ASHBY ROAD, LA MESA AVE, & HARDENBROOK AVE



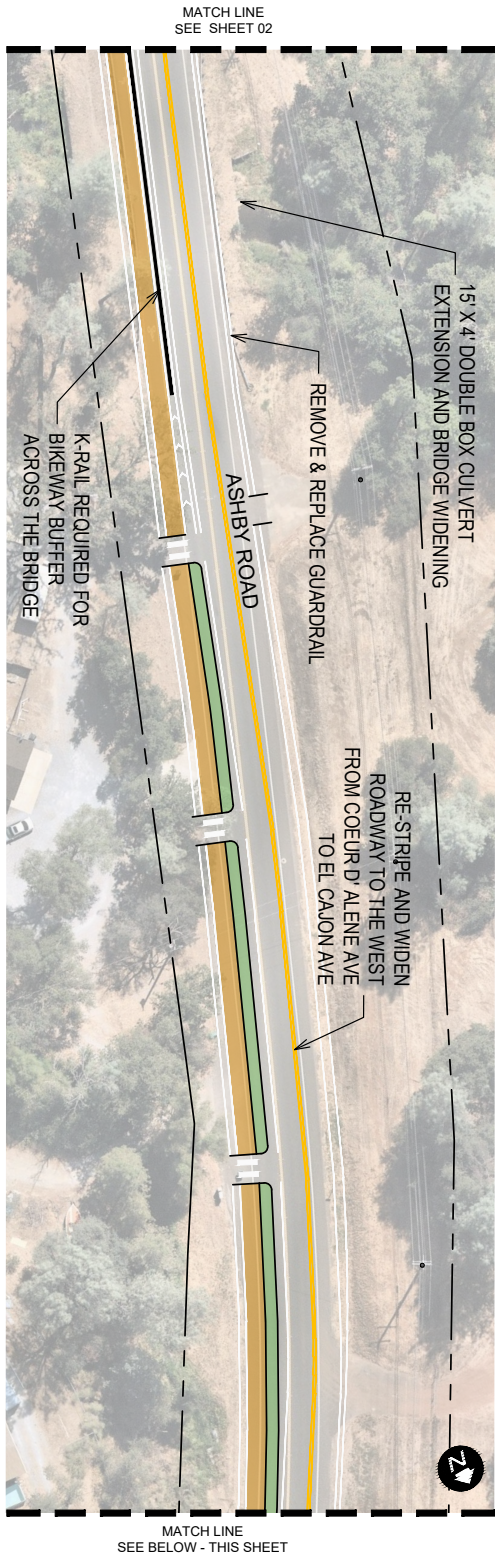
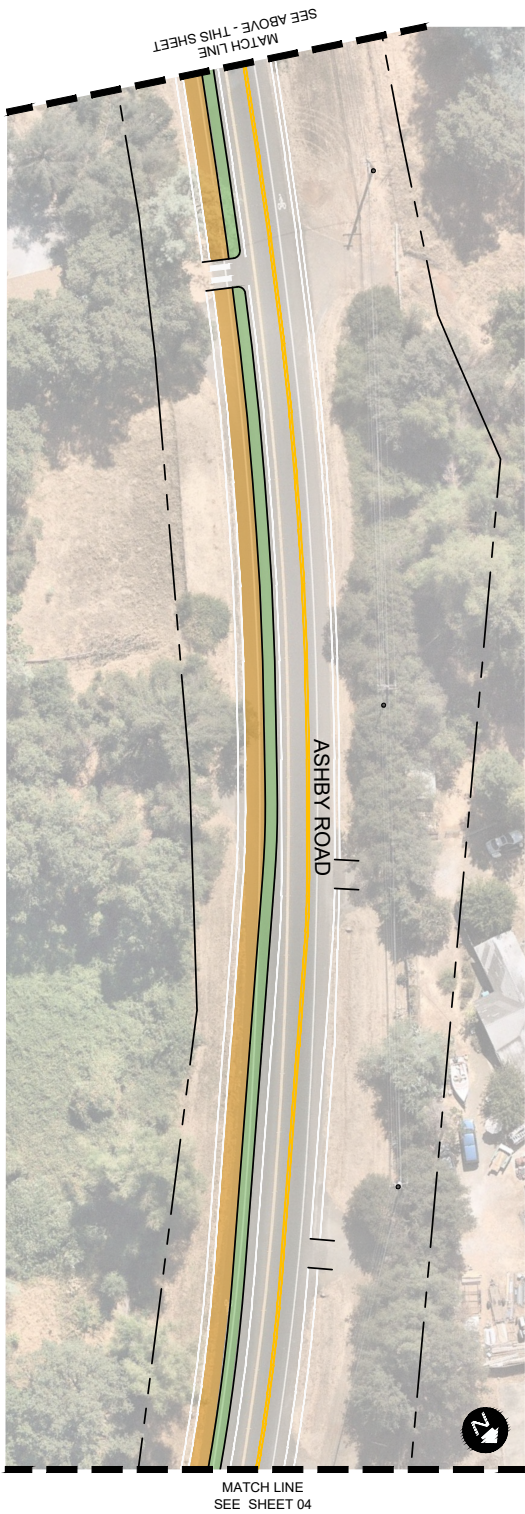
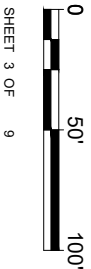
• Existing Utility Poles



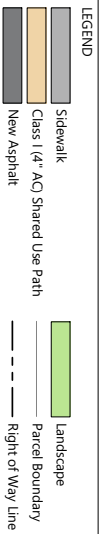
CALTRANS ATP CYCLE 5
CITY OF SHASTA LAKE
ASHBY ROAD, LA MESA AVE, & HARDENBROOK AVE



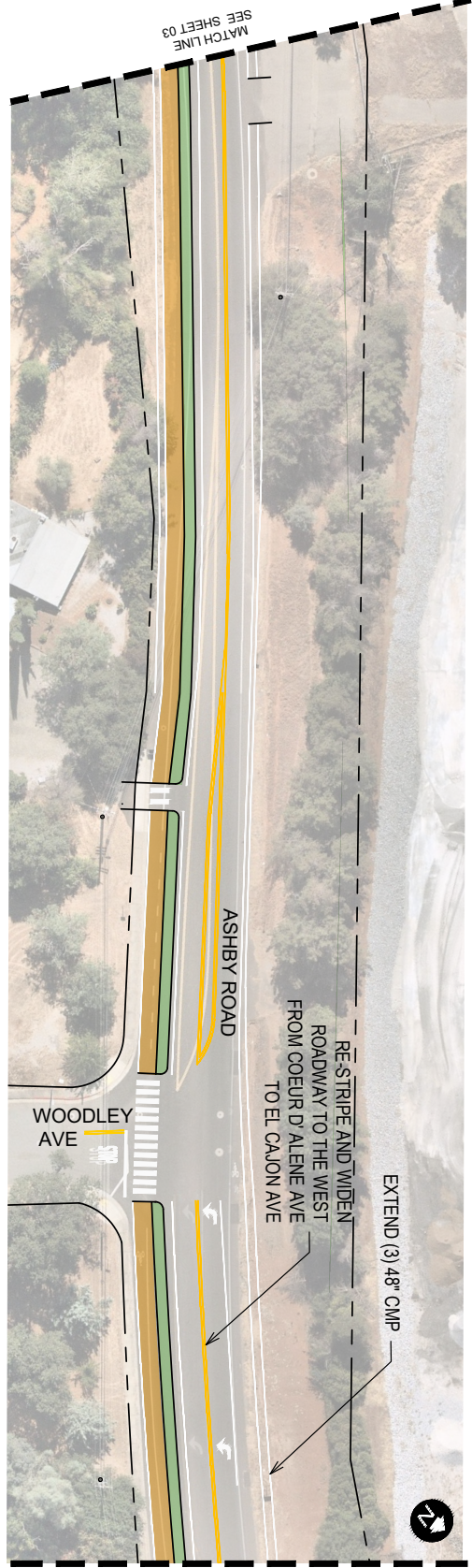
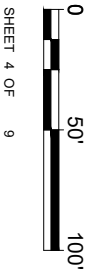
• Existing Utility Poles

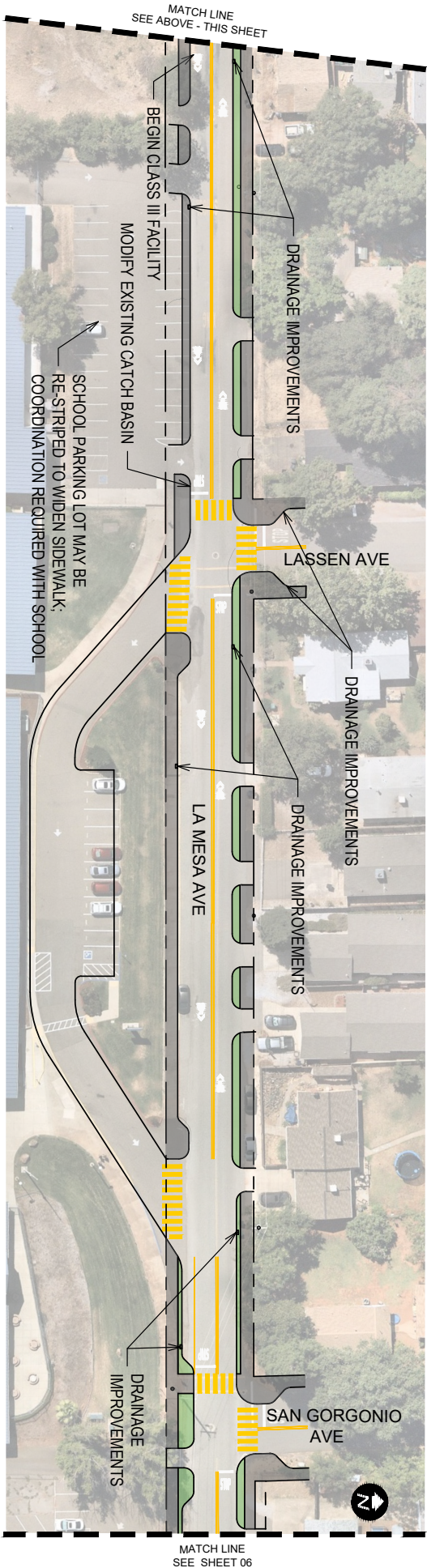
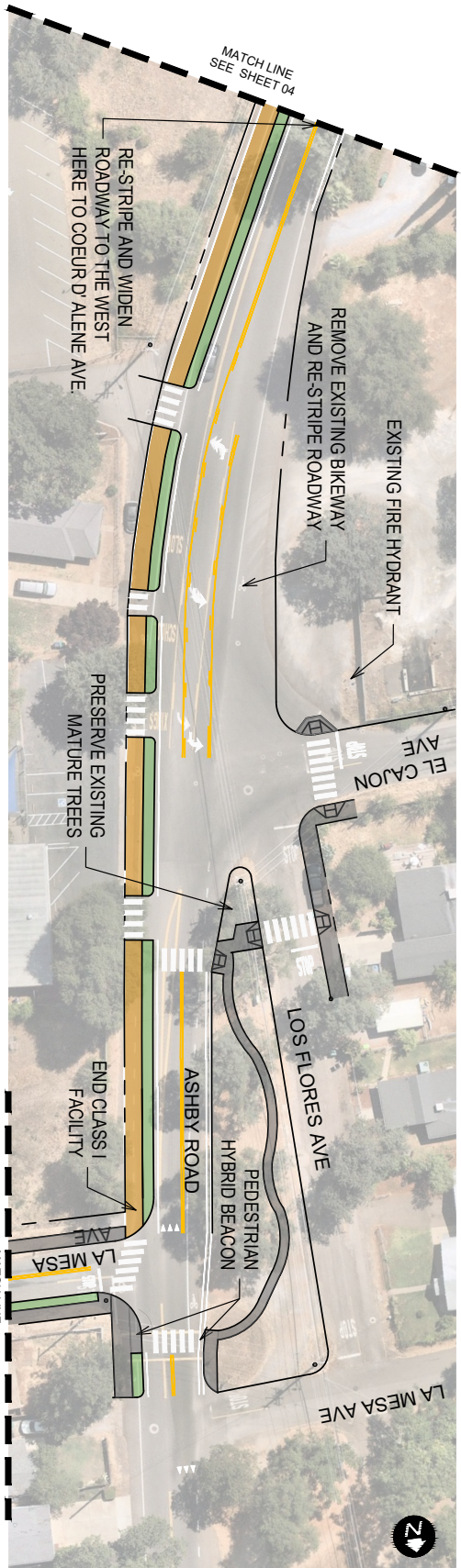


CALTRANS ATP CYCLE 5
CITY OF SHASTA LAKE
ASHBY ROAD, LA MESA AVE, & HARDENBROOK AVE

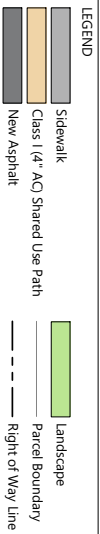


• Existing Utility Poles

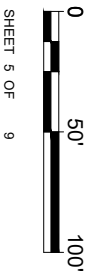


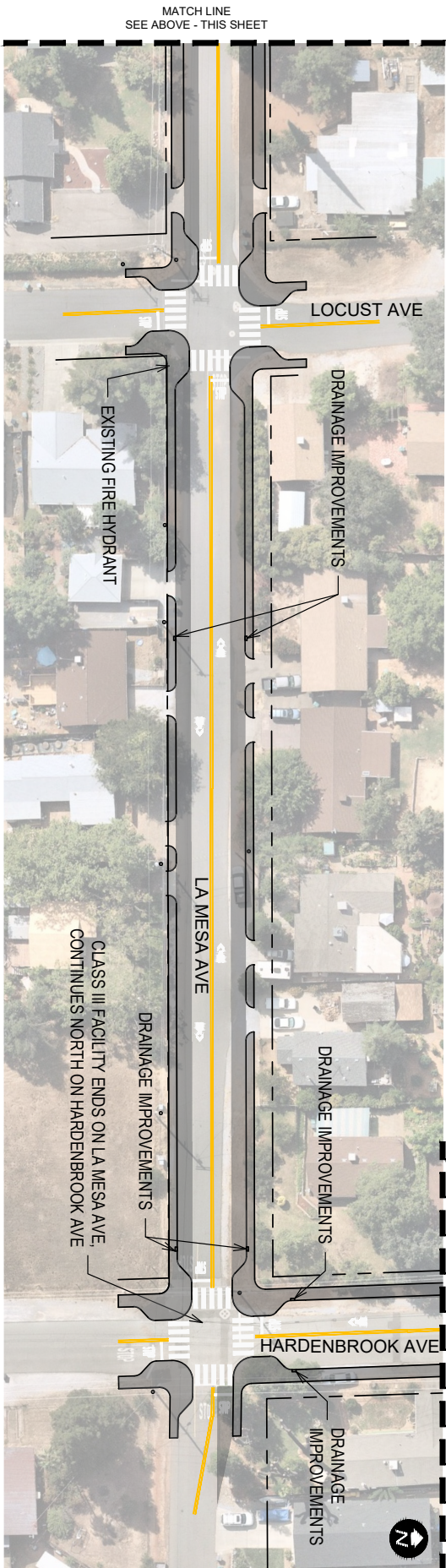
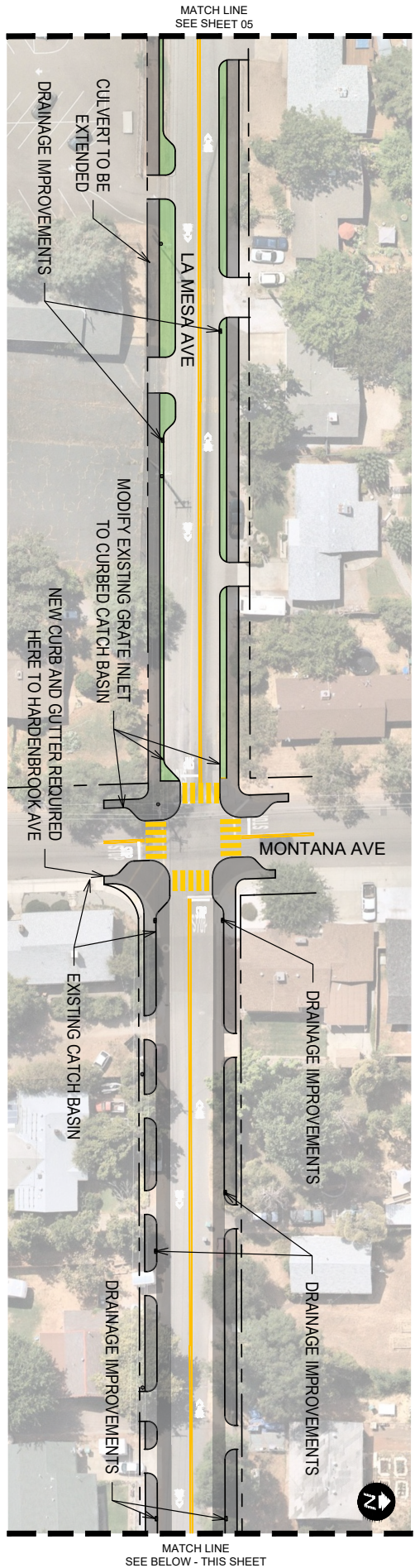


CALTRANS ATP CYCLE 5
CITY OF SHASTA LAKE
ASHBY ROAD, LA MESA AVE, & HARDENBROOK AVE

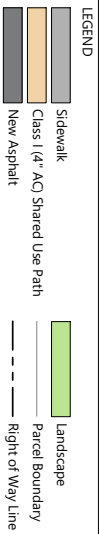


• Existing Utility Poles

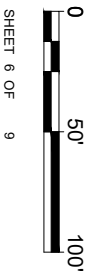


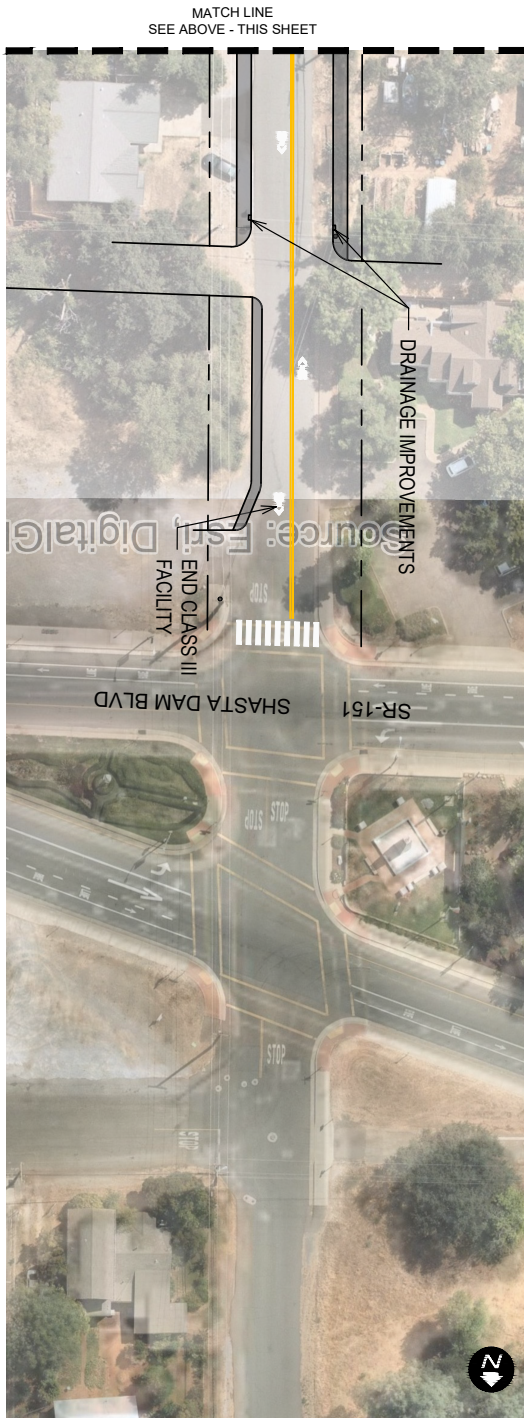
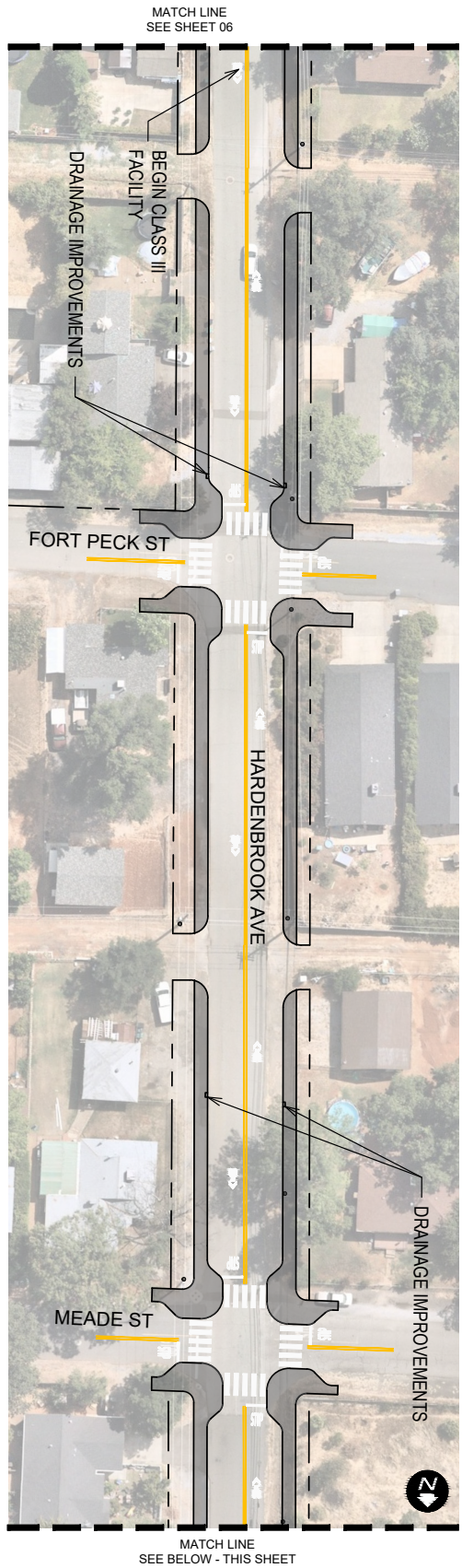


CALTRANS ATP CYCLE 5
CITY OF SHASTA LAKE
ASHBY ROAD, LA MESA AVE, & HARDENBROOK AVE

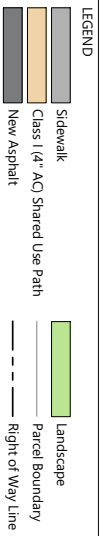


• Existing Utility Poles

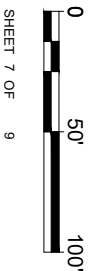


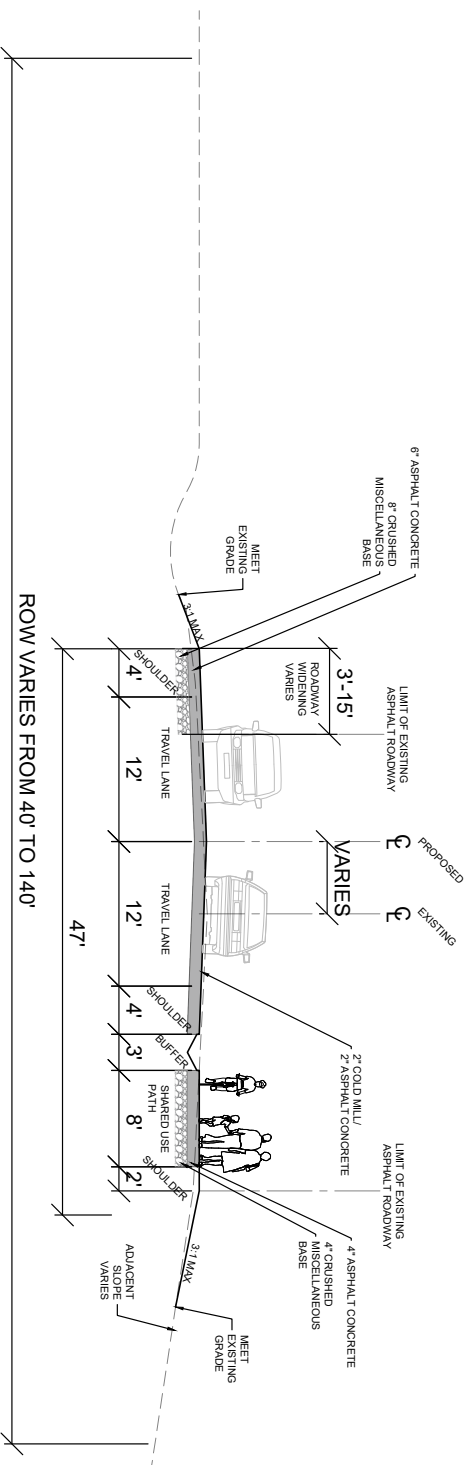
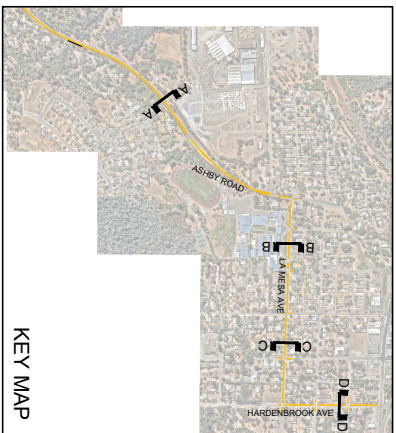


CALTRANS ATP CYCLE 5
CITY OF SHASTA LAKE
ASHBY ROAD, LA MESA AVE, & HARDENBROOK AVE

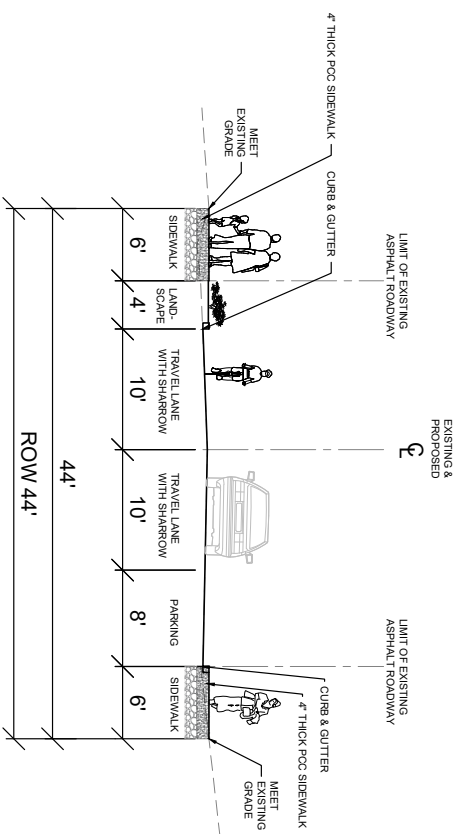


Existing Utility Poles

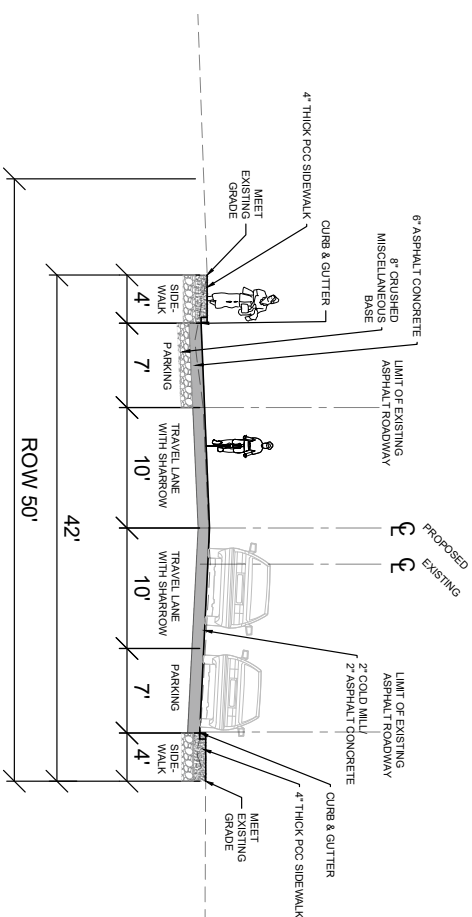




SECTION A:
ASHBY ROAD, TYP, ARLENE CT
TO EL CAJON AVE

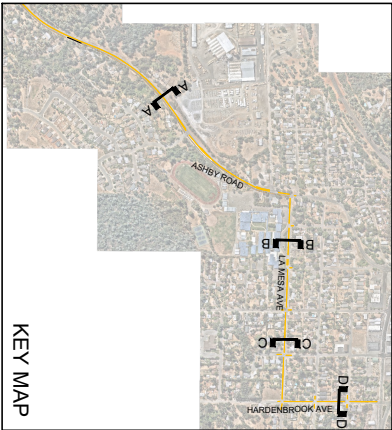


SECTION B:
LA MESA AVE, TYP, FROM ASHBY RD TO
MONTANA AVE

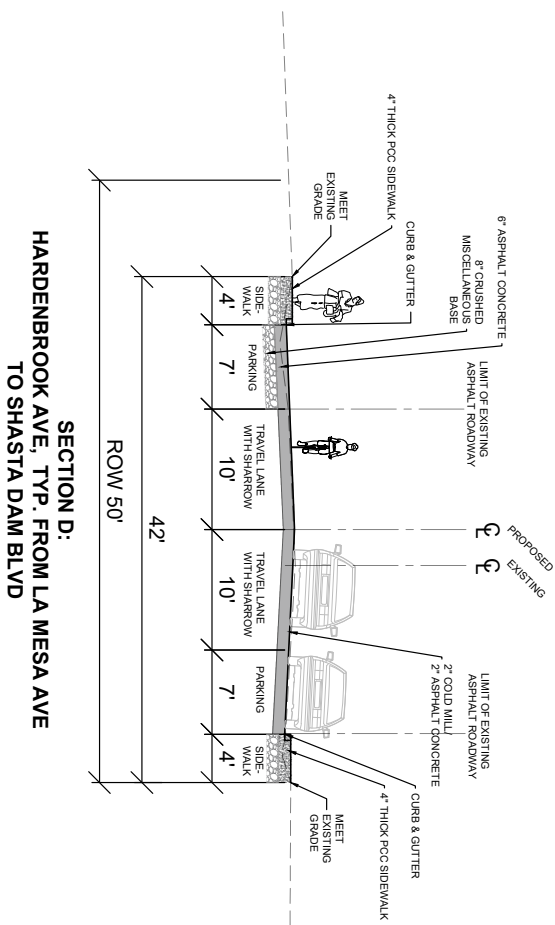


SECTION C:
LA MESA AVE, TYP, FROM MONTANA AVE
TO HARDENBROOK AVE





KEY MAP



Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Shasta Regional Transportation Agency

Date: 7/1/2020

Project Description: Ashby to Downtown

Project Location: Shasta Lake, CA

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Steven Frieson, PE

License #: 42110

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)

Cost Breakdown

ATP Eligible
Costs/Items

ATP Ineligible
Costs/Items

Corps/CCC
to construct

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization/ Demobilization	1	LS	\$275,000.00	\$275,000	100%	\$275,000				
2	Traffic Control (including Changeable Message Signs)	1	LS	\$125,000.00	\$125,000	100%	\$125,000				
3	Stormwater Control, SWPPP, & BMPs	1	LS	\$300,000.00	\$300,000	100%	\$300,000				
4	Permitting including fees (Caltrans and UPPR)	1	LS	\$75,000.00	\$75,000	100%	\$75,000				
5	Clearing and Grubbing	1	LS	\$350,000.00	\$350,000	100%	\$350,000				
6	Construction Staking	1	LS	\$150,000.00	\$150,000	100%	\$150,000				
7						100%					
8						100%					
9						100%					
10						100%					
General Construction Items											
11	Unclassified Excavation (Removal of AC, base, etc)	1	LS	\$650,000.00	\$650,000	100%	\$650,000				
12	Construct Curb Ramp	61	EA	\$5,000.00	\$305,000	100%	\$305,000				
13	6" AC Pavement	1674	TON	\$140.00	\$234,360	100%	\$234,360				
14	8" Crushed Miscellaneous Base	1910	CY	\$85.00	\$162,350	100%	\$162,350				
15	Coldmill (2" Max)	124650	SF	\$0.25	\$31,163	100%	\$31,163				
16	2" AC Overlay	1558	TON	\$140.00	\$218,120	100%	\$218,120				
17	Construct Curb and Gutter	8275	LF	\$45.00	\$372,375	100%	\$372,375				
18	Construct Shared Use Path (DG)	32575	SF	\$10.00	\$325,750	100%	\$325,750				
19	Construct 4" Thick Sidewalk (6-ft width)	40725	SF	\$12.50	\$509,063	100%	\$509,063				
20	30" CMP Extension	45	LF	\$225.00	\$10,125	100%	\$10,125				
21	48" CMP Extension	135	LF	\$250.00	\$33,750	100%	\$33,750				
22	15' x 4' Double Box Culvert Extension and Bridge Widening	1	LS	\$682,500.00	\$682,500	100%	\$682,500				
23	Existing Catch Basin Modification	4	EA	\$6,000.00	\$24,000	100%	\$24,000				
24	Construct Catch Basin	25	EA	\$7,500.00	\$187,500	100%	\$187,500				
25	Install 24" RCP	4320	LF	\$350.00	\$1,512,000	100%	\$1,512,000				
26	Valve, Meters, and Pullbox to grade	15	EA	\$450.00	\$6,750	100%	\$6,750				
27	Pavement Markings	720	SF	\$4.00	\$2,880	100%	\$2,880				
28	Thermoplastic High Visibility Crosswalks	3120	SF	\$5.00	\$15,600	100%	\$15,600				
29	Pavement Striping	29010	LF	\$2.50	\$72,525	100%	\$72,525				
30	Shared Bike Lane Marking	368	SF	\$4.00	\$1,472	100%	\$1,472				
31	Class II Bike Lane Marking	27	SF	\$4.00	\$108	100%	\$108				
32	Sign with new post	35	EA	\$250.00	\$8,750	100%	\$8,750				
33	Install Rectangular Rapid Flashing Beacon (RRFB)	2	EA	\$40,000.00	\$80,000	100%	\$80,000				
34	Landscape Understory (including drainage swales)	1	LS	\$500,000.00	\$500,000	100%	\$500,000				
35	Retaining Walls (Height Varies)	800	LF	\$200.00	\$160,000	100%	\$160,000				
36	Guardrail	300	LF	\$150.00	\$45,000	100%	\$45,000				
37								100%			
38								100%			
39								100%			
40								100%			
41								100%			
42								100%			
43								100%			
44								100%			
45								100%			
46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:					\$7,426,140		\$7,426,140				

Construction Item Contingencies (% of Construction Items): 20.00% \$1,485,228

\$1,485,228

Total (Construction Items & Contingencies) cost: \$8,911,368

\$8,911,368

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 600,000	\$600,000	
Plans, Specifications and Estimates (PS&E):	\$ 1,367,000	\$1,367,000	"PE" costs / "CON" costs
Total PE:	\$ 1,967,000	\$1,967,000	22% 25% Max
Right of Way (RW)			
Right of Way Engineering:			
Acquisitions and Utilities:			

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Shasta Regional Transportation Agency

Date: 7/1/2020

Project Description: Ashby to Downtown

Project Location: Shasta Lake, CA

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Steven Frieson, PE

License #: 42110

Total RW: \$ -

Construction Engineering (CE)

Construction Engineering (CE): \$ 1,200,000

\$1,200,000

"CE" costs / "CON" costs

13% 15% Max

(PE+RW+CE) Total Project Delivery: \$3,167,000

\$3,167,000

Total Construction Costs: \$8,911,368

\$8,911,368

Total Project Cost: \$12,078,368

ATP Eligible Costs

Non-participating Costs

\$12,078,368

Documentation of Ineligible (Non-Participating) Costs:

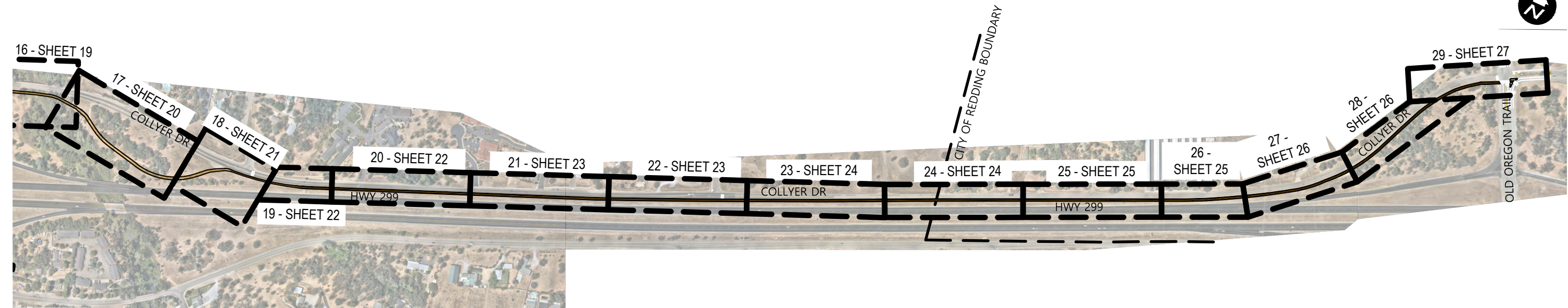
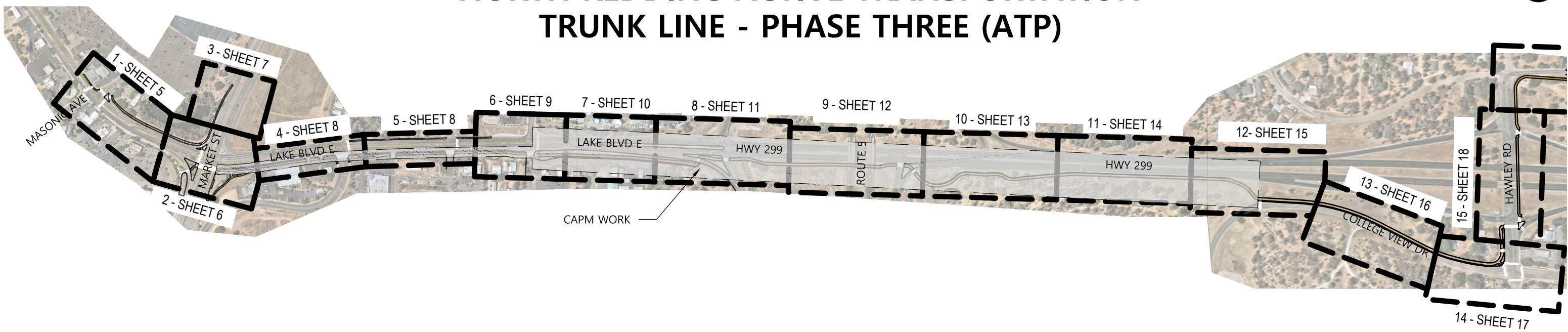
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

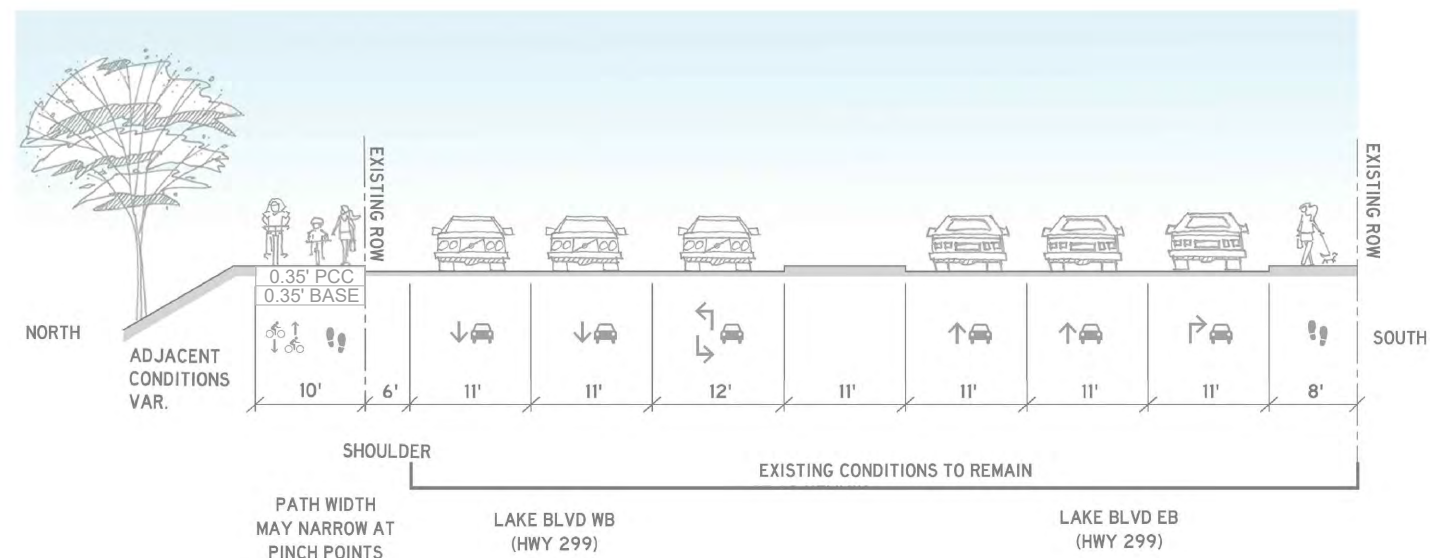
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #: Description of Engineer's Logic: (See examples shown in the Instructions)

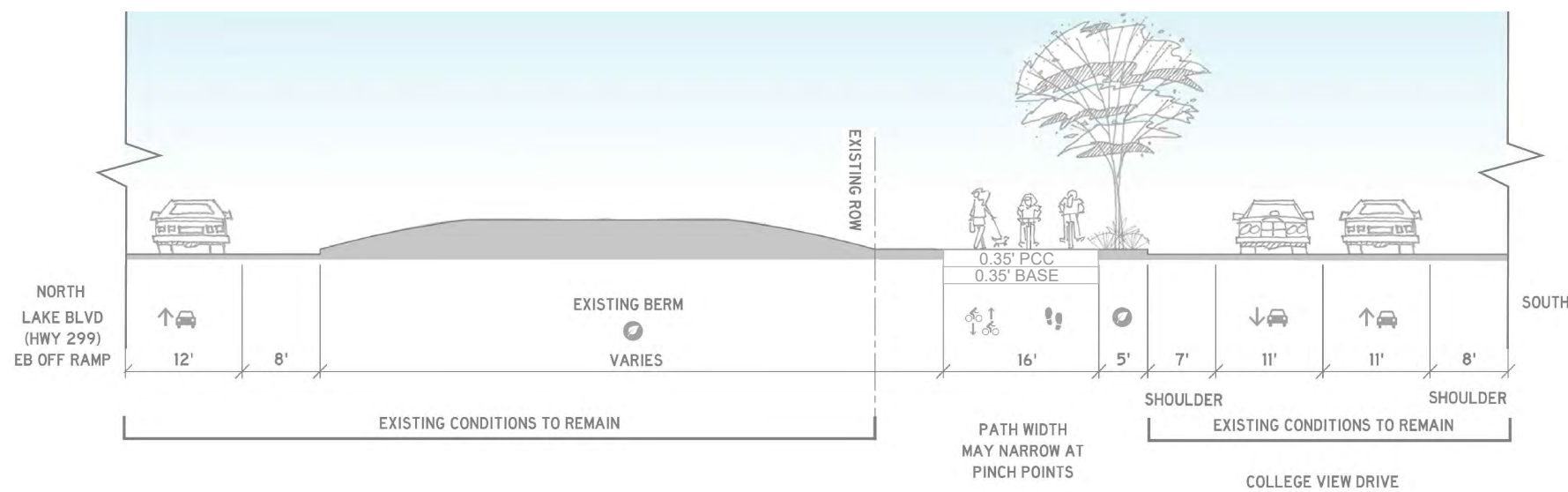
Appendix E

NORTH REDDING ACTIVE TRANSPORTATION TRUNK LINE - PHASE THREE (ATP)



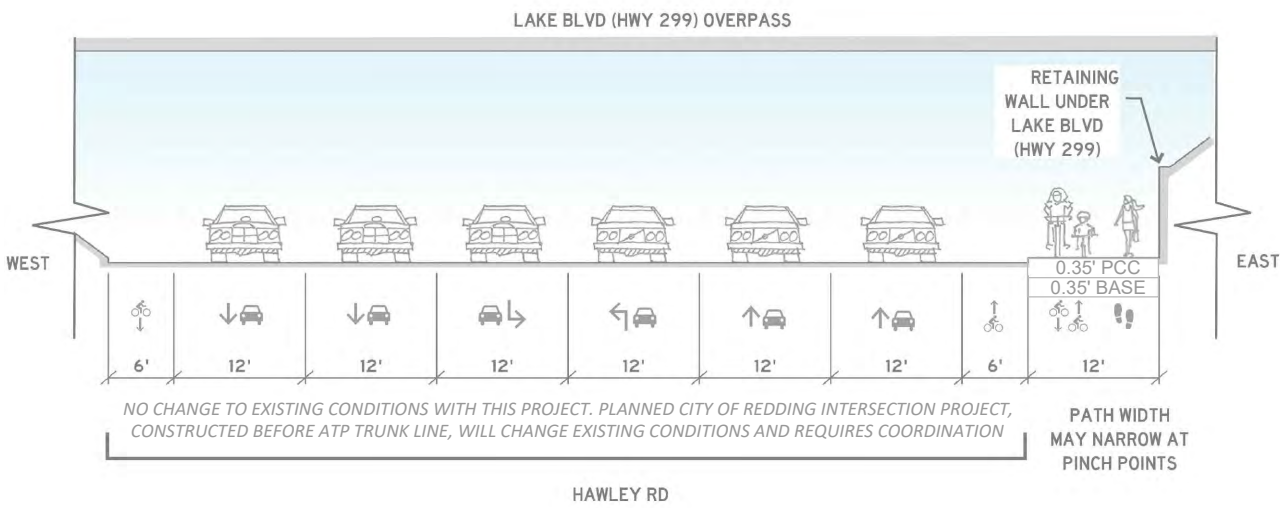


SECTION A:
LAKE BLVD (HWY 299),
TYP. MASONIC AVE - MARKET STREET



NOTE: ENTIRETY OF DESIGN IS WITHIN ROW

SECTION C:
COLLEGE VIEW DR



NOTE: ENTIRETY OF DESIGN IS WITHIN ROW

SECTION D:
HAWLEY RD
UNDER HWY 299 OVERPASS

10% CONCEPTUAL DESIGN PLANS

CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299

ABBREVIATIONS:
ROW - RIGHT OF WAY
PCC - PORTLAND CEMENT CONCRETE
HMA - HOT MIX ASPHALT
AB - AGGREGATE BASE

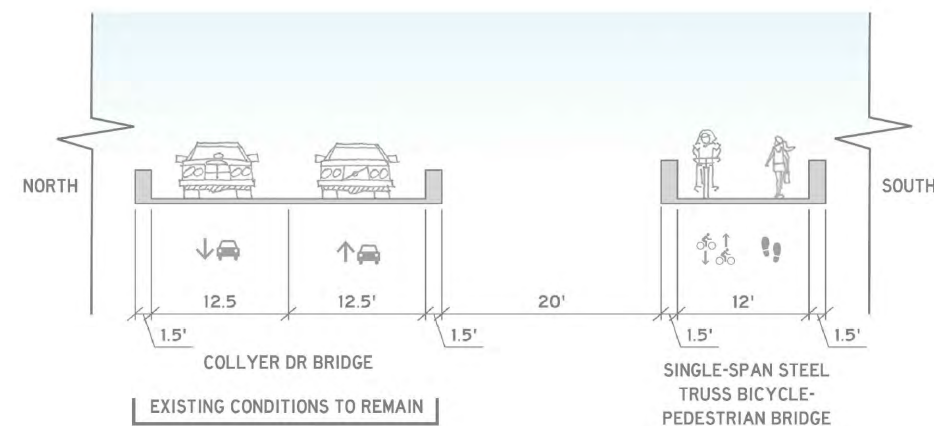
- Walkway
- Bike Lane
- Two-way Bikeway
- Shared Road
- Travel Lane
- Landscape/Hardscape



SHEET 2 OF 27 AUGUST 2020

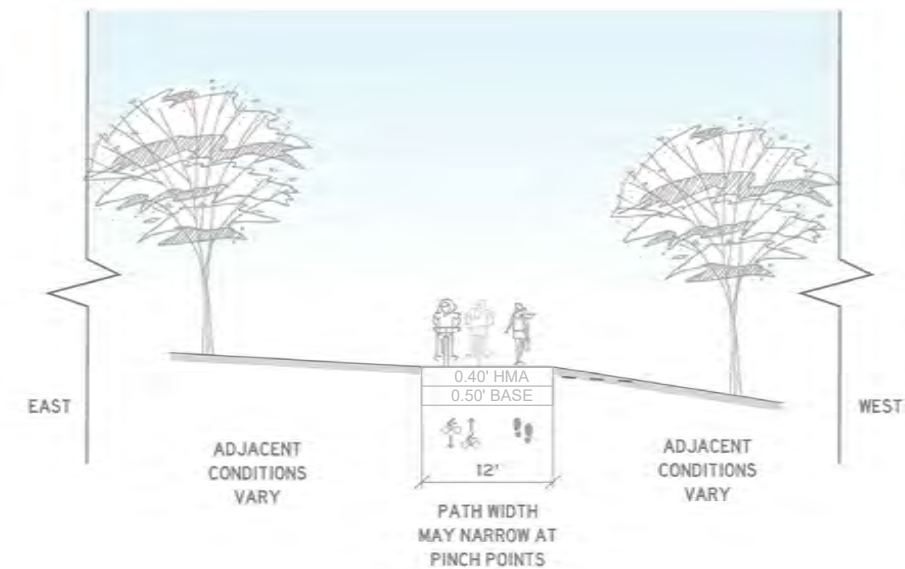
TYPICAL SECTIONS





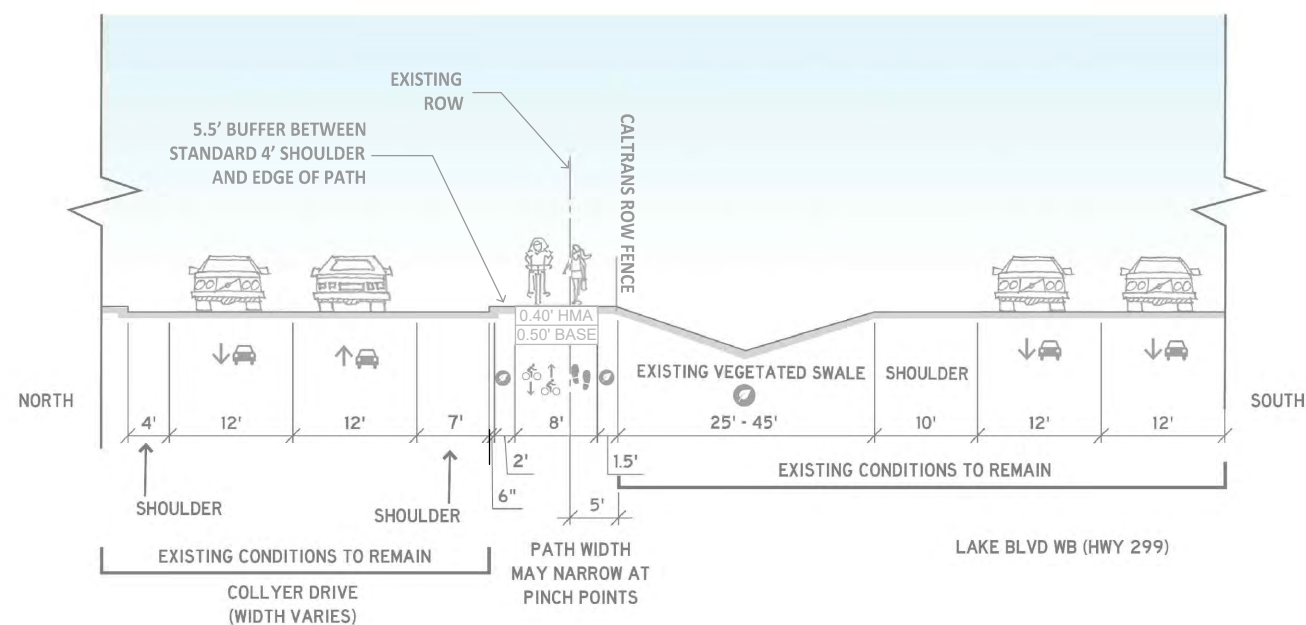
NOTE: ENTIRETY OF DESIGN IS WITHIN CITY ROW

SECTION E:
TYP. COLLYER DR - BRIDGE CROSSING



NOTE: ENTIRETY OF DESIGN IS OUTSIDE OF EXISTING ROW

SECTION F:
SHARED-USE PATH
FLOODPLAIN BETWEEN BRIDGE AND RIDGEWOOD RD



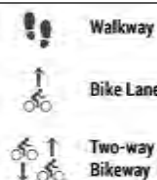
NOTE: ENTIRETY OF DESIGN IS WITHIN STATE AND CITY/COUNTY ROW

SECTION G:
RIDGEWOOD RD TO OLD OREGON TRAIL

10% CONCEPTUAL DESIGN PLANS

CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299

ABBREVIATIONS:
ROW - RIGHT OF WAY
PCC - PORTLAND CEMENT CONCRETE
HMA - HOT MIX ASPHALT
AB - AGGREGATE BASE

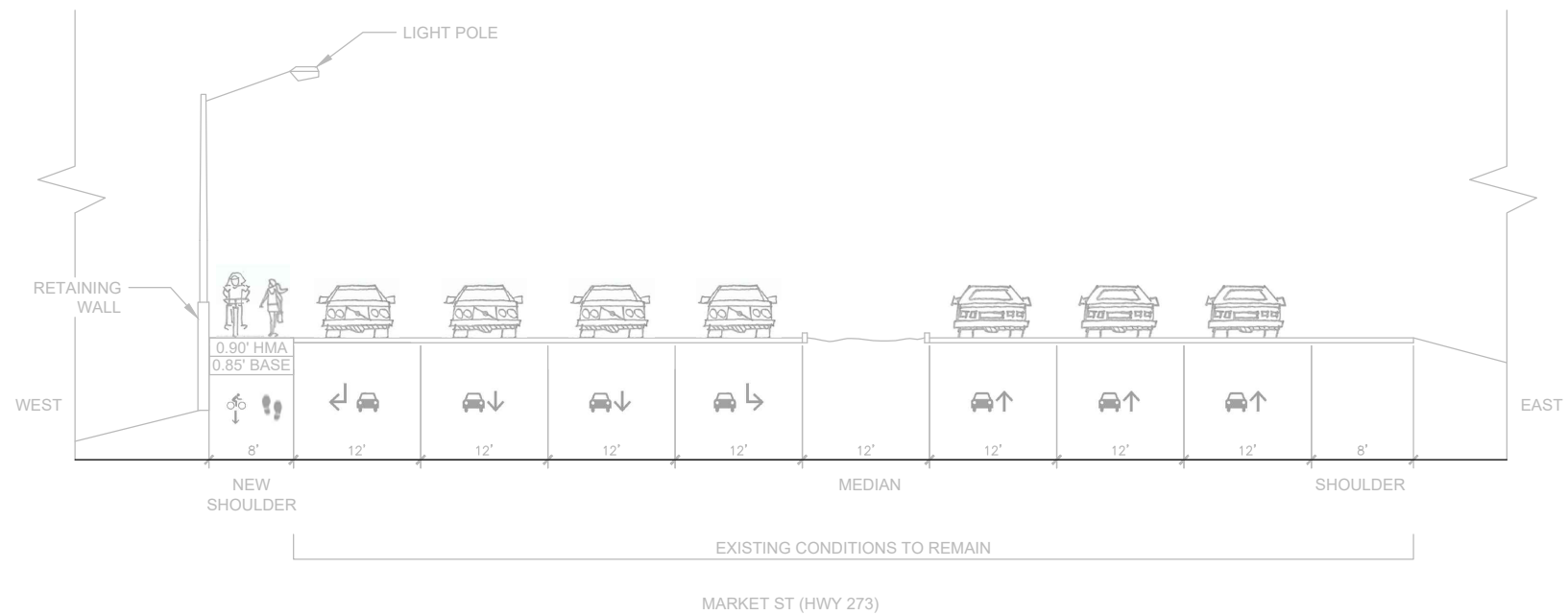


SHEET 3 OF 27

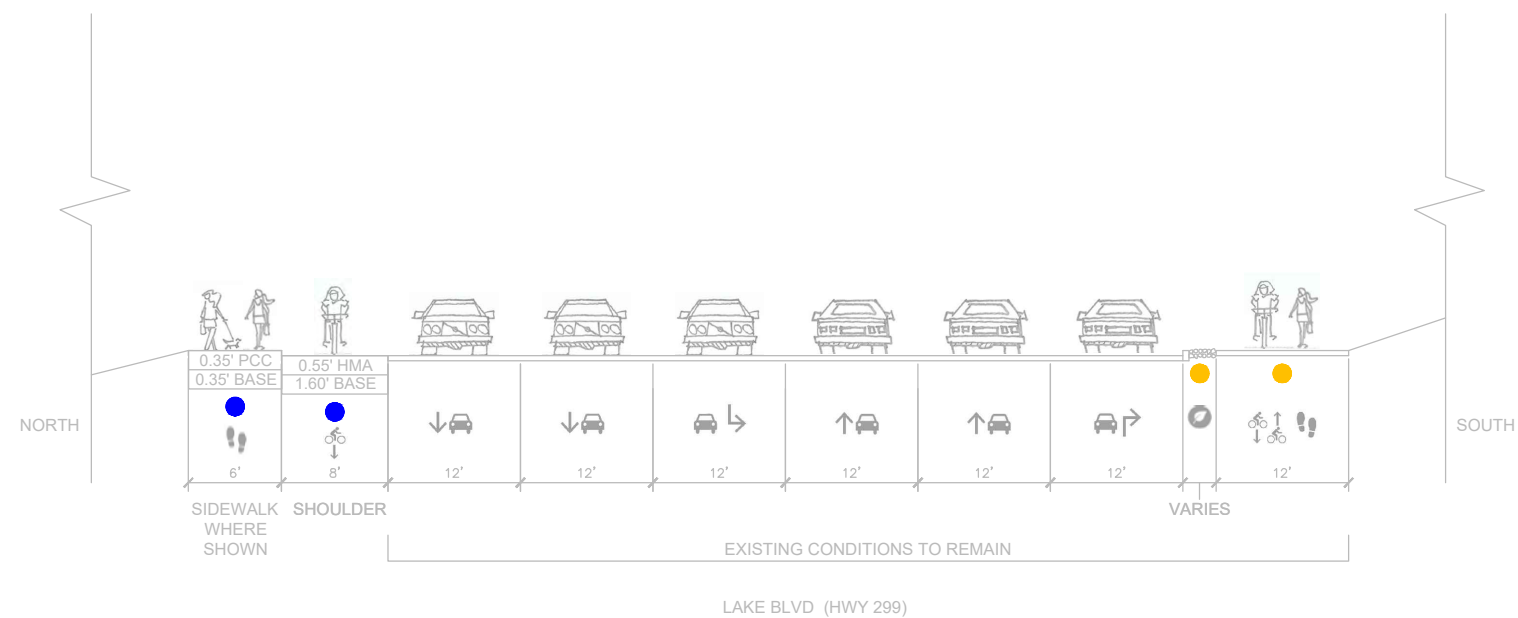
AUGUST 2020

TYPICAL SECTIONS





SECTION H:
MARKET ST (HWY 273)
(BETWEEN LAKE BLVD AND NORTHPOINT DR)

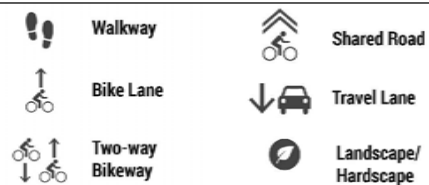


SECTION I:
LAKE BLVD (HWY 299)
BETWEEN HILLTOP DR AND THE BUS STOP BETWEEN
ERICKSON WAY AND N BOULDER DRIVE

10% CONCEPTUAL DESIGN PLANS

CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299

ABBREVIATIONS:
ROW - RIGHT OF WAY
PCC - PORTLAND CEMENT CONCRETE
HMA - HOT MIX ASPHALT
AB - AGGREGATE BASE



LEGEND
● 4H050 CAPM IMPROVEMENTS
● 1J660 ATP IMPROVEMENTS

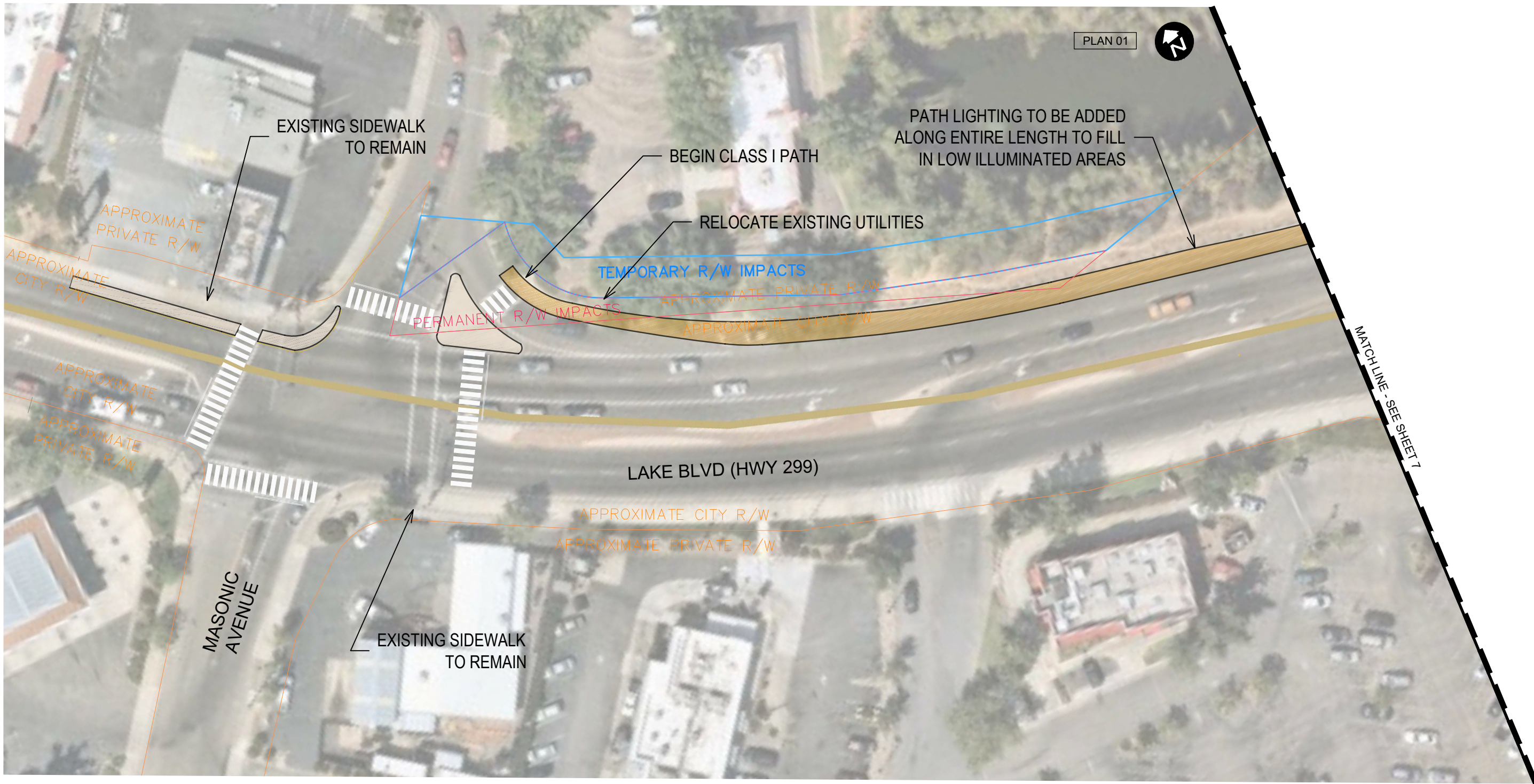


SHEET 4 OF 27

AUGUST 2020

TYPICAL SECTIONS





10% CONCEPTUAL DESIGN PLANS

CALTRANS ATP CYCLE 5

CITY OF REDDING

NORTH REDDING ATP TRUNK LINE - HWY 299

0 50' 100'

LEGEND

Sidewalk

Shoulder

Class I Shared-Use Path

Landscape/Hardscape

Road Alignment

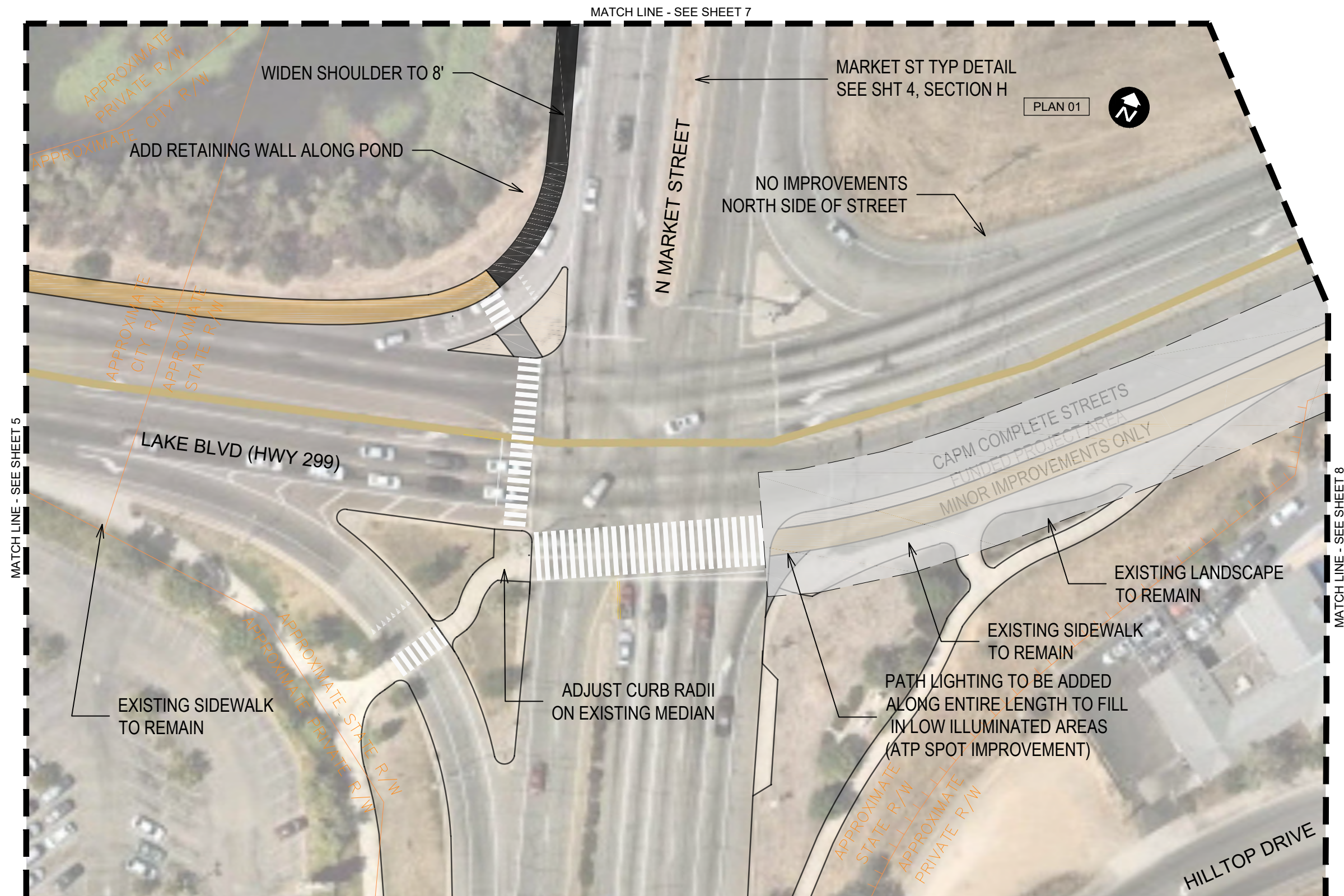
SHEET 5 OF 27

PLAN

AUGUST 2020

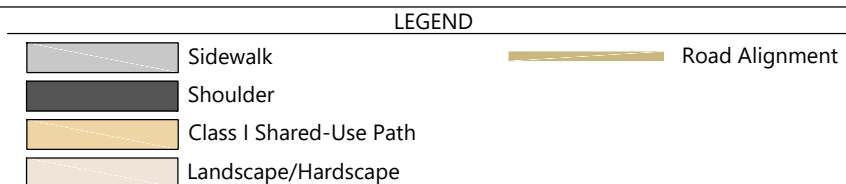
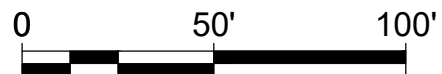
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CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



SHEET 6 OF 27
PLAN

AUGUST 2020

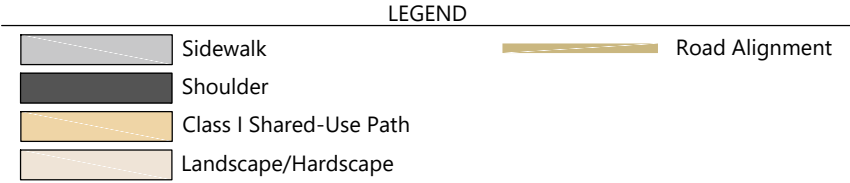




MATCH LINE - SEE SHEET 6

10% CONCEPTUAL DESIGN PLANS

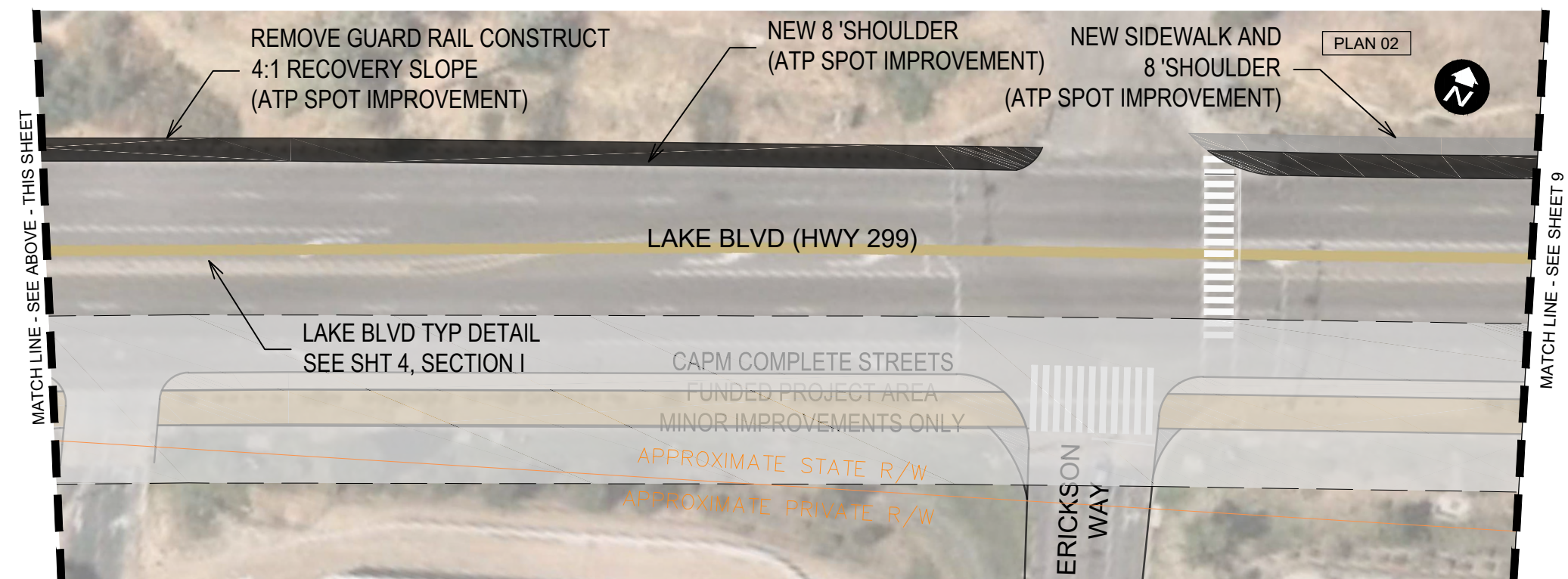
CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



SHEET 7 OF 27
PLAN

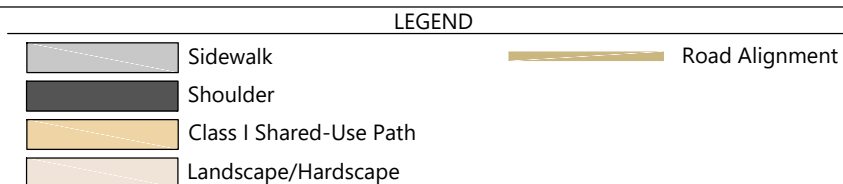
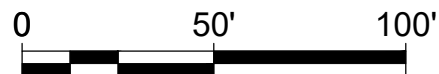
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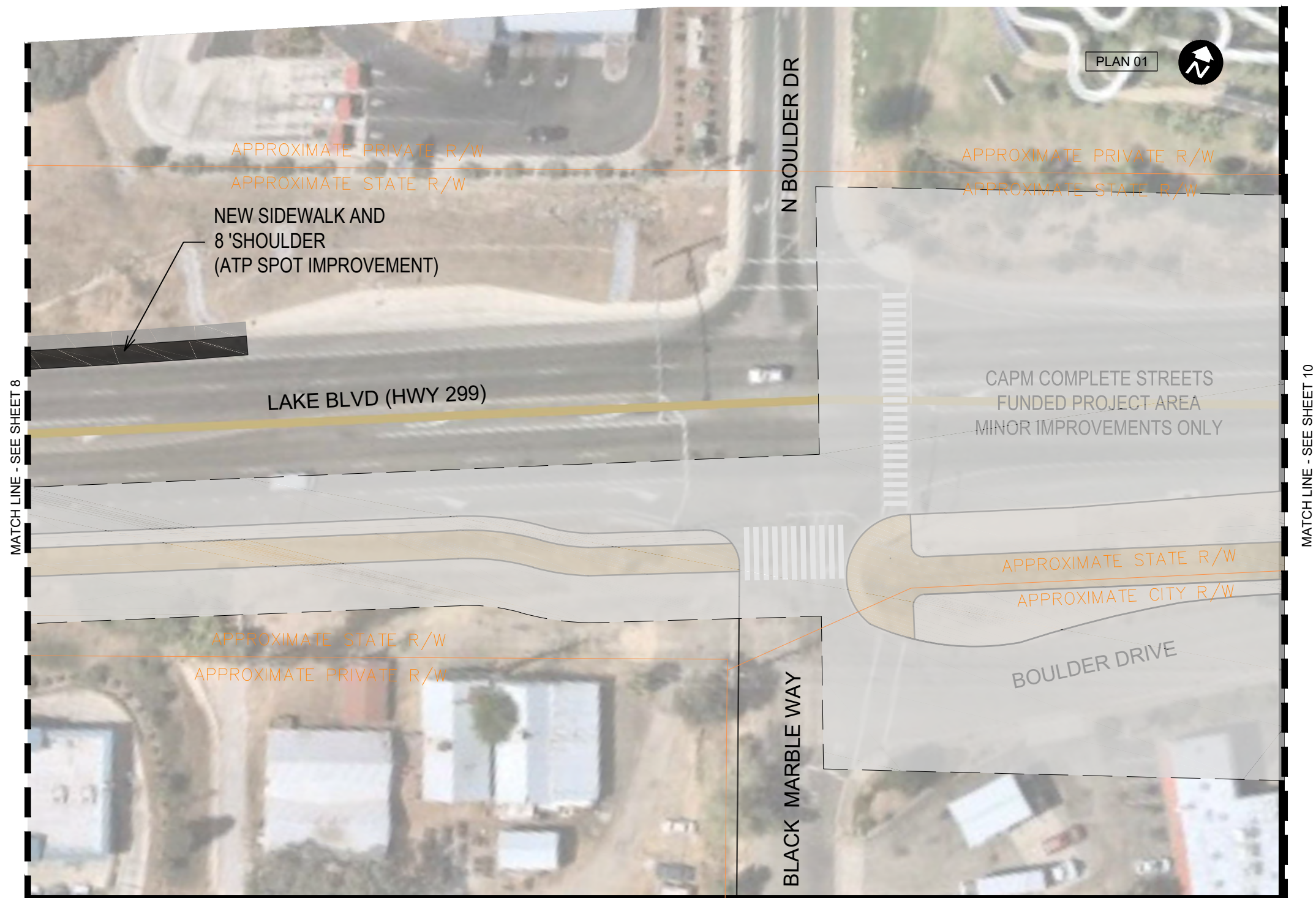
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CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



SHEET 8 OF 27
PLAN

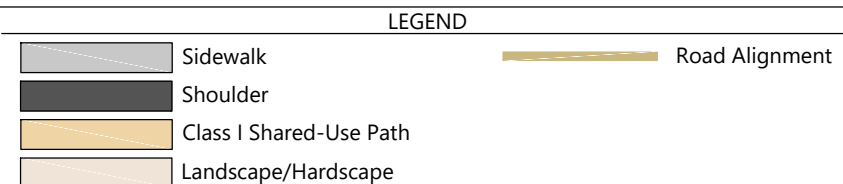
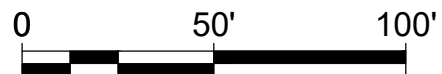
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NORTH REDDING ATP TRUNK LINE - HWY 299



SHEET 9 OF 27
PLAN

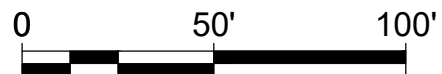
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CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



LEGEND

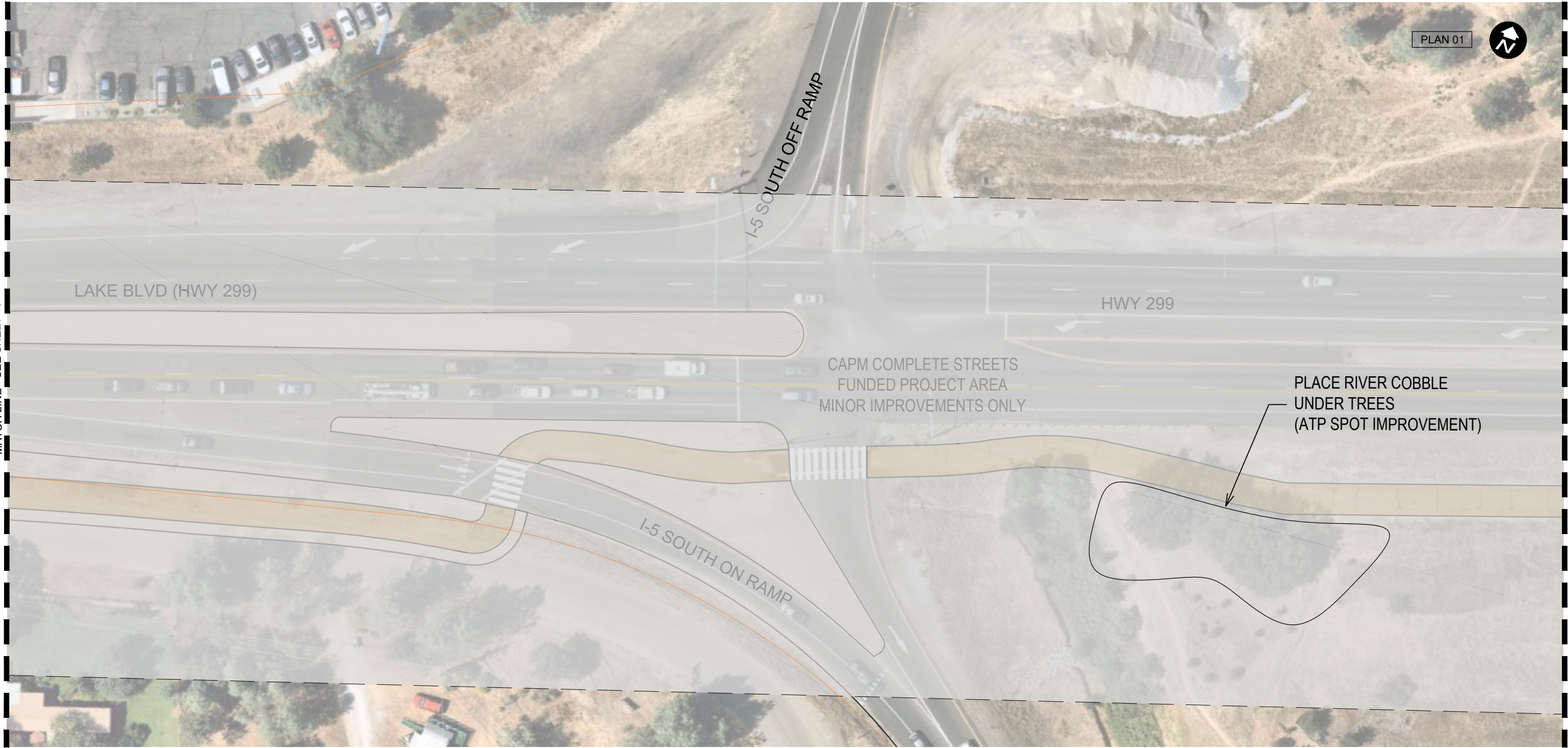
	Sidewalk		Road Alignment
	Shoulder		
	Class I Shared-Use Path		
	Landscape/Hardscape		



SHEET 10 OF 27
PLAN

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CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299

0 50' 100'

LEGEND

	Sidewalk		Road Alignment
	Shoulder		
	Class I Shared-Use Path		
	Landscape/Hardscape		



SHEET 11 OF 27
PLAN



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CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299

0

50'

100'

LEGEND

Sidewalk

Shoulder

Class I Shared-Use Path

Landscape/Hardscape

Road Alignment



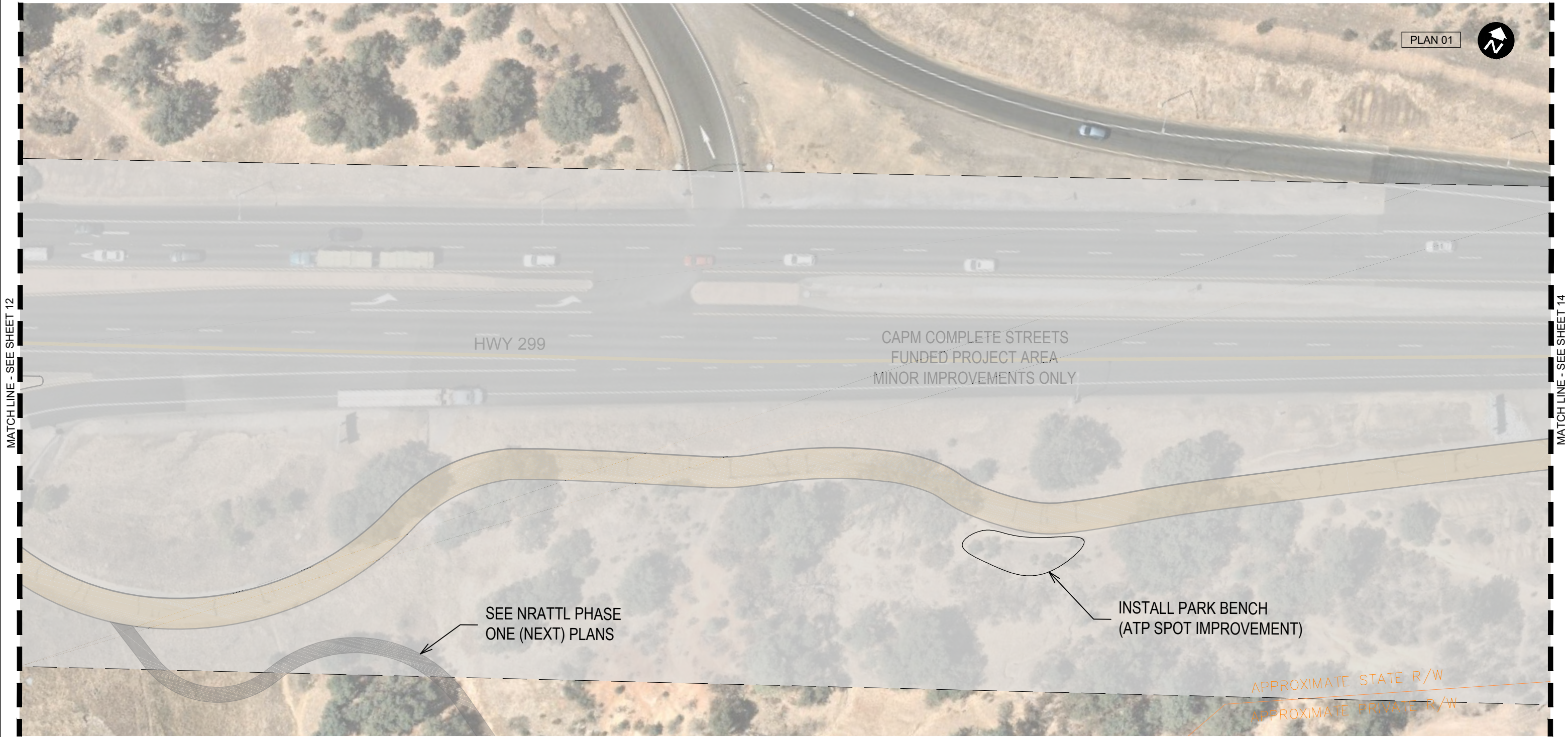


SHEET 12 OF 27
PLAN

AUGUST 2020

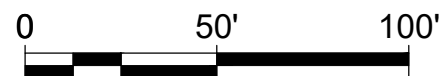


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CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



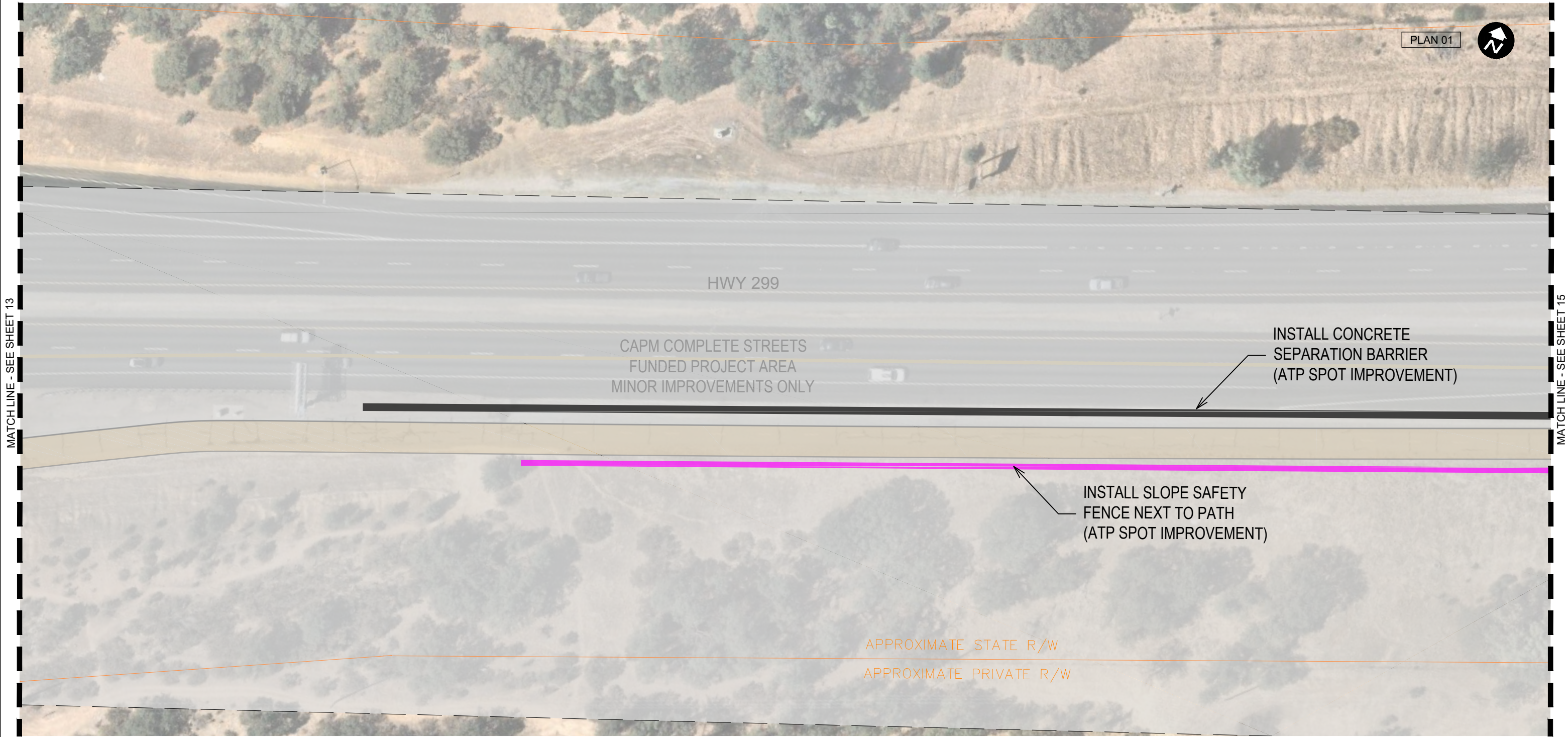
LEGEND	
	Sidewalk
	Shoulder
	Class I Shared-Use Path
	Landscape/Hardscape
	Road Alignment



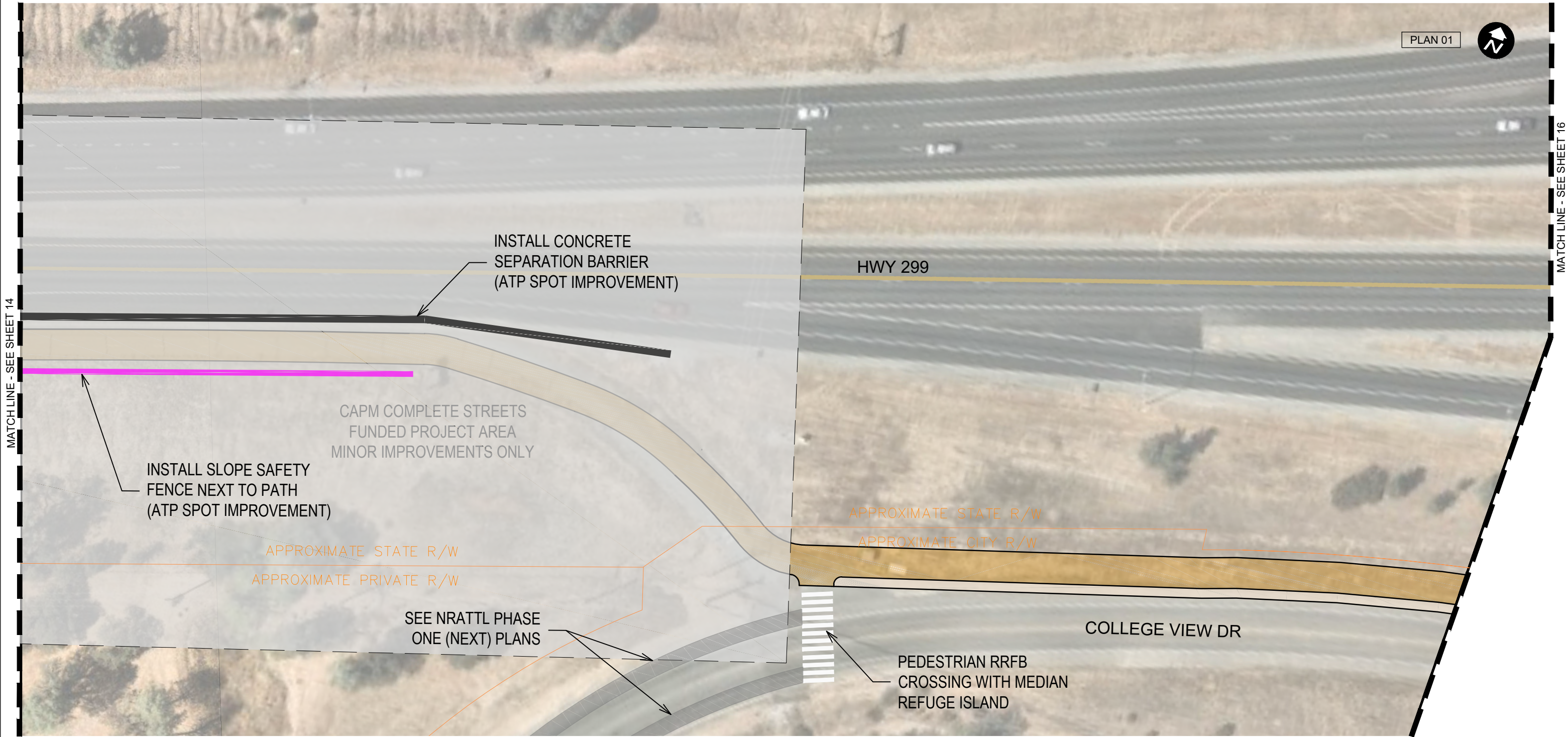
SHEET 13 OF 27
PLAN

AUGUST 2020

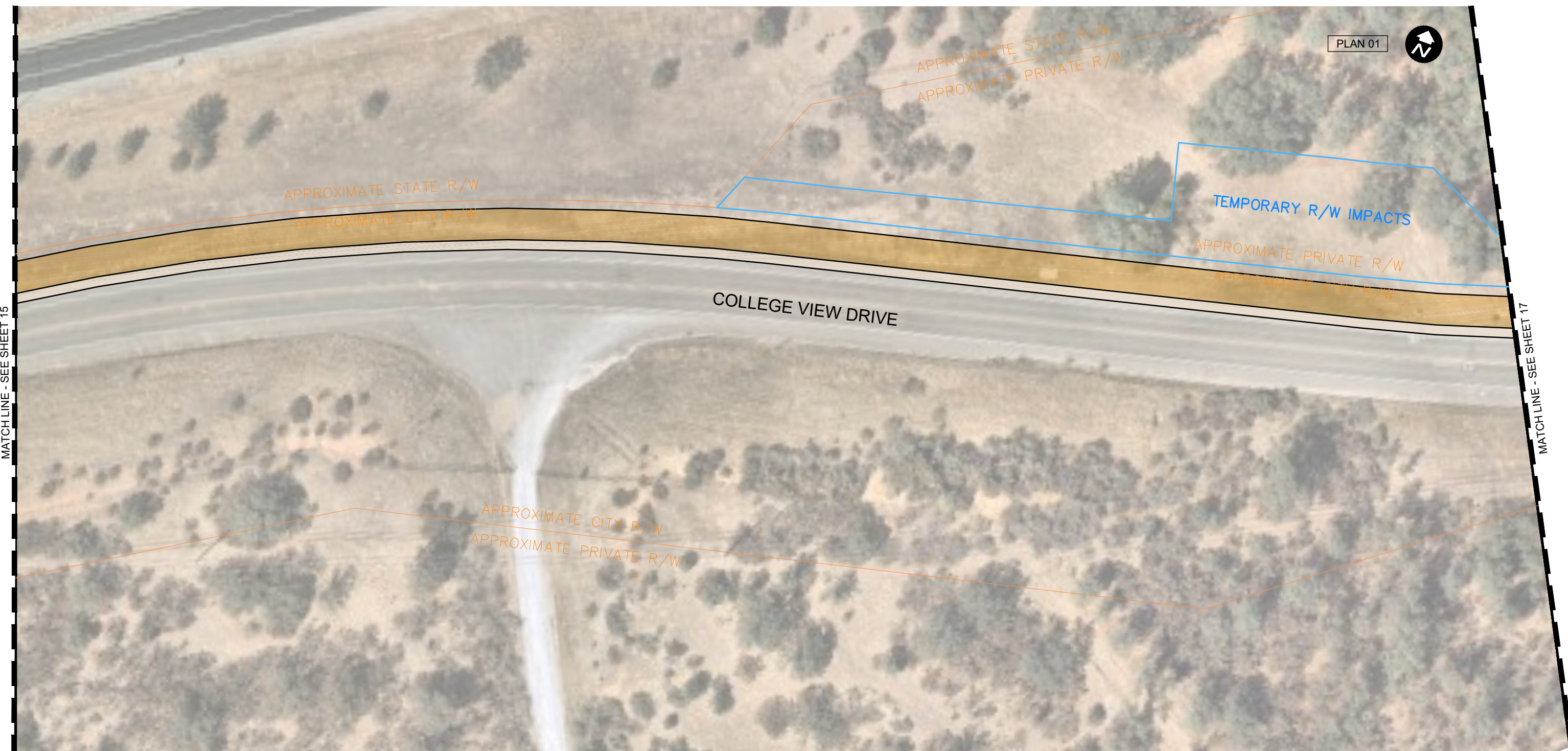




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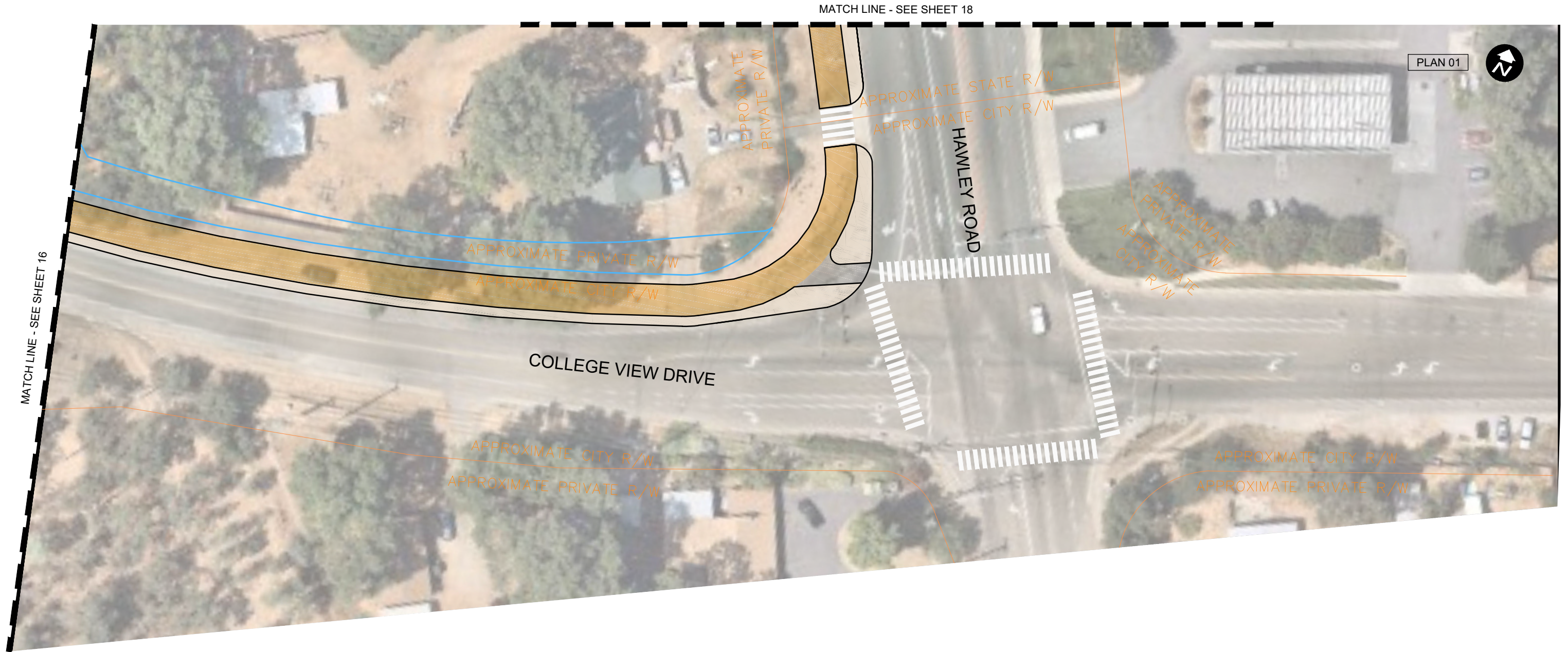


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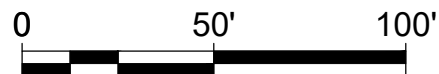
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CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



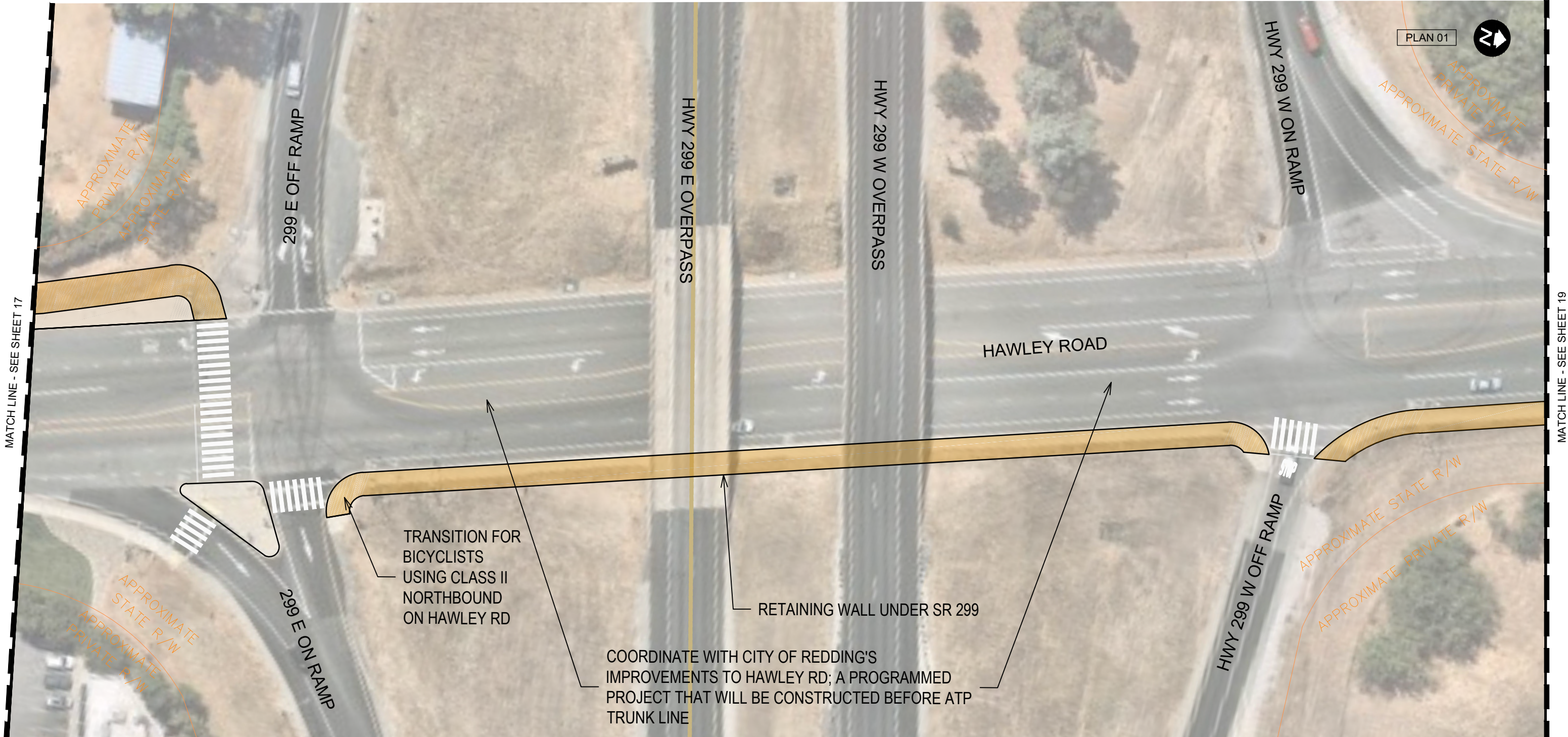
LEGEND	
	Sidewalk
	Shoulder
	Class I Shared-Use Path
	Landscape/Hardscape
	Road Alignment



SHEET 17 OF 27
PLAN

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CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299

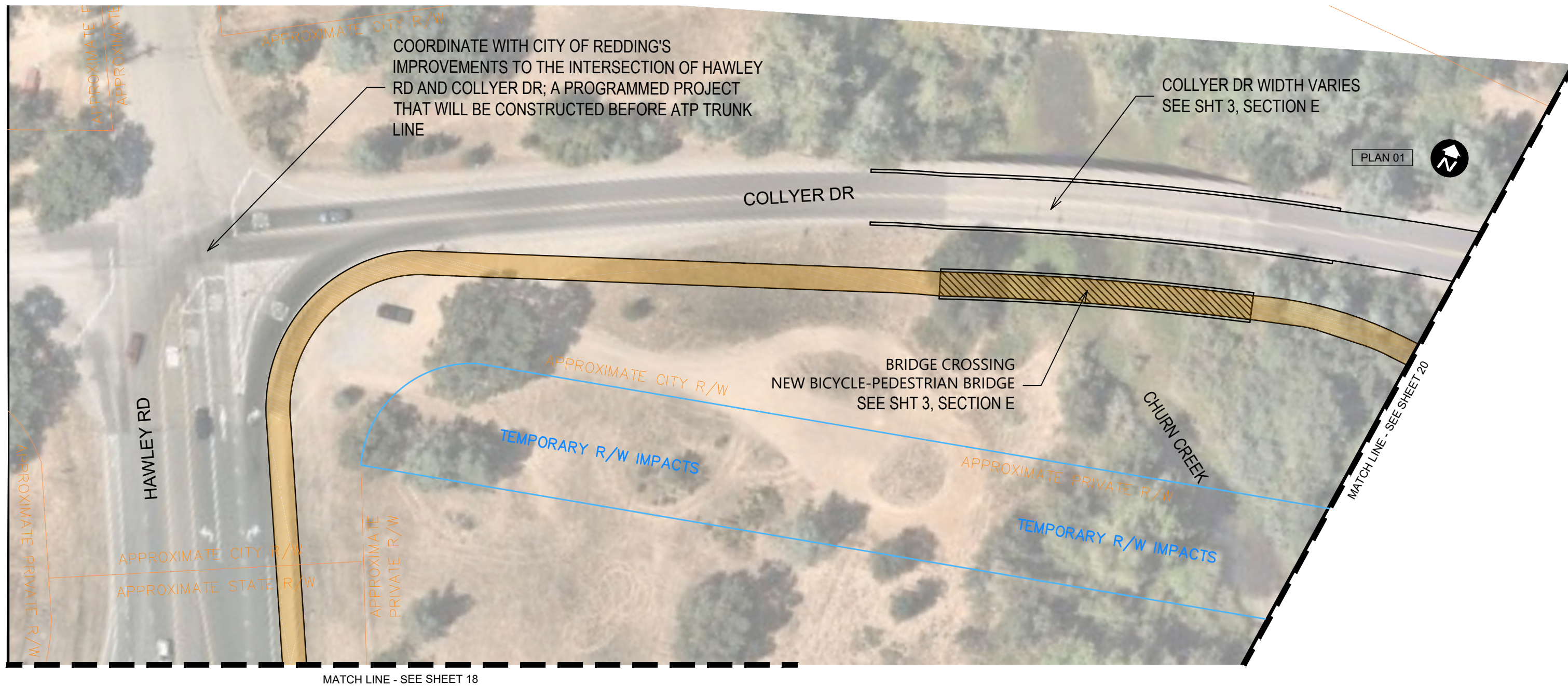
0 50' 100'

LEGEND

	Sidewalk		Road Alignment
	Shoulder		
	Class I Shared-Use Path		
	Landscape/Hardscape		

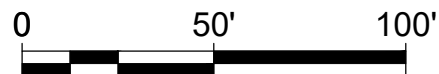


SHEET 18 OF 27
PLAN



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CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



LEGEND	
	Sidewalk
	Shoulder
	Class I Shared-Use Path
	Landscape/Hardscape
	Road Alignment

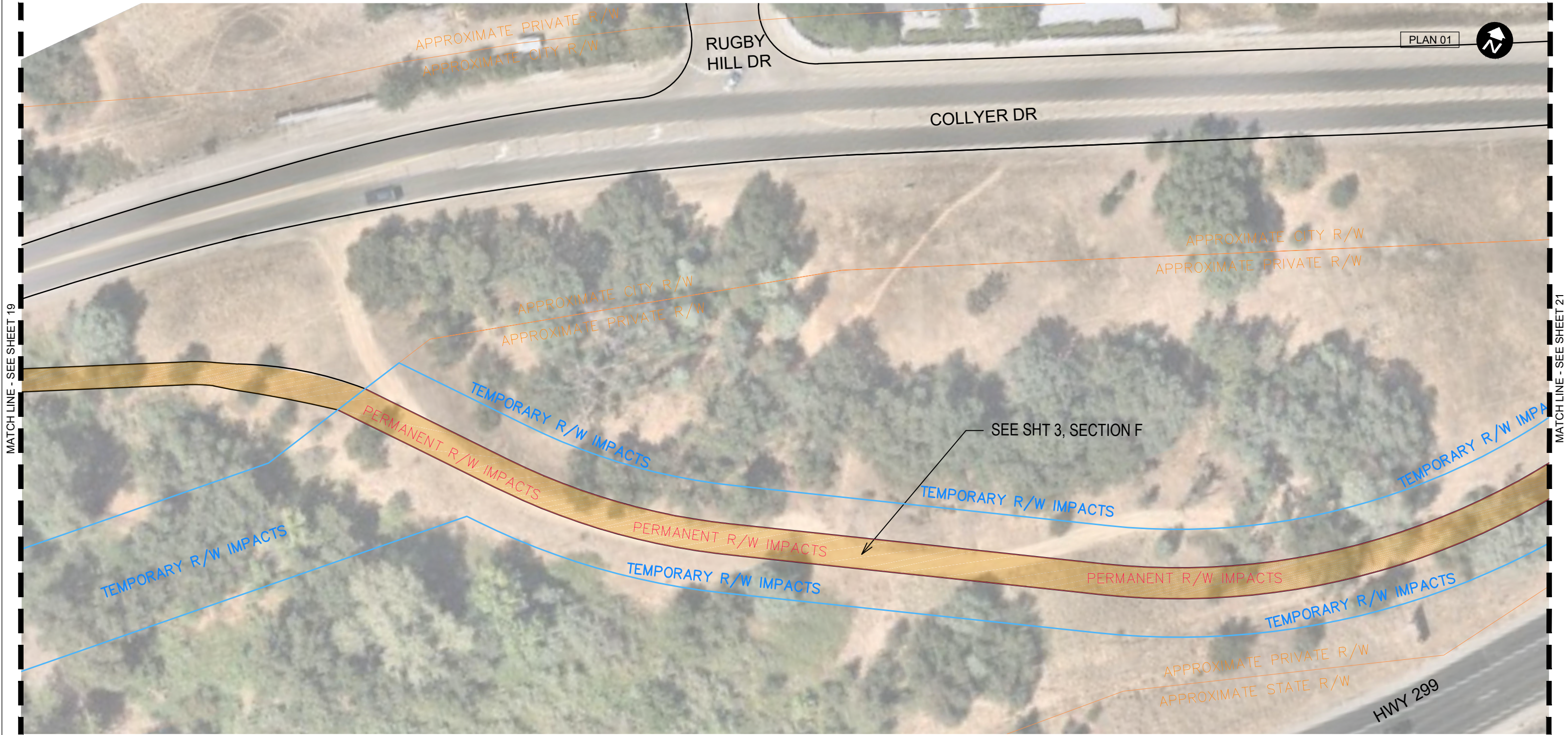


SHEET 19 OF 27
PLAN

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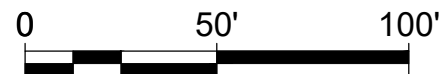


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CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299

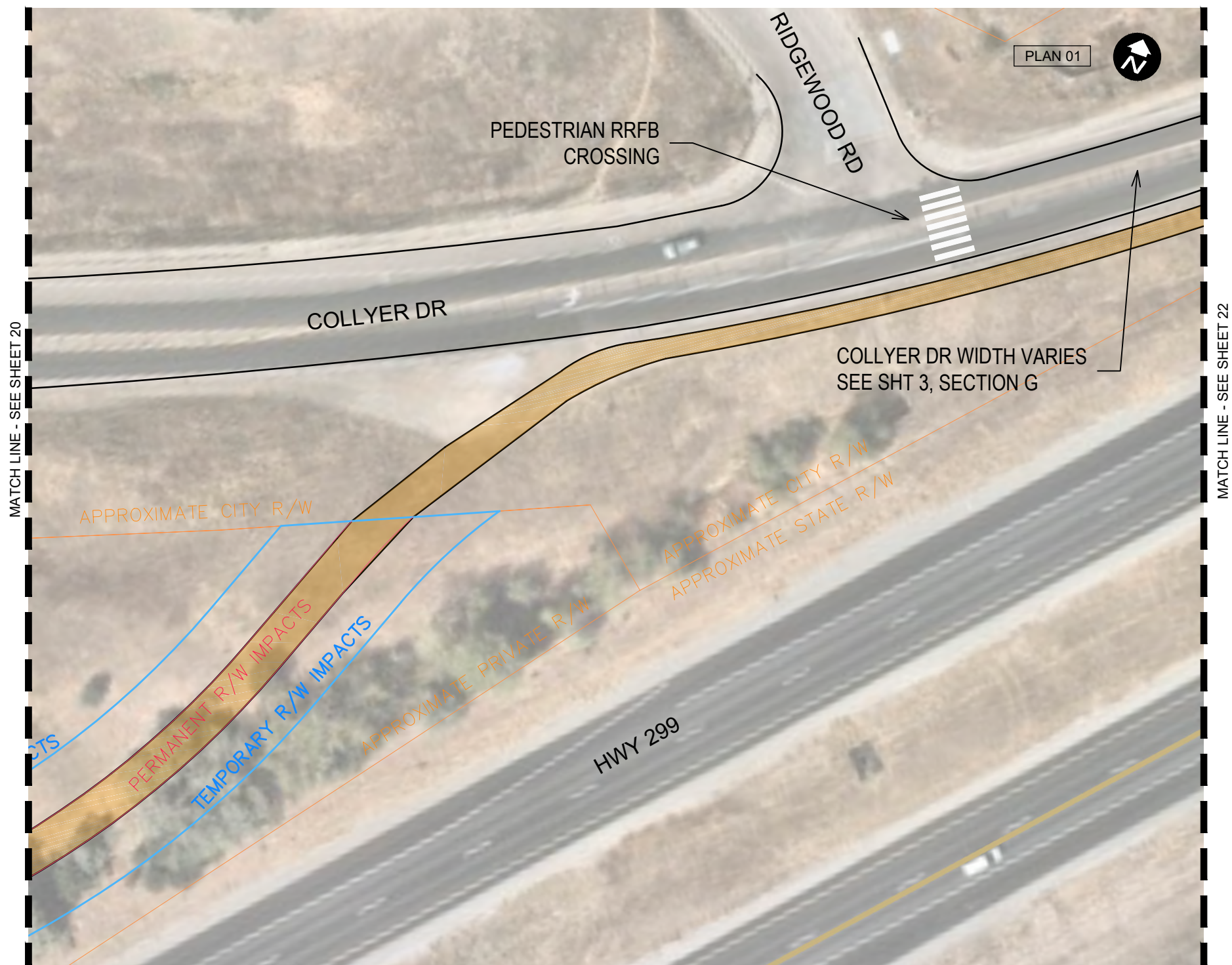


LEGEND	
	Sidewalk
	Shoulder
	Class I Shared-Use Path
	Landscape/Hardscape
	Road Alignment

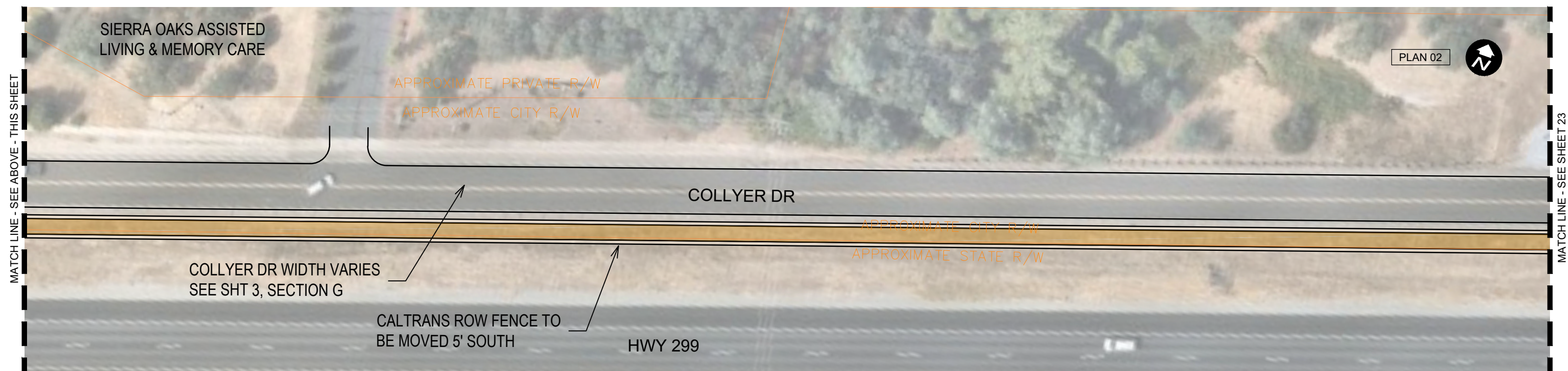
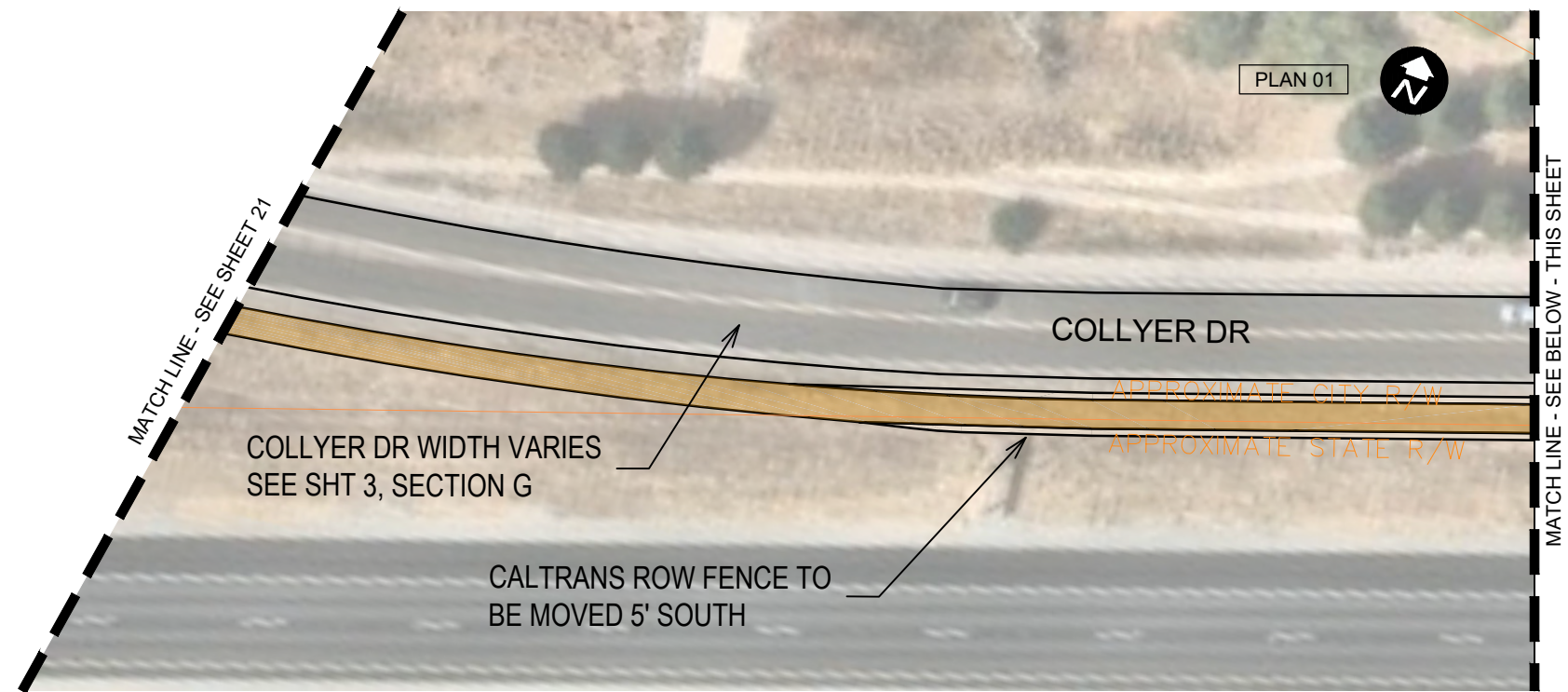


SHEET 20 OF 27
PLAN

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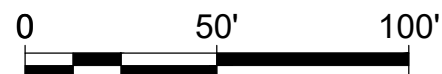


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CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



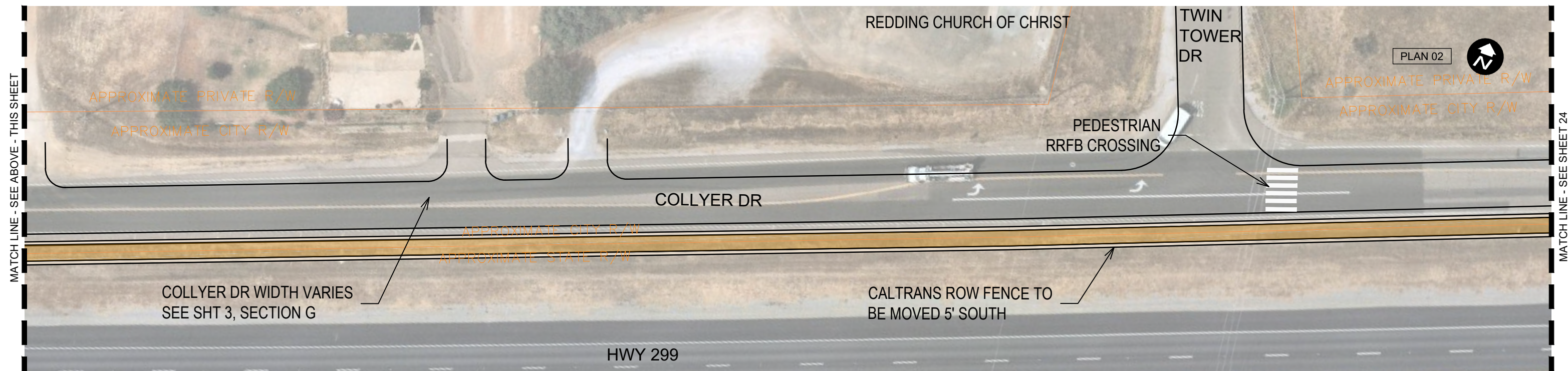
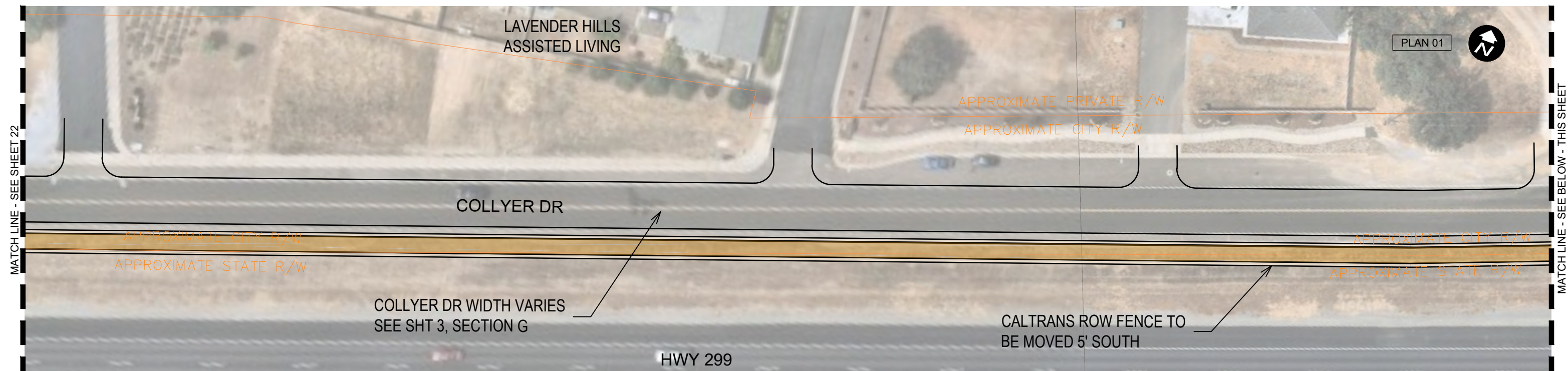
LEGEND	
	Sidewalk
	Shoulder
	Class I Shared-Use Path
	Landscape/Hardscape
	Road Alignment



SHEET 22 OF 27
PLAN

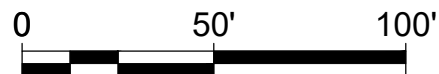
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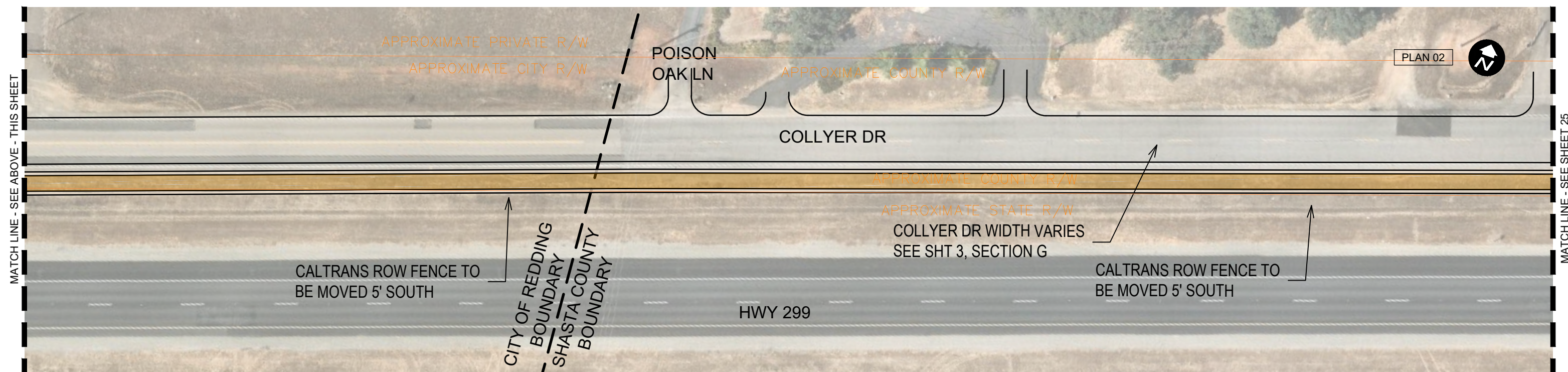
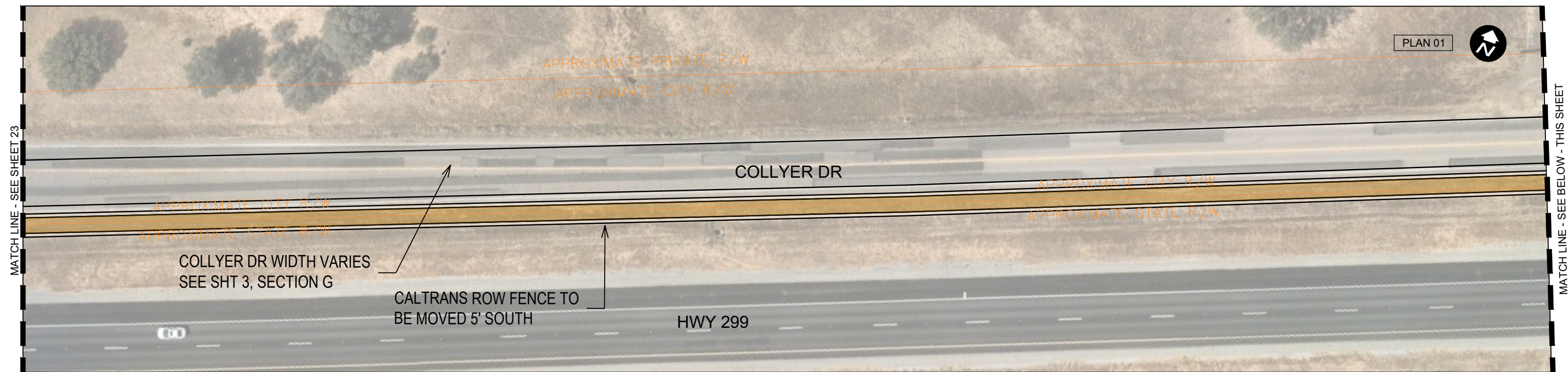
CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



SHEET 23 OF 27
PLAN

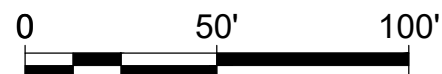
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CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



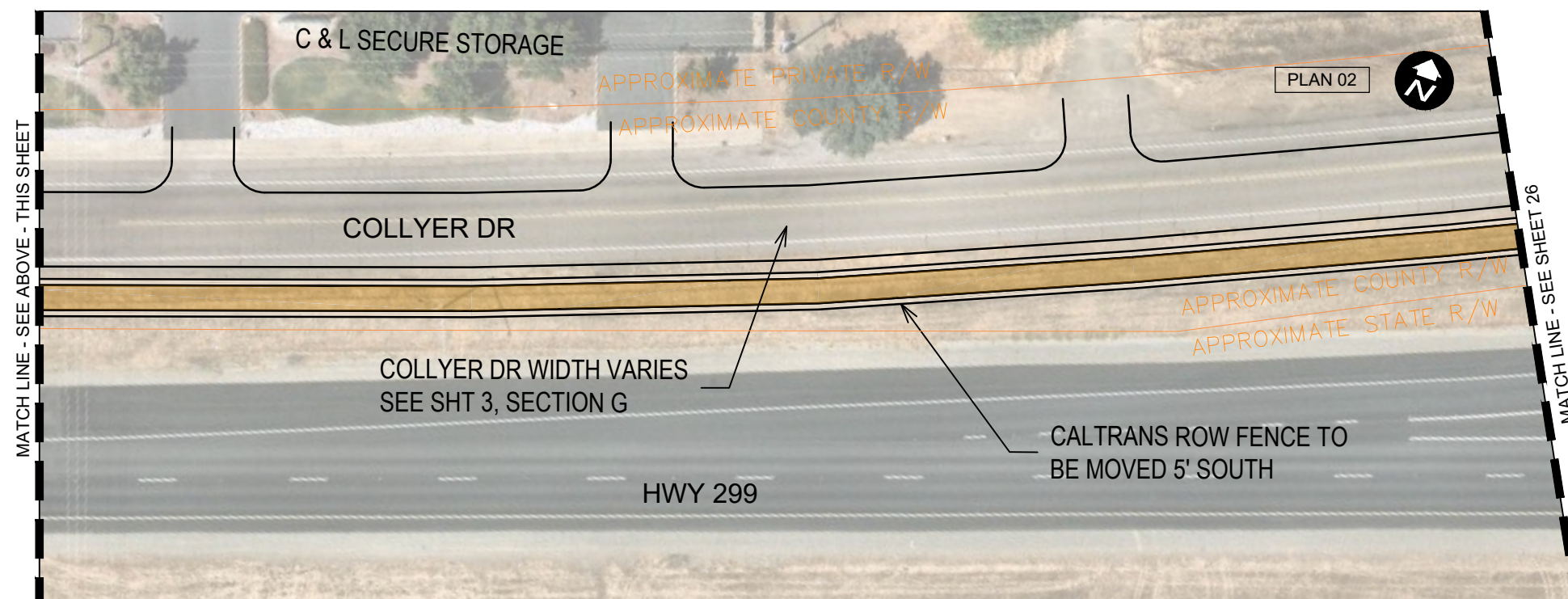
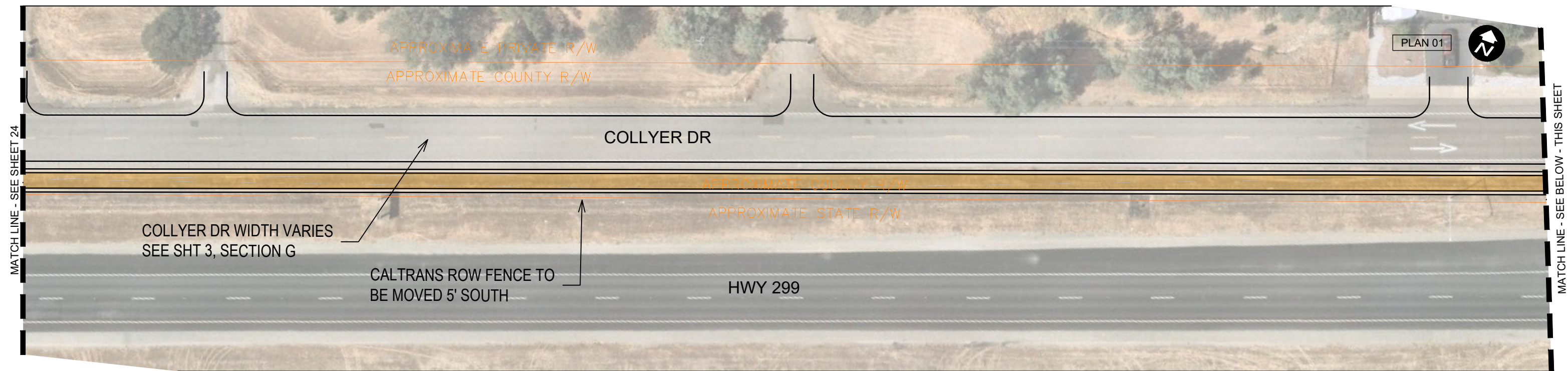
LEGEND	
	Sidewalk
	Shoulder
	Class I Shared-Use Path
	Landscape/Hardscape
	Road Alignment



SHEET 24 OF 27
PLAN

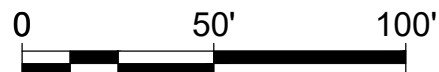
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CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



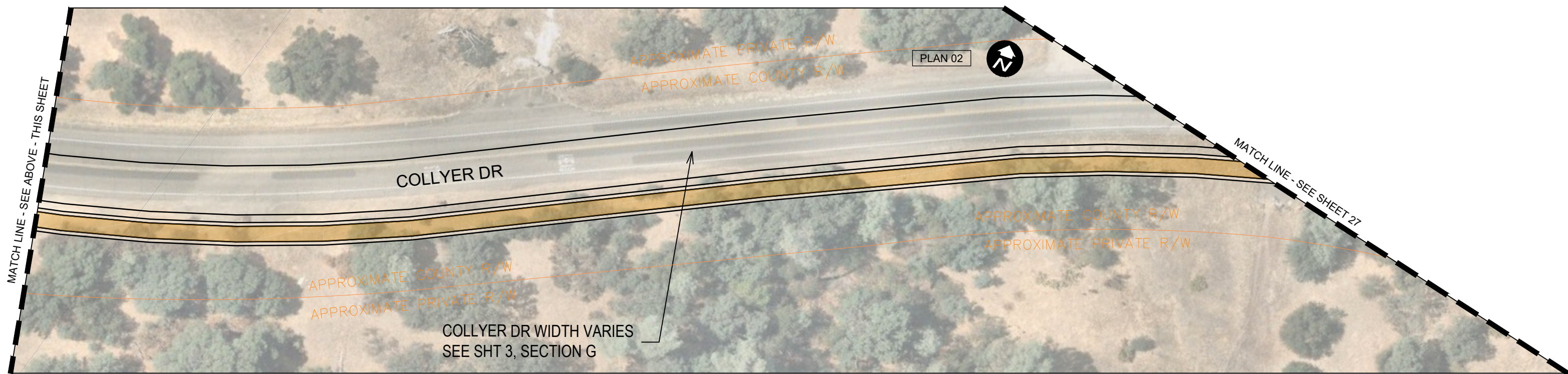
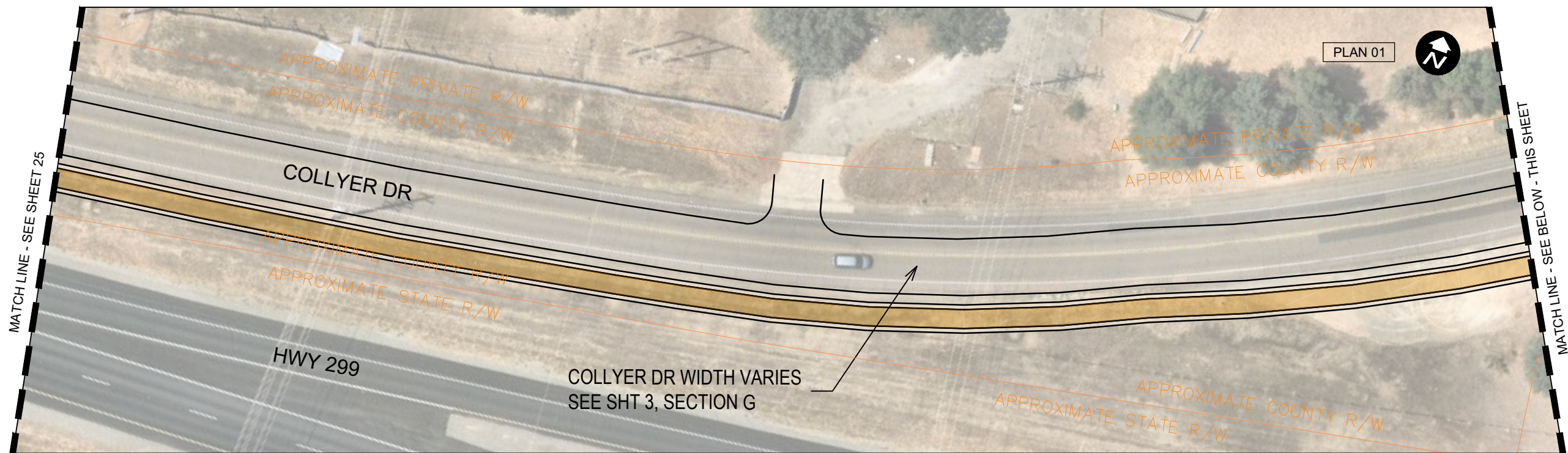
LEGEND	
	Sidewalk
	Shoulder
	Class I Shared-Use Path
	Landscape/Hardscape
	Road Alignment



SHEET 25 OF 27
PLAN

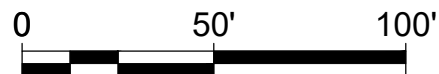
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CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



LEGEND	
	Sidewalk
	Shoulder
	Class I Shared-Use Path
	Landscape/Hardscape
	Road Alignment

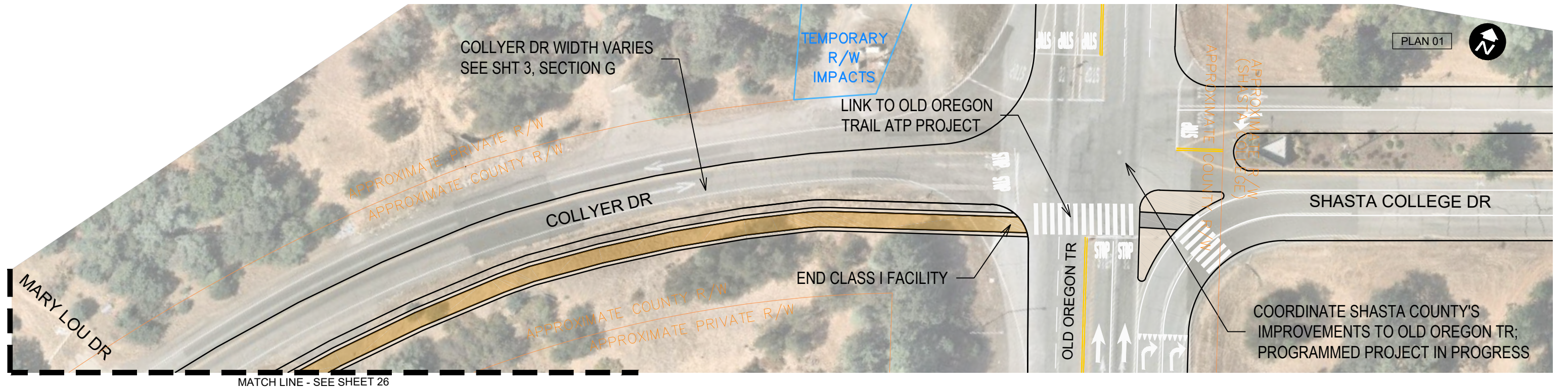


SHEET 26 OF 27
PLAN

AUGUST 2020

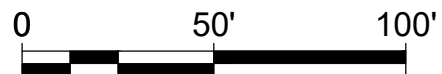


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CALTRANS ATP CYCLE 5
CITY OF REDDING
NORTH REDDING ATP TRUNK LINE - HWY 299



LEGEND

	Sidewalk		Road Alignment
	Shoulder		
	Class I Shared-Use Path		
	Landscape/Hardscape		



SHEET 27 OF 27
PLAN

AUGUST 2020



CITY OF REDDING

PROJECT PLANS FOR THE CONSTRUCTION OF

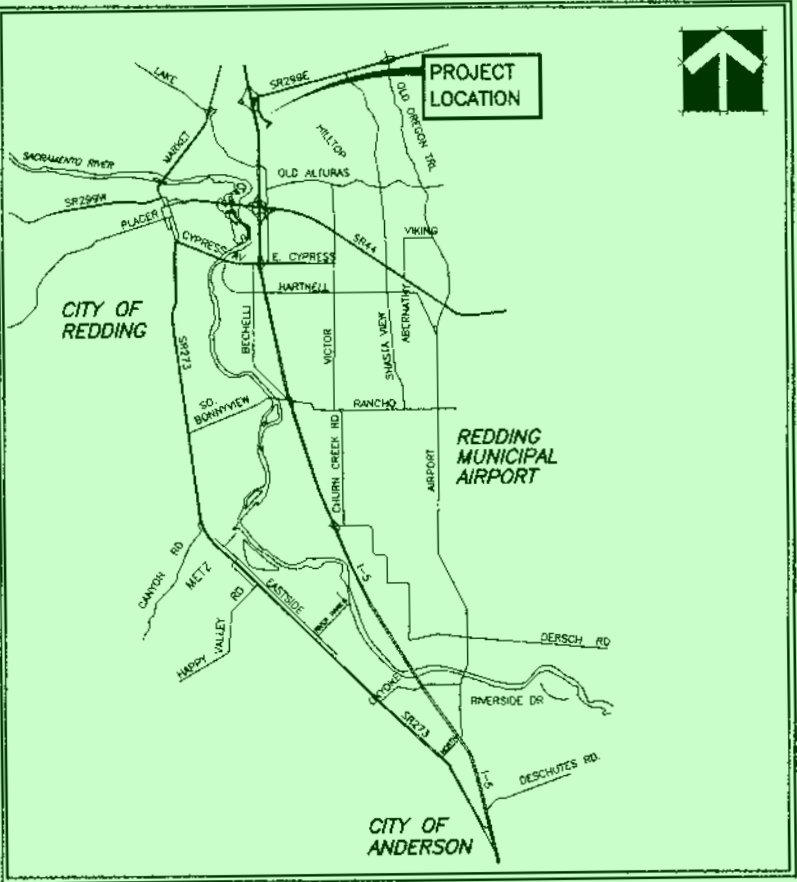
NORTHEAST CROSSING TRAIL PROJECT

PHASE ONE

JOB NO 5112

CONTRACTOR SHALL POSSESS A CLASS "A" LICENSE AT THE TIME OF THE BID OPENING.

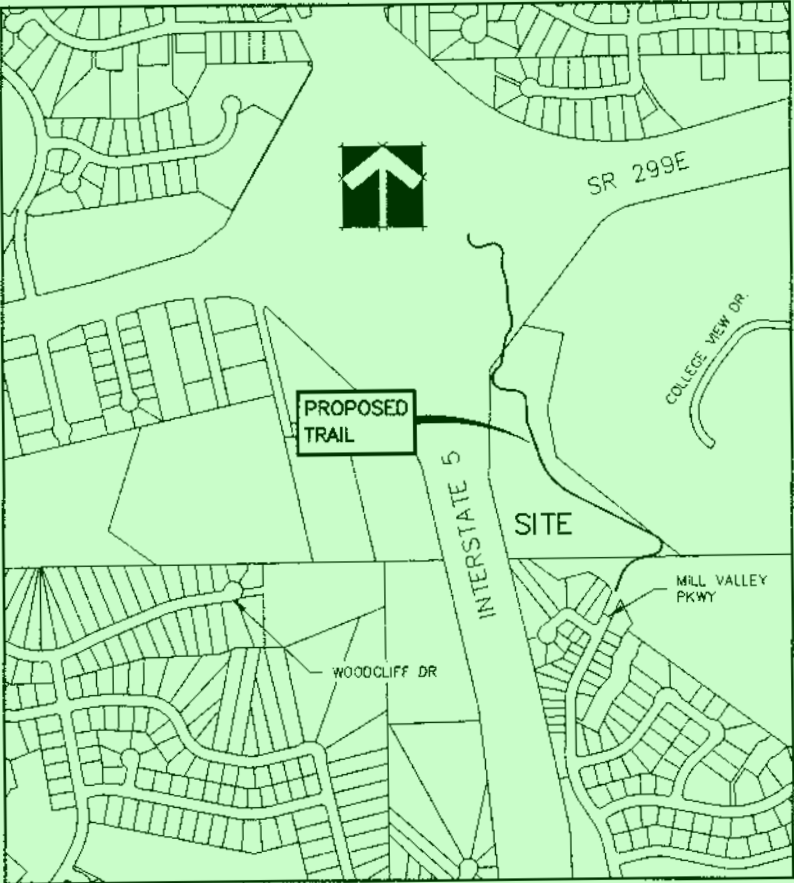
BID SCHEDULE NO 5159



VICINITY MAP

NO SCALE

SHEET INDEX			
SHEET NO.	SHEET TITLE	DRAWING NO.	A NO.
1	TITLE SHEET	C0.0	A-29701
2	DATA SHEET	C1.0	A-29702
3	SUMMARY OF QUANTITIES	C1.1	A-29703
4	PLAN AND PROFILE	C2.0	A-29704
5	PLAN AND PROFILE	C3.0	A-29705
6	PLAN AND PROFILE	C4.0	A-29706
7	PLAN AND PROFILE	C5.0	A-29707
8	BRIDGE PLAN AND PROFILE	C6.0	A-29708
9-13	PEDESTRIAN BRIDGE	C7.0-C7.4	A-29709 - A-29713
14	TYPICAL DETAILS	C8.0	A-29714
15	TYPICAL DETAILS	C8.1	A-29715
16	TYPICAL DETAILS	C9.0	A-29716
17	TYPICAL DETAILS	C9.1	A-29717
18	TYPICAL DETAILS	C10.0	A-29718
19	CULVERT PLAN AND PROFILE	C11.0	A-29719
20	CULVERT PLAN AND PROFILE	C12.0	A-29720
21	ELECTRICAL DETAILS	E1.0	A-29721
22	ELECTRICAL DETAILS	E1.1	A-29722



PROJECT LOCATION

NO SCALE

NORTH REDDING ACTIVE TRANSPORTATION TRUNK LINE

PHASE ONE (NEXT)

PLANS REVIEWED BY:

R.M.U. _____

ELECTRIC SUPPORT _____

R.E.U. _____

RABA/ TRAFFIC OPS _____

SURVEY _____

REDUCED PLANS

APPROVED BY:

CITY ENGINEER _____ DATE _____

A-29701

ORIGINAL SCALE IN INCHES

0 1 2

DESIGNED BY J. STOLL

DRAWN BY D. ZAITZ

REVIEWED BY _____

Stoll Engineering

800 Leisha Lane

Redding, California 96001

(530) 243-1760

FAX (530) 243-1503

CITY OF REDDING

NORTHEAST CROSSING TRAIL PROJECT PHASE ONE

JOB NO. 5112 BID SCH NO. 5159

TITLE SHEET

ORIGINAL SCALE: N/A

DATE: 7/30/2020

SHEET OF

ABBREVIATIONS

@ - AT
 A/C - ASPHALT CONCRETE
 ACP - ASBESTOS CEMENT PIPE
 ASTM - AMERICAN SOCIETY OF TESTING AND MATERIALS
 BC - BEGINNING OF CURVE
 BDRY - BOUNDARY
 BF - BOTTOM OF FOOTING
 BFV - BUTTERFLY VALVE
 Bm - BENCH MARK
 BM - BEAM
 C - CHANNEL
 C-C - CENTER TO CENTER
 C&G - CURB AND GUTTER
 CALTRANS - CALIFORNIA DEPARTMENT OF TRANSPORTATION
 CB - CATCH BASIN
 Cb - CURB
 CCR - CALIFORNIA CODE OF REGULATIONS
 CF - CUBIC FOOT
 CF - CURB FACE
 CFE - CONC. FLARED END SECTION
 CIP - CAST IRON PIPE
 CLF - CHAIN LINK FENCE
 CL - CENTERLINE
 CL - CLEARANCE
 CLR - CLEAR
 CMP - CORRUGATED METAL PIPE
 CMPA - CORRUGATED METAL PIPE ARCH
 CP - CONTROL POINT
 CTSP - CALTRANS STANDARD PLANS
 CSP - CORRUGATED STEEL PIPE
 CO - CLEANOUT (SEWER)
 COL - COLUMN
 CONC - CONCRETE
 CONN - CONNECTION
 CY - CUBIC YARD
 DIA - DIAMETER
 DWG - DRAWING
 DWY - DRIVEWAY
 E - ELECTRIC
 (E) - EXISTING
 EA - EACH
 EC - END OF CURVE
 EG - EDGE OF GUTTER
 EL - ELEVATION
 ELB - ELBOW
 ELEV - ELEVATION
 EP - EDGE OF PAVEMENT
 ES - EACH SIDE
 ESA - ENVIRONMENTAL SENSITIVE AREA
 EXC - EXCAVATION
 EXST - EXISTING
 FDN - FOUNDATION
 FG - FINISH GRADE
 FH - FIRE HYDRANT
 FL - FLOW LINE
 FT - FEET
 FTG - FOOTING
 G - GAS
 GA - GAUGE
 GALV - GALVANIZED
 GM - GAS METER
 GP - GUY POLE
 GR - GRADE
 HORIZ - HORIZONTAL

ID - INSIDE DIAMETER
 ILA - IRRIGATED LANDSCAPE AREA
 INV - INVERT
 JT - JOINT
 LF - LINEAR FEET
 LS - LUMP SUM
 MAX - MAXIMUM
 MH - MANHOLE
 MIN - MINIMUM
 MISC - MISCELLANEOUS
 MON - MONUMENT
 (N) - NEW
 NTS - NOT TO SCALE
 OC - ON CENTER
 OD - OUTSIDE DIAMETER
 OG - ORIGINAL GROUND
 OH - OVERHEAD
 P - PLATE (STEEL)
 PCC - PORTLAND CEMENT CONCRETE
 PE - POLYETHYLENE
 P/L - PROPERTY LINE
 PLT - PLATE
 PP - POWER POLE
 PSI - POUNDS PER SQUARE INCH
 PVC - POLYVINYL CHLORIDE
 PVMT - PAVEMENT
 R - RADIUS
 REU - REDDING ELECTRIC UTILITY
 RC - RELATIVE COMPACTION
 RCP - REINFORCED CONCRETE PIPE
 R/W - RIGHT OF WAY
 REINF - REINFORCED OR REINFORCEMENT
 RO - ROUGH OPENING
 RR - RAILROAD
 RSP - ROCK SLOPE PROTECTION
 S - SLOPE
 SF - SQUARE FOOT
 SS - SEWER
 SST - STAINLESS STEEL
 SDP - STORM DRAIN PIPE
 SQ - SQUARE
 STA - STATION
 STD - STANDARD
 STRUC - STRUCTURAL OR STRUCTURE
 SVC - SERVICE
 SW - SIDEWALK
 SY - SQUARE YARD
 TBR - TO BE REMOVED
 TC - TOP OF CURB
 TS - TUBE STEEL
 TW - TOP OF WALL
 TYP - TYPICAL
 UG - UNDERGROUND
 USA - UNDERGROUND SERVICE ALERT
 UTIL - UTILITY
 V - VALVE BOX
 VERT - VERTICAL
 W - WATER
 WL - WETLAND
 WM - WATER METER
 WV - WEDGE VALVE

LEGEND

- - - - - R/W - - - - - RIGHT-OF-WAY LINE
 - - - - - PL - - - - - PROPERTY LINE
 - - - - - EXST FENCE
 - - - - - EXST DITCH
 - - - - - SLOPED EMBANKMENT
 - - - - - DECIDUOUS TREE
 - - - - - EXIST. TREE TO BE REMOVED
 - - - - - SECTION/DETAIL
 - - - - - SHEET NUMBER

NEXT PROJECT CONTROL

PT#	NORTHING	EASTING	ELEVATION	DESCRIPTION	STA	O/S
1	2105265.44	6461563.55	605.37	set spike	11+33.36'	-27.98
2	2105560.73	6461400.90	605.75	set spike	14+35.32'	-70.18
3	2105587.50	6461157.71	622.85	set pk	17+28.60'	-207.62
4	2105700.11	6461347.73	602.00	set spike	17+14.51'	11.64
5	2105595.96	6460969.68	621.55	set pk	17+44.11'	-374.06
6	2105153.29	6461683.73	603.79	set spike	9+77.19'	-11.34
7	2105555.89	6461474.52	606.55	set spike	14+42.35'	2.61
10056	2104922.16	6462227.58	602.19	fd nail	4+01.42'	43.88
10057	2104924.06	6462132.77	605.10	x on ssmh	4+72.12'	-14.50

CITY OF REDDING CONSTRUCTION STANDARDS

100.00	MATERIALS
131.00	STANDARD SIDEWALK
152.20	SIGN BASE
200.00	DRAINAGE CRITERIA
272.00	CONCRETE FLARED END SECTION
400.00	BEDDING MATERIAL
501.00	ELECTRIC UTILITY CONSTRUCTION REQUIREMENTS
507.20/507.21	DISTRIBUTION PEDESTALS
556.00	TYPICAL STREET LIGHT STANDARD BASE DETAIL
608.00	LOCATING WIRE
610.00	TRENCH BACKFILL
612.00	ADJUST MANHOLE
635.00	PAVED PATH

CALTRANS STANDARD PLANS

D75A OCPI

TRAIL DESIGN CRITERIA*

1.5% MAXIMUM CROSS-SLOPE
 5% MAXIMUM GRADE
 16 MPH DESIGN SPEED
 20 DEGREE LEAN ANGLE
 47' MINIMUM HORIZONTAL CURVE RADIUS

*PER AASHTO "DESIGN OF SHARED USE PATHS" CHAPTER 5

GENERAL NOTES:

- ALL CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, DATED 2015, (GREENBOOK) THE CITY OF REDDING CONSTRUCTION STANDARDS, DATED 2018, AND THE CONTRACT SPECIFICATIONS AS THEY PERTAIN TO THE WORK DEPICTED HEREIN.
- ALL UTILITIES SHOWN ARE STRICTLY FOR THE CONVENIENCE OF THE CONTRACTOR. UTILITY LOCATIONS ARE ONLY APPROXIMATE AND THE CONTRACTOR IS ADVISED TO INVESTIGATE EACH UTILITY SHOWN AS WELL AS BE AWARE OTHER UTILITIES NOT SHOWN MAY EXIST. SEE NOTICE AT LOWER LEFT.
- THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR FURNISHING, INSTALLING AND MAINTAINING ALL WARNING SIGNS AND DEVICES NECESSARY TO SAFEGUARD THE GENERAL PUBLIC AND THE WORK, AND TO PROVIDE FOR THE PROPER AND CONTINUOUS SAFE ROUTING OF VEHICLE AND PEDESTRIAN TRAFFIC DURING THE PERFORMANCE OF WORK. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO WORKING HOURS. THE USE OF FLAGGERS, BARRICADES AND CONSTRUCTION SIGNING SHALL COMPLY WITH CHAPTER 5 OF THE CALTRANS MANUAL OF TRAFFIC CONTROLS CURRENT EDITION.
- CARE SHALL BE TAKEN TO PROTECT EXISTING PLANTS, SHRUBS, TREES, LAWN, LANDSCAPE AREAS AND IRRIGATION SYSTEMS. ANY ITEMS REMOVED OR DAMAGED SHALL BE REPLACED. ALL ITEMS WHICH REQUIRE REMOVAL OR ARE DAMAGED BY THE CONTRACTOR'S OPERATION SHALL BE REPLACED TO ORIGINAL CONDITION AND TO THE APPROVAL OF THE ENGINEER.

NOTE: THIS IS A STANDARD ABBREVIATION LIST. THEREFORE SOME ABBREVIATIONS MAY BE LISTED ON THIS SHEET BUT NOT UTILIZED ON THE DRAWINGS FOR THIS PROJECT.

NOTE: THIS IS A STANDARD LEGEND. THEREFORE SOME SYMBOLS MAY BE SHOWN ON THIS SHEET BUT NOT UTILIZED ON THE DRAWINGS FOR THIS PROJECT.

REDUCED
PLANS

A-29702

DESIGNED BY J. STOLL DRAWN BY D. ZAITZ	ORIGINAL SCALE IN INCHES 	CITY OF REDDING RECORD DRAWING DATE
CITY OF REDDING PUBLIC WORKS DEPARTMENT		
NORTHEAST CROSSING TRAIL PROJECT - PHASE ONE		
JOB NO. 5112 BID-SCH NO. 5159 DATA SHEET		
C10 ORIGINAL SCALE: AS SHOWN DATE: 7/30/2020 SHEET OF		

NO	CONSTRUCTION CONTRACT ITEMS	UNIT	QUANTITY
1	TRAFFIC CONTROL	LS	1
2	PROJECT FUNDING SIGN	EA	1
3	SWPPP (PREPARE)	LS	1
4	SWPPP (IMPLEMENT)	LS	1
5	RAIN EVENT ACTION PLAN (REAPS)	EA	1
6	FENCE (TEMPORARY, TYPE ESA)	LF	500
7	SURVEYING (CONSTRUCTION)	LS	1
8	CLEAR AND GRUB	LS	1
(F) 9	EXCAVATION (UNCLASSIFIED)	CY	490
(F) 10	BORROW (IMPORTED)	CY	470
11	ADJUST MANHOLE	EA	2
12	STORM DRAIN PIPE (24" RCP)	LF	72
13	STORM DRAIN INLET (OCPI)	EA	1
14	FLARED END SECTION (24" RCP)	EA	3
15	INSTALL 80' PEDESTRIAN BRIDGE	LS	1
(F) 16	AGGREGATE BASE (CLASS 2)	CY	770
17	CONCRETE (BRIDGE ABUTMENT)	CY	14
18	CONCRETE (BRIDGE DECK)	SF	800
(F) 19	SLURRY BACKFILL	CY	4
20	PAVED PATH (CONCRETE REINFORCED)	SF	500
21	ASPHALT CONCRETE (OGFC)	TON	192
22	ASPHALT CONCRETE	TON	384
23	PAVEMENT FABRIC	SY	3,250
24	BOULDER	EA	20
25	BOLLARD (FOLDING)	EA	3
26	TRAFFIC STRIPE (4" WATERBORNE)	LF	2,727
27	SIGNS - (DIRECTION AND REGULATORY)	EA	2
28	CONDUIT (4")	LF	50
29	TRAIL LIGHT (STANDARD, BASE AND LUMINARE)	EA	34
30	ELECTRICAL	LS	1

(F) FINAL PAY ITEM

REDUCED
PLANS

A-29703

DESIGNED BY
J. STOLL

DRAWN BY
D. ZAITZ

ORIGINAL SCALE IN INCHES
1"=20'

CITY OF REDDING RECORD DRAWING
DATE

DESIGNED BY:
DATE: 7/30/2020



PROJECT ENGINEER

CITY OF REDDING

PUBLIC WORKS DEPARTMENT

NORTHEAST CROSSING TRAIL
PROJECT - PHASE ONE

JOB NO. 5112
BID SCH. NO. 5159

SUMMARY OF QUANTITIES

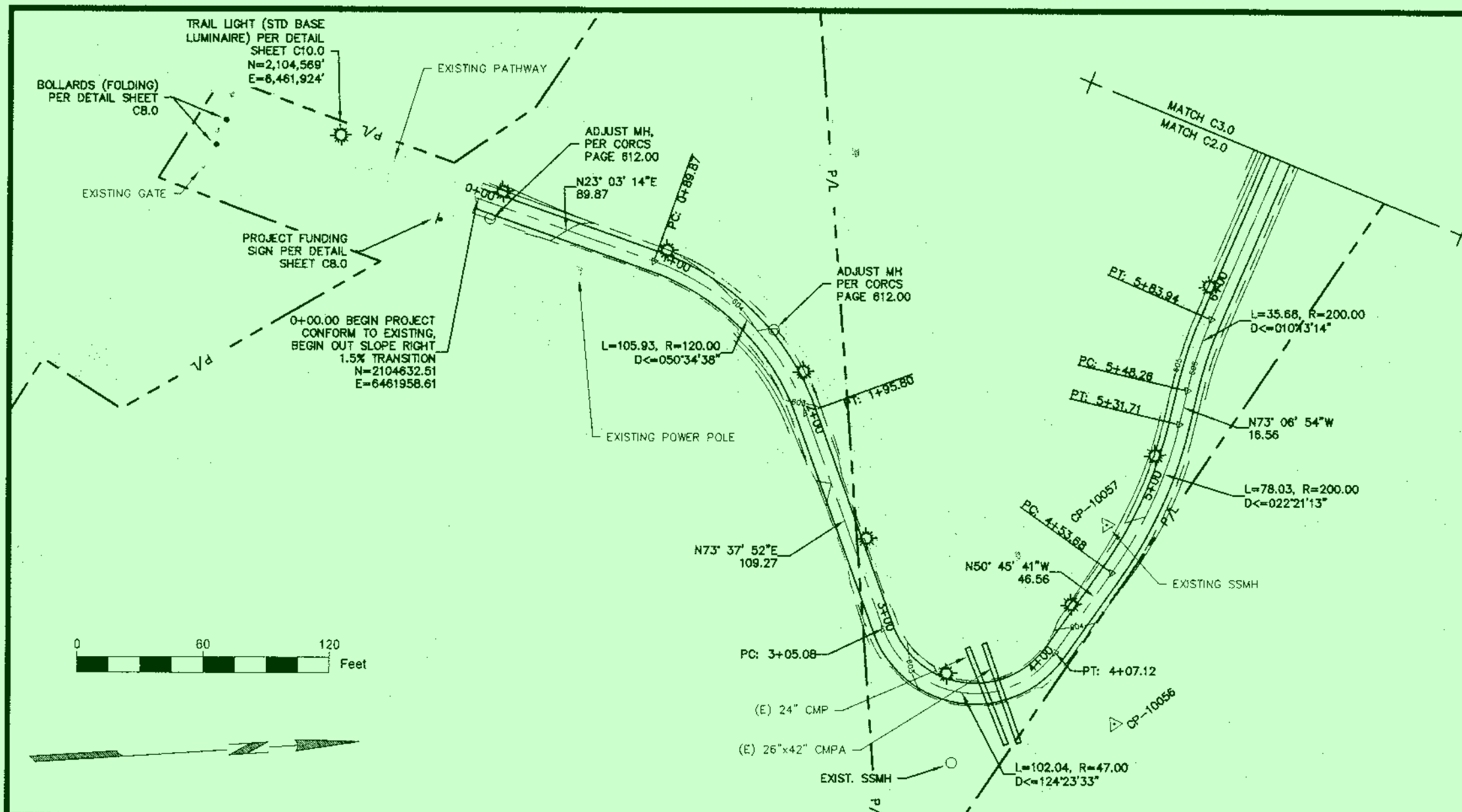
C1.1

ORIGINAL SCALE:
AS SHOWN

DATE: 7/30/2020

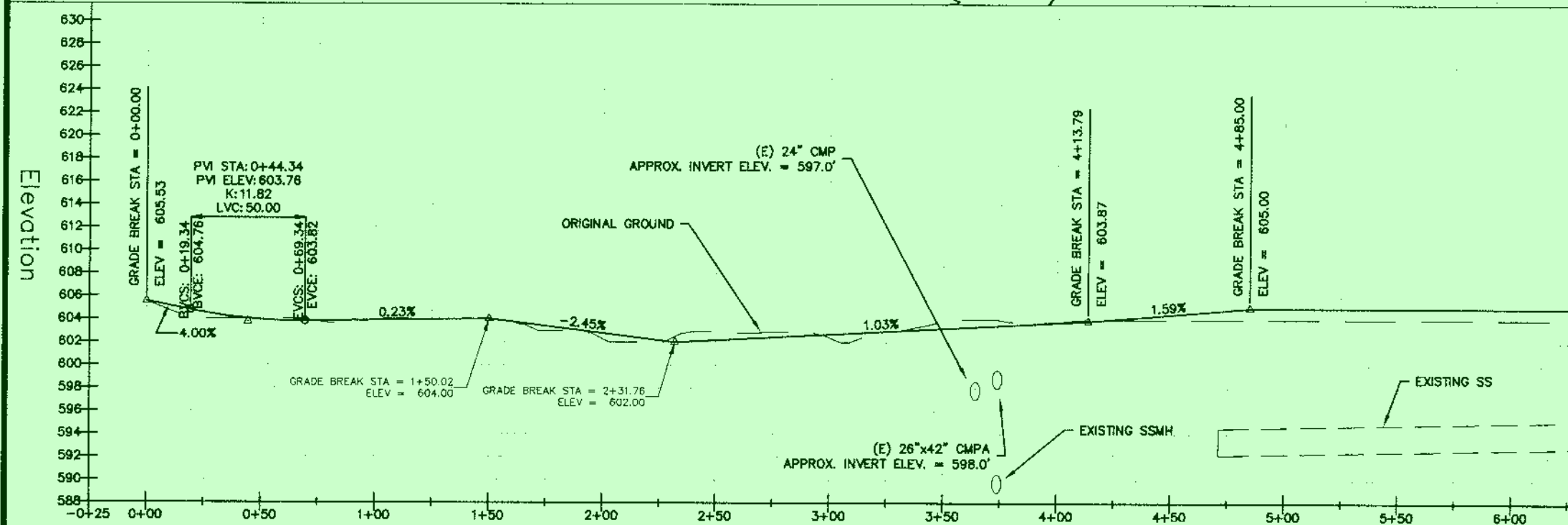
SHEET OF

C:\p1\stoll_boulder_creek_trail\quantities.dwg 0.02, 7/30/2020



LIGHT LOCATION TABLE

Station	Offset	Description
0+10.00	-7.000'	Light
0+94.00	-7.000'	Light
1+78.00	-7.000'	Light
2+62.00	-7.000'	Light
3+46.00	-7.000'	Light
4+30.00	-7.000'	Light
5+14.00	-7.000'	Light
5+98.00	-7.000'	Light
6+82.00	-7.000'	Light
7+66.00	-7.000'	Light
8+50.00	-7.000'	Light
9+34.00	-7.000'	Light
10+18.00	-7.000'	Light
11+02.00	-7.000'	Light
11+86.00	-7.000'	Light
12+70.00	-7.000'	Light
13+54.00	7.000'	Light
14+38.00	7.000'	Light
15+22.00	7.000'	Light
16+06.00	7.000'	Light
16+90.00	7.000'	Light
17+74.00	7.000'	Light
18+58.00	7.000'	Light
19+42.00	7.000'	Light
20+26.00	7.000'	Light
21+10.00	7.000'	Light
21+94.00	7.000'	Light
22+78.00	7.000'	Light
23+62.00	7.000'	Light
24+46.00	7.000'	Light
25+30.00	7.000'	Light
26+14.00	7.000'	Light
26+98.00	7.000'	Light



REDUCED PLANS

DESIGNED BY: J. STOLL

DRAWN BY: D. ZAITZ

DATE: 7/30/2020

PROJECT: ENCL. 1

ORIGINAL SCALE IN INCHES: 1" = 40'

CITY OF REDDING RECORD DRAWING

CITY OF REDDING

PUBLIC WORKS DEPARTMENT

NORTHEAST CROSSING TRAIL

PROJECT - PHASE ONE

JOB NO. 5112

BID. SCH. NO. 5159

PLAN AND PROFILE

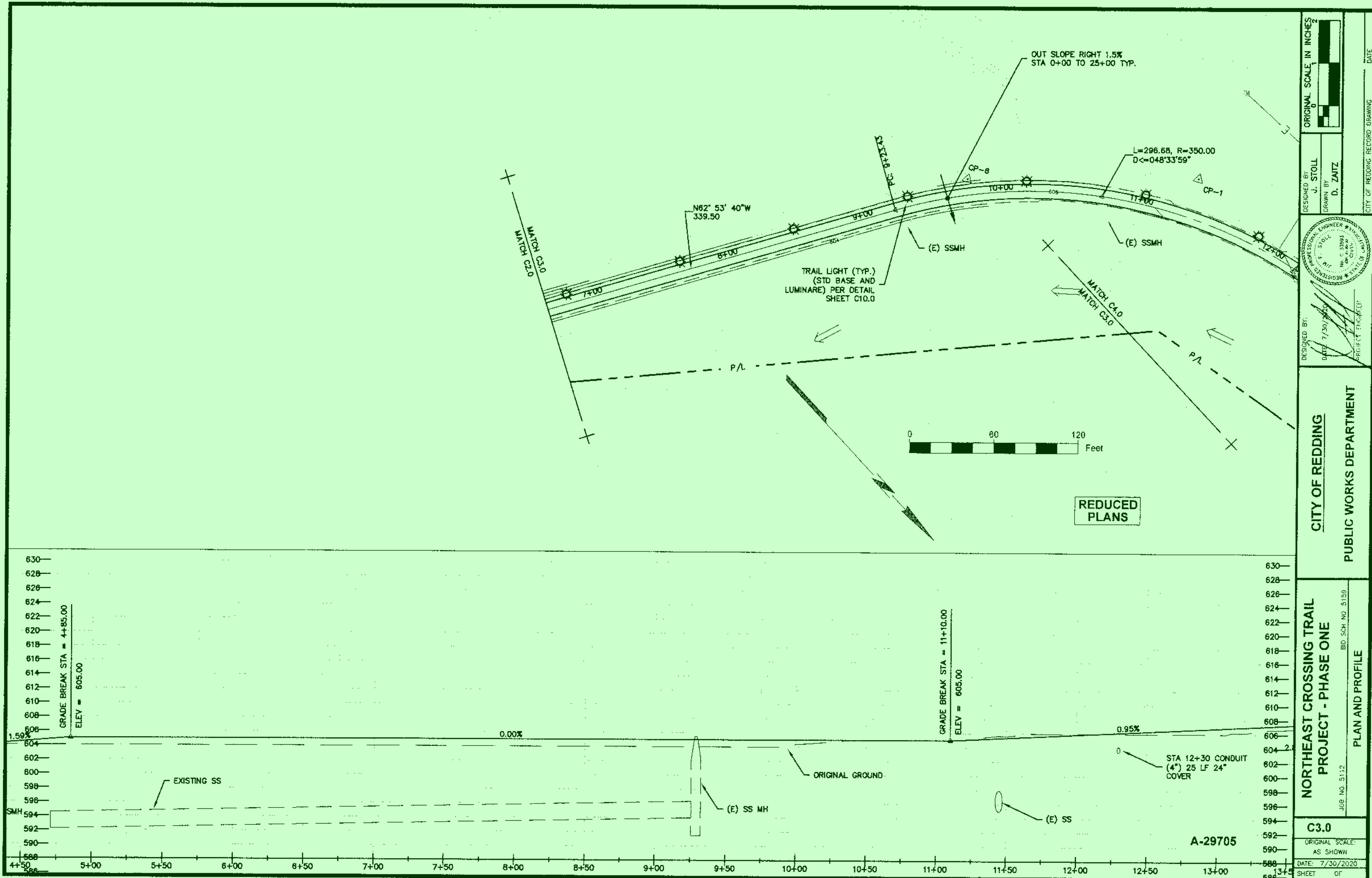
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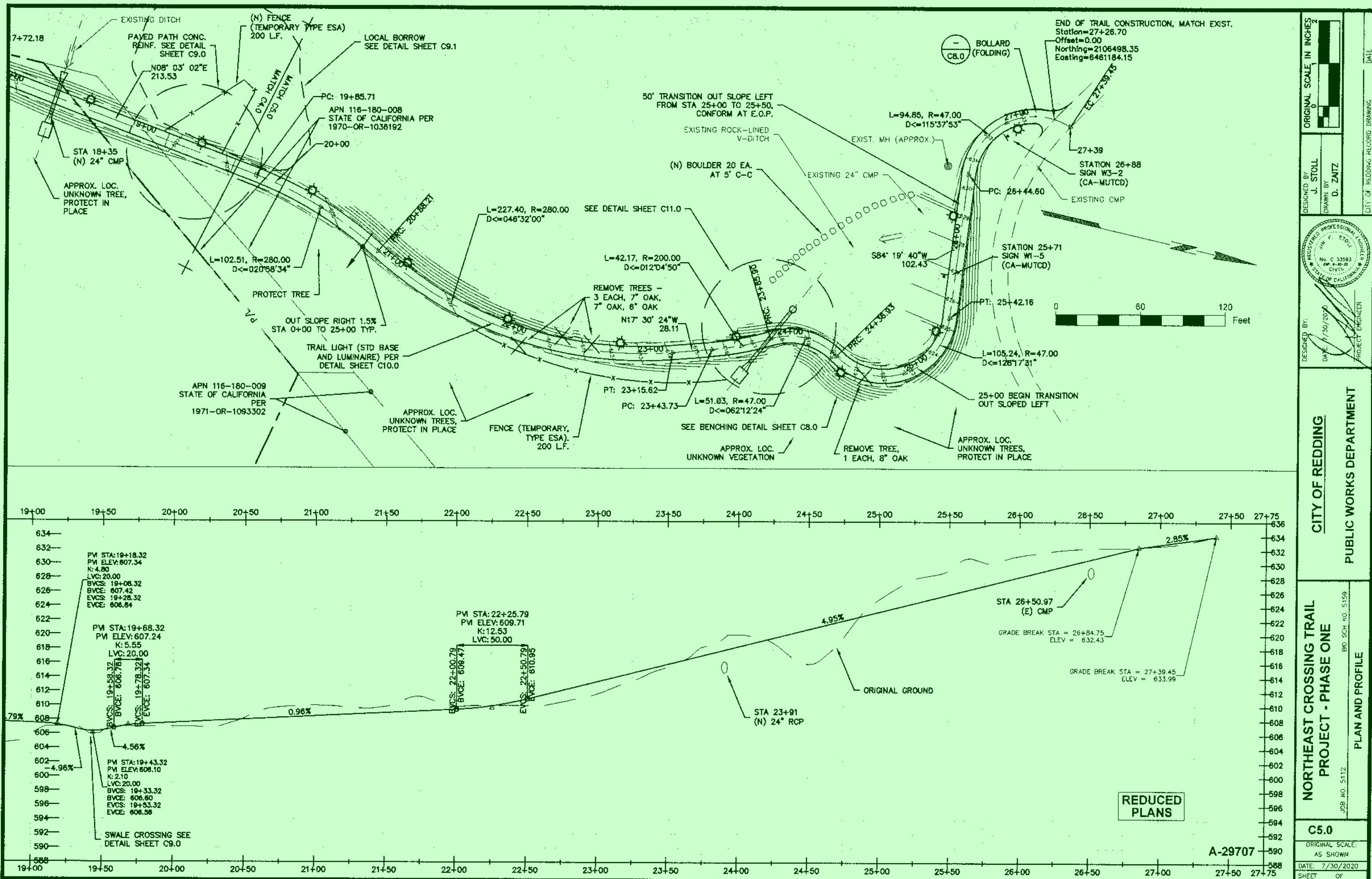
ORIGINAL SCALE: AS SHOWN

DATE: 7/30/2020

SHEET 0F

A-29704

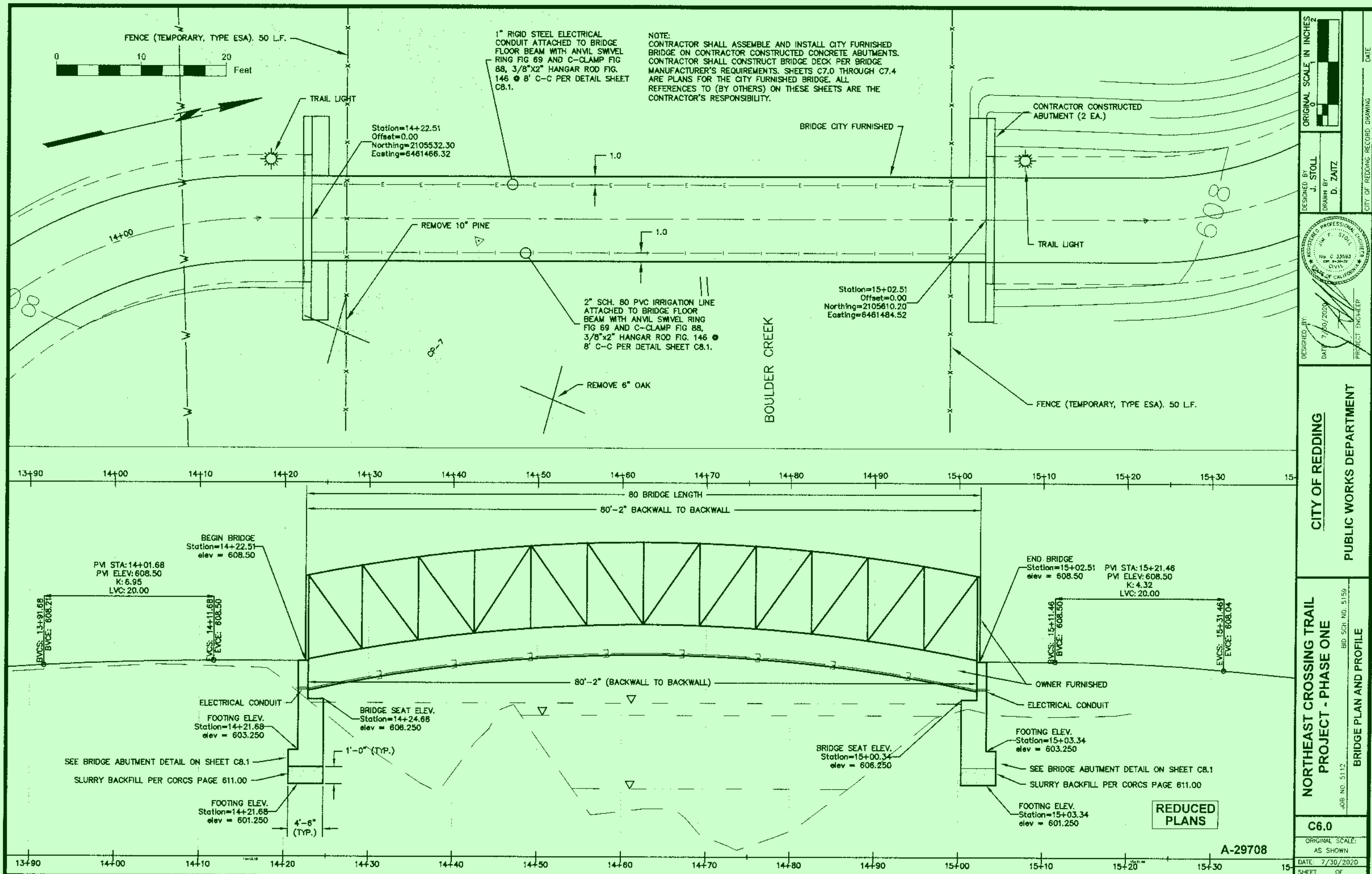




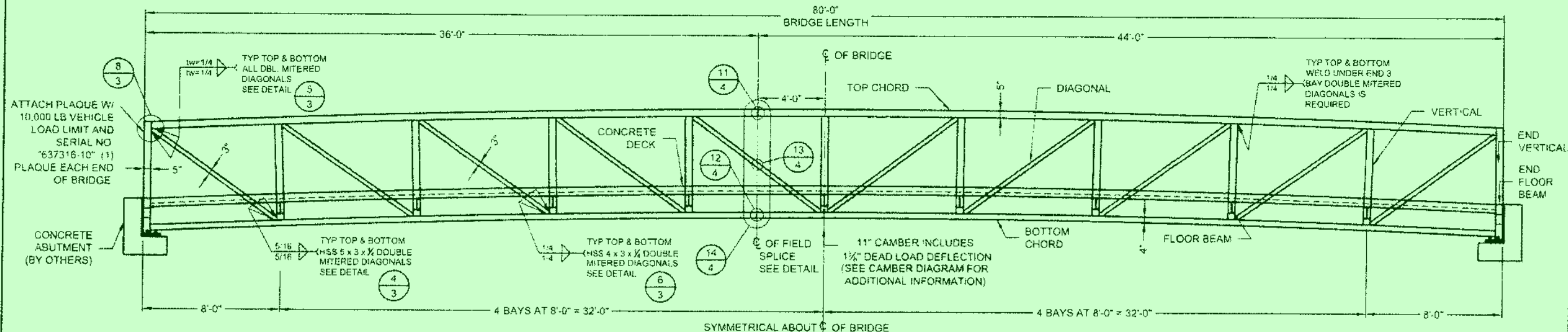
ORIGINAL SCALE IN INCHES 1" = 40'	
DESIGNED BY J. STOLL	DRAWN BY D. ZATZ
CITY OF REDDING RECORD DRAWING DATE: 7/30/2020 PROJECT ENGINEER	
CITY OF REDDING PUBLIC WORKS DEPARTMENT	
NORTHEAST CROSSING TRAIL PROJECT - PHASE ONE JOB NO. 5112 BID. SCH. NO. 5159	
PLAN AND PROFILE	
C5.0	
ORIGINAL SCALE: AS SHOWN	
DATE: 7/30/2020 SHEET 1 OF 1	

A-29707

REDUCED
PLANS



DESIGNED BY J. STOLL	ORIGINAL SCALE IN INCHES 1" = 20'
DRAWN BY D. ZAITZ	
DATE 7/30/2020	
PROJECT ENGINEER	
CITY OF REDDING RECORD DRAWING	
CITY OF REDDING PUBLIC WORKS DEPARTMENT	
NORTHEAST CROSSING TRAIL PROJECT - PHASE ONE	
BRIDGE PLAN AND PROFILE	
JOB NO. 5112 BID. SCH. NO. 5159	
C6.0	
ORIGINAL SCALE: AS SHOWN	
DATE: 7/30/2020	
SHEET OF	



GENERAL NOTES

- DESIGN STRESSES ARE IN ACCORDANCE WITH "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" & "GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES" BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), 2009.
- BRIDGE MEMBERS ARE FABRICATED FROM HIGH STRENGTH, LOW ALLOY, ENHANCED ATMOSPHERIC CORROSION RESISTANT ASTM A847 COLD-FORMED WELDED SQUARE AND RECTANGULAR TUBING, AND ASTM A588, ASTM A606, OR ASTM A242 PLATE AND STRUCTURAL SHAPES ($F_y = 50,000$ PSI).
- CONCRETE DECK, GALVANIZED FORM DECK SUPPLIED BY CONTECH. CONCRETE REINFORCING, AND EXPANSION MATERIAL SUPPLIED BY OTHERS. SEE CONCRETE DECK SHEET.
- THE GAS METAL ARC WELDING PROCESS OR FLUX CORED ARC WELDING PROCESS WILL BE USED WELDING TO BE IN ACCORDANCE WITH AWS D1.1.
- ALL TOP AND BOTTOM CHORD SHOP SPLICES TO BE COMPLETE PENETRATION TYPE WELDS WELD BETWEEN TOP CHORD AND END VERTICAL SHALL BE AS DETAIL.
- UNLESS OTHERWISE NOTED, WELDED CONNECTIONS SHALL BE FILLET WELDS (OR HAVE THE EFFECTIVE THROAT OF A FILLET WELD) OF A SIZE EQUAL TO THE THICKNESS OF THE LIGHTEST GAGE MEMBER IN THE CONNECTION. WELDS SHALL BE APPLIED AS FOLLOWS:
 - BOTH ENDS OF VERTICALS, DIAGONALS, AND FLOOR BEAMS SHALL BE WELDED ALL AROUND
 - BRACE DIAGONALS WILL BE WELDED ALL AROUND
 - MISCELLANEOUS NON-STRUCTURAL MEMBERS WILL BE STITCH WELDED TO THEIR SUPPORTING MEMBERS.
- BRIDGE DESIGN WAS ONLY BASED ON COMBINATIONS OF THE FOLLOWING LOADS WHICH WILL PRODUCE MAXIMUM CRITICAL MEMBER STRESSES.
 - 90 PSF UNIFORM LIVE LOADING ON THE FULL DECK AREA OR ONE 10,000 LB VEHICLE LOAD THE LOAD SHALL BE DISTRIBUTED AS A FOUR-WHEEL VEHICLE WITH 80% OF THE LOAD ON THE REAR WHEELS. THE WHEEL TRACK WIDTH OF THE VEHICLE SHALL BE 6'-0" AND THE WHEEL BASE SHALL BE 10'-0". THE VEHICLE SHALL BE POSITIONED SO AS TO PRODUCE THE MAXIMUM STRESSES IN EACH MEMBER, INCLUDING DECKING.
 - 35 PSF WIND LOAD ON THE FULL HEIGHT OF THE BRIDGE, AS IF ENCLOSED.
 - 20 PSF UPWARD FORCE APPLIED AT THE WINDWARD QUARTER POINT OF THE TRANSVERSE BRIDGE WIDTH (AASHTO 3.15.3).
 - SEISMIC LOADING WITH PEAK GROUND ACCELERATION ($PGA = 0.22g$)
 - 30 PSF UNIFORM SNOW LOADING APPLIED ON THE FULL DECK AREA

- CLEANING: ALL EXPOSED SURFACES OF STEEL SHALL BE CLEANED IN ACCORDANCE WITH STEEL STRUCTURES PAINTING COUNCIL SURFACES PREPARATION SPECIFICATIONS NO. 7 BRUSH-OFF BLAST CLEANING. SSPC-SP7-LATEST EDITION. EXPOSED SURFACES IS DEFINED AS THOSE VISIBLE FROM THE DECK AND FROM THE OUTSIDE OF THE STRUCTURE. FLOOR BEAMS, BRACE DIAGONALS AND THE INSIDE AND BOTTOM OF DECK SUPPORT WILL NOT BE BLAST CLEANED.
- MINIMUM MATERIAL THICKNESS OF $\frac{1}{4}$ " ON ALL STRUCTURAL MEMBERS
- WELD TESTING: ALL WELD TESTING SHALL BE DONE BY A PERSON QUALIFIED
 - AWASNT SNT-TC-1A
 - ALL FULL PENETRATION WELDS IN THE CHORDS ARE TO BE RADIOGRAPH TESTED I.A.W. AWS SPECIFICATIONS.
 - ALL FILLET AND PARTIAL PENETRATION GROOVE WELDS SHALL BE VISUALLY INSPECTED WITH 10% ALSO BEING MAGNETIC PARTICLE TESTED I.A.W. AWS SPECIFICATIONS.
 - A WRITTEN TESTING REPORT SHALL BE SUBMITTED UPON COMPLETION

NOTE: CONTRACTOR SHALL ASSEMBLE AND INSTALL CITY FURNISHED BRIDGE ON CONTRACTOR CONSTRUCTED CONCRETE ABUTMENTS. CONTRACTOR SHALL CONSTRUCT BRIDGE DECK PER BRIDGE MANUFACTURER'S REQUIREMENTS. SHEETS C7.0 THROUGH C7.4 ARE PLANS FOR THE CITY FURNISHED BRIDGE. ALL REFERENCES TO (BY OTHERS) ON THESE SHEETS ARE THE CONTRACTOR'S RESPONSIBILITY.

SAFETY RAILS, HANDRAIL & TOERAIL NOT SHOWN IN ELEVATION FOR CLARITY. SEE BRIDGE SECTION FOR CORRECT NUMBER AND LOCATION

SPACING OF SAFETY RAIL PRODUCES OPENINGS OF LESS THAN 4" UP TO A MINIMUM HEIGHT OF 42" ABOVE THE DECK AND OPENINGS OF 8" OR LESS 42"-48" FROM DECK.

SHOP NOTE: MIDBAY SUPPORTS ARE REQUIRED FOR THE SAFETY SYSTEM. USE FLT 1 x 1/2.

BRIDGE ELEVATION

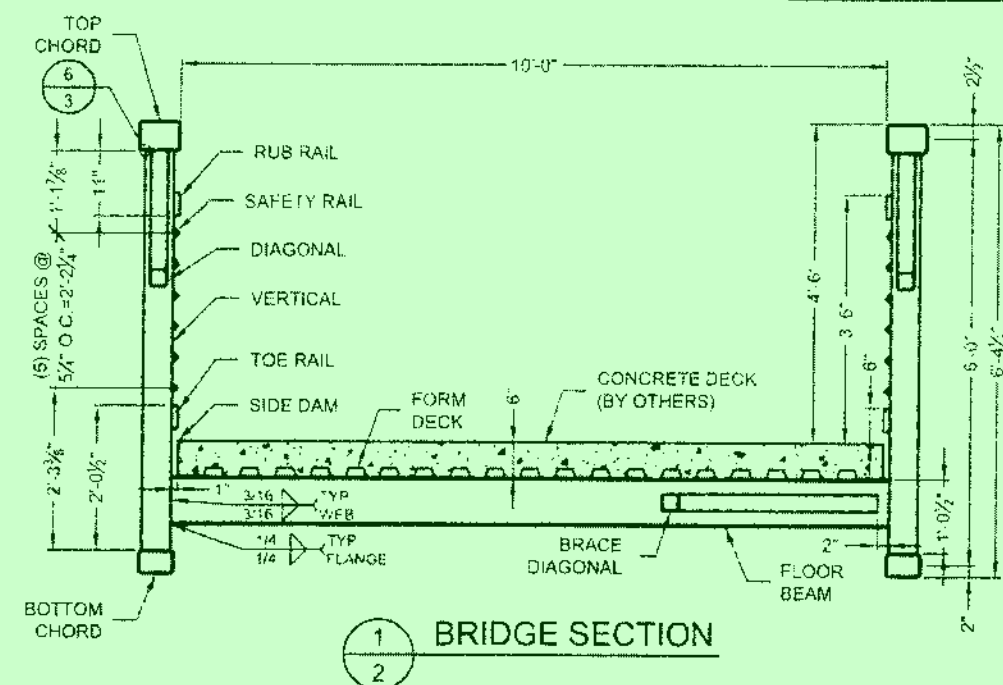
SCHEDULE OF MEMBERS

TOP CHORD	HSS 7 x 5 x $\frac{1}{2}$
BOTTOM CHORD	HSS 6 x 4 x $\frac{1}{2}$
VERTICAL	HSS 5 x 5 x $\frac{1}{2}$
END VERTICAL	HSS 7 x 5 x $\frac{1}{2}$
DIAGONAL	HSS 4 x 3 x $\frac{1}{2}$ ①
BRACE DIAGONAL	HSS 3 x 3 x $\frac{1}{2}$
FLOOR BEAM	W 8 x 21
SIDE DAM	C 6 x 4 x 1 x 10 GA.
END FLOOR BEAM	HSS 7 x 5 x $\frac{1}{2}$ (STACKED)
RUB RAIL	C 4 x 1 x 10 GA. (R.F.)
TOE RAIL	C 4 x 1 x 10 GA. (R.F.)
SAFETY RAIL	L 1 1/4 x 1 1/4 x 1/8
DECK SUPPORT	L 3 x 3 x $\frac{1}{2}$

① USE HSS 5 x 3 x $\frac{1}{2}$ END 2 BAYS. TYP EACH END. DOUBLE MITER ALL DIAGONALS

CAUTION:

WE ARE PROVIDING STAY-IN-PLACE FORM DECKING TO ACCEPT A CONCRETE DECK ON THIS STRUCTURE IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR THE CONTRACT DOCUMENTS. BE AWARE THAT MOST PEDESTRIAN BRIDGE LIABILITY CLAIMS ARE STATISTICALLY SLIP AND FALL CLAIMS. IT IS THE OWNER'S AND/OR THE CONCRETE INSTALLER'S RESPONSIBILITY TO PROVIDE A NON-SKID FINISH ON THE CONCRETE DECK. WE RECOMMEND, AS A MINIMUM, A ROUGHENED BROOM FINISH BE USED ON ALL DECK SURFACES.



REDUCED PLANS

CONTECH
FABRICATION
DRAWING



A-29709



ORIGINAL SCALE IN INCHES 1" = 10'-0"

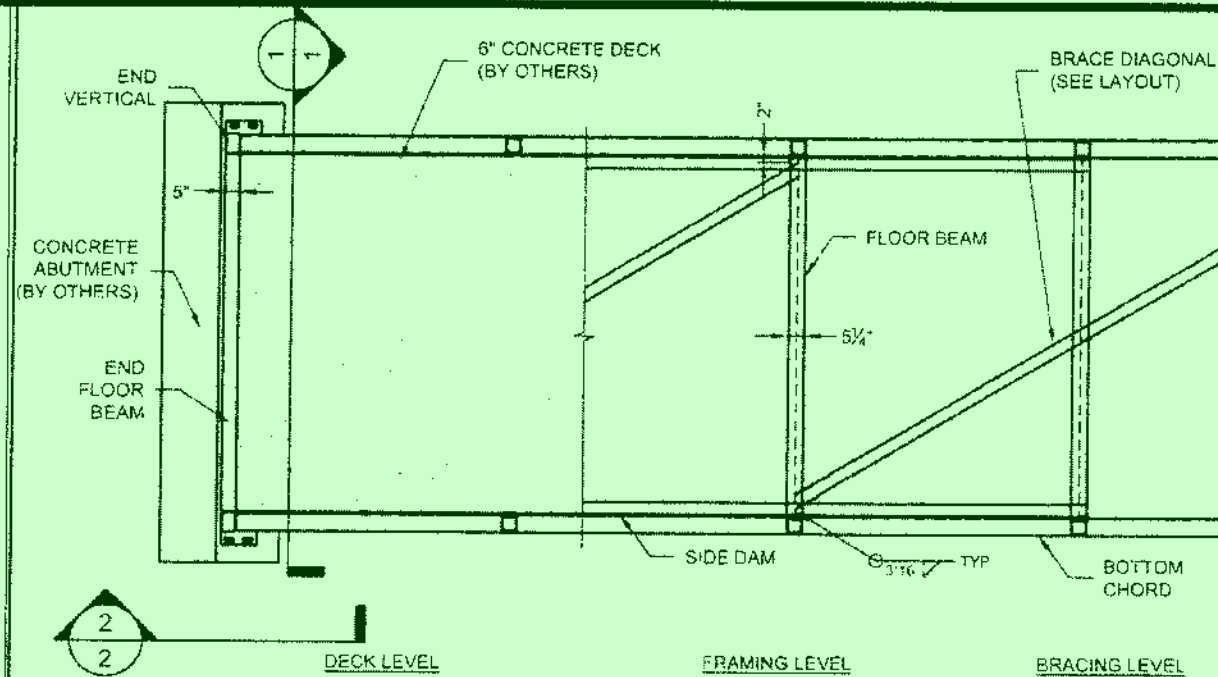
DESIGNED BY J. STOLL
DRAWN BY D. ZAITZ
CITY OF REDDING RECORD DRAWING

CITY OF REDDING
PUBLIC WORKS DEPARTMENT

NORTHEAST CROSSING TRAIL
PROJECT - PHASE ONE
PEDESTRIAN BRIDGE (OWNER FURNISHED)

BID NO. 5112
BID SCH. NO. 5159

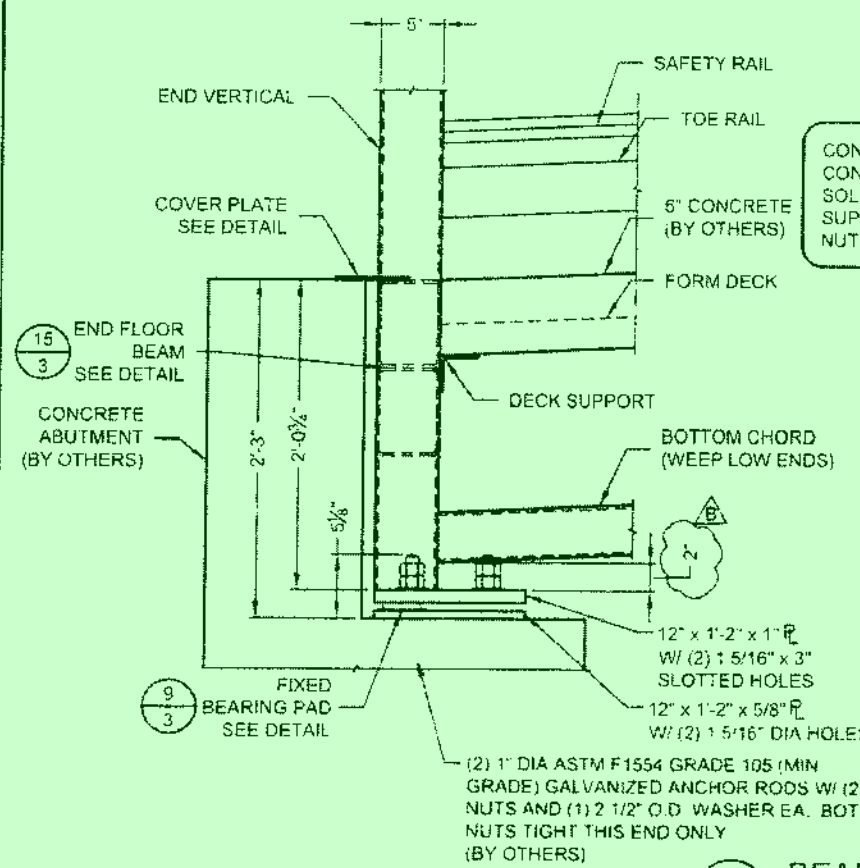
C7.0
ORIGINAL SCALE: AS SHOWN
DATE: 7/30/2020
SHEET OF



BRIDGE PLAN VIEW

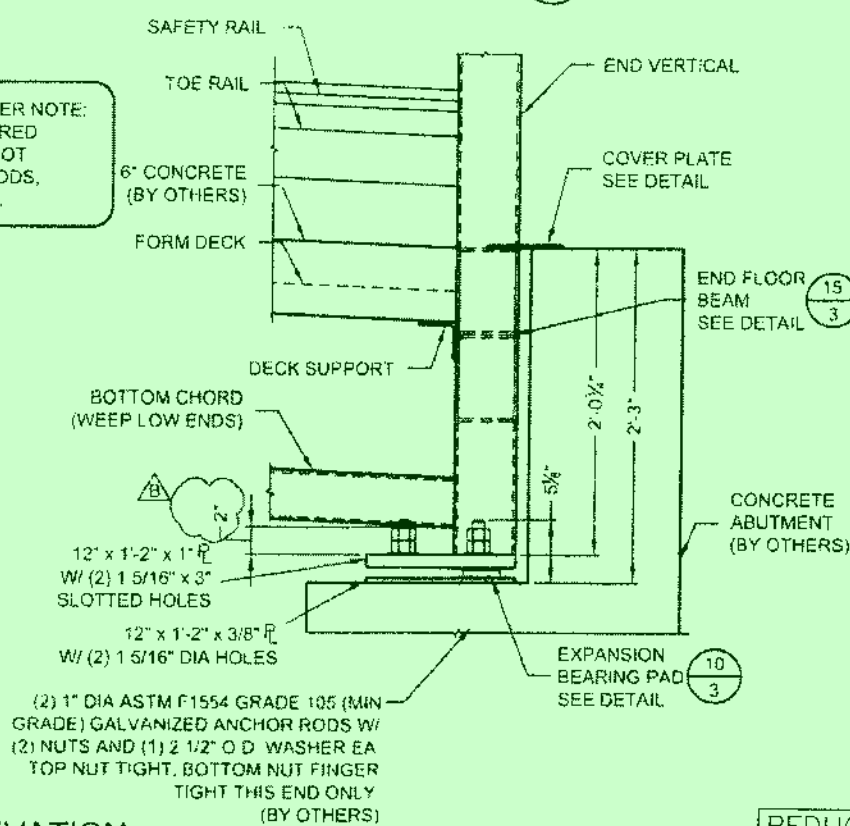


BRACE DIAGONAL LAYOUT

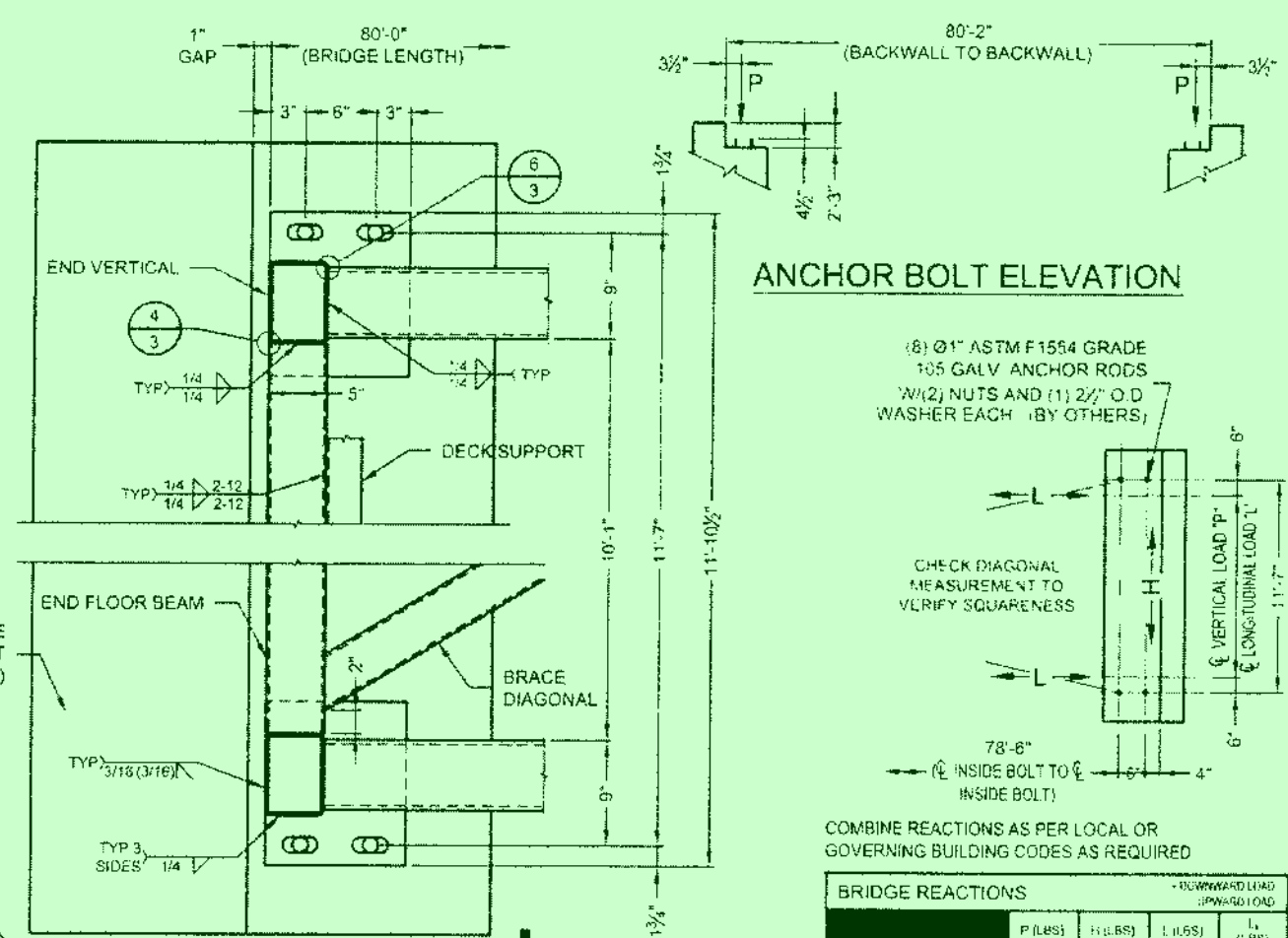


BEARING ELEVATION

CONTRACTOR/OWNER NOTE:
CONTECH ENGINEERED
SOLUTIONS DOES NOT
SUPPLY ANCHOR RODS,
NUTS OR WASHERS.



SEISMIC NOTE:
THE SEISMIC REACTIONS HAVE BEEN
CALCULATED BASED ON A DESIGN SPECTRAL
ACCELERATION OF 0.301 X THE BRIDGE DEAD
LOAD ACTING BOTH HORIZONTALLY AND
LONGITUDINALLY. IT SHALL BE THE
RESPONSIBILITY OF THE FOUNDATION
ENGINEER TO DETERMINE THE FORCES FOR
FOUNDATION DESIGN, VERIFICATION OF THE
ANCHOR BOLT SIZES, AND ANCHOR BOLT
EMBEDMENTS IN THE FOUNDATION. THESE
FORCES ARE DETERMINED BASED ON LOCAL
SITE CONDITIONS, THE FOUNDATION SYSTEM
USED, AND THE TOTAL BRIDGE DEAD LOAD. IT
IS ASSUMED THAT THE ENTIRE
LONGITUDINAL SEISMIC LOAD IS CARRIED AT
THE FIXED END OF THE BRIDGE ONLY.



ANCHOR BOLT ELEVATION

COMBINE REACTIONS AS PER LOCAL OR
GOVERNING BUILDING CODES AS REQUIRED

	BRIDGE REACTIONS			
	P (LBS)	H (LBS)	L (LBS)	L ₁ (LBS)
DEAD LOAD (2)	17,850			
UNIFORM LIVE LOAD	18,000			
SNOW LOAD	6,000			
VEHICLE LOAD	5,000			
WIND (UP/10 PSF)	6,800			
WIND (DOWN/20 PSF)	6,800			
WIND (UP/10 PSF)	43,295	8,925		
WIND (DOWN/20 PSF)	43,295	8,925		
THERMAL (2)			2,560	
SEISMIC	12,400	10,265		10,265

P = VERTICAL LOAD EACH BASE PLATE (4 PER BRIDGE)
H = HORIZONTAL LOAD EACH FOOTING (2 PER BRIDGE)
L = LONGITUDINAL THERMAL LOAD EACH BASE PLATE (4 PER BRIDGE)
L₁ = LONGITUDINAL SEISMIC LOAD EACH FIXED BASE PLATE (2 PER BRIDGE)

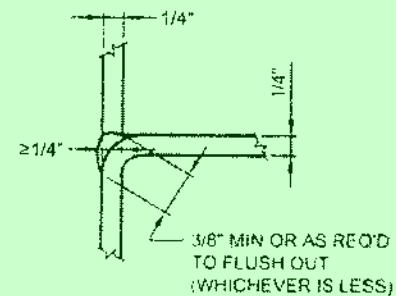
- ① BRIDGE LIFTING WEIGHT 21,000 LBS
- ② BRIDGE FINAL WEIGHT 58,200 LBS
- ③ DOES NOT INCLUDE WEIGHT OF CONCRETE DECK
- ④ INCLUDES WEIGHT OF CONCRETE DECK



REDUCED
PLANS

CONTECH
FABRICATION
DRAWING

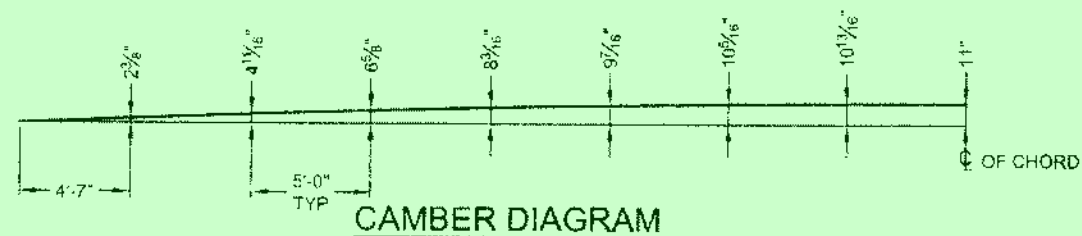




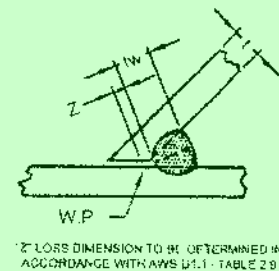
- MATCHED EDGES OF:
1. END FLOOR BEAM TO END VERTICALS
 2. TOP CHORD TO END VERTICAL
 3. HSS 5 x 3 x 1/4 DIAGONALS TO VERTICALS.

TO BE PARTIAL PENETRATION WELDS.

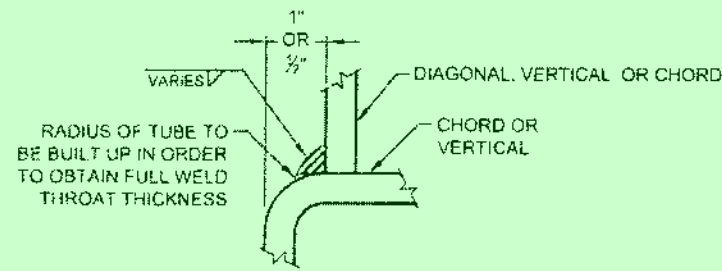
4 WELD DETAIL
1.3



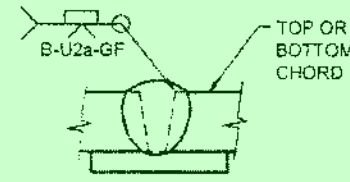
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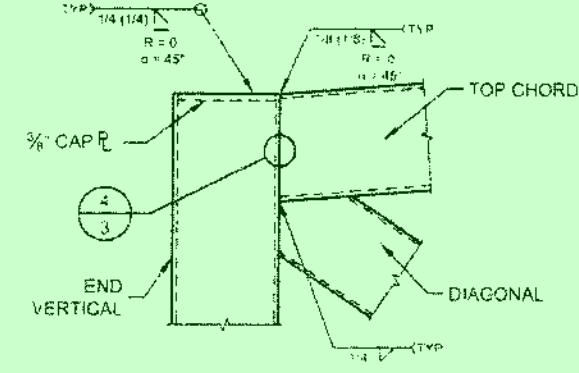
5 WELD DETAIL
1



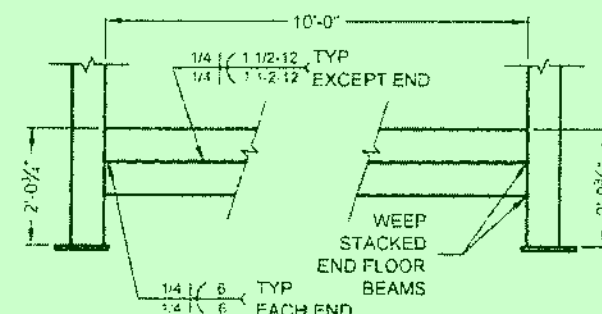
6 WELD DETAIL
1



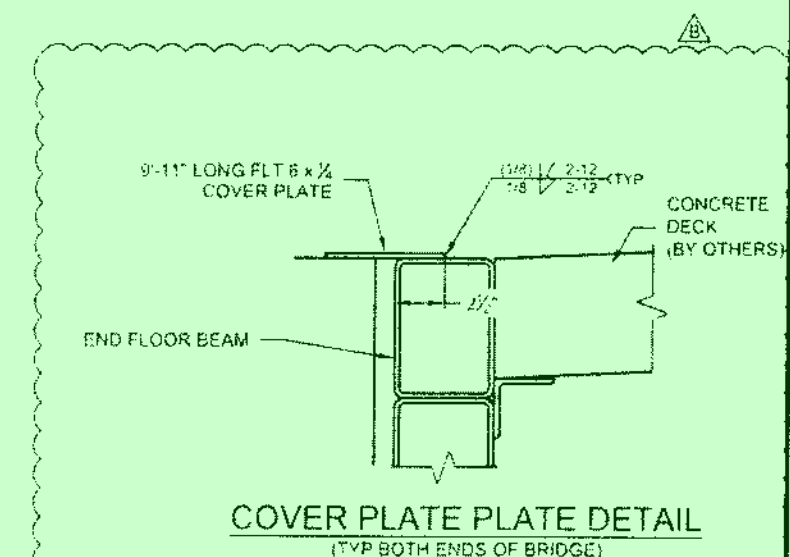
7 CHORD SHOP SPLICE
3



8 WELD DETAIL
1



15 END FLOOR BEAM DETAIL
2



COVER PLATE DETAIL
(TYP BOTH ENDS OF BRIDGE)

3" x 5" x 1/2" 90 DUROMETER FABRIC REINFORCED TYPE PF BEARING PAD BONDED TO 5" x 6" x 10 GA PLATE TACK WELDED TO TOP OF BOTTOM PLATE

3" x 5" x 1/2" TEFLON BONDED TO 3" x 5" x 1/2" 90 DUROMETER FABRIC REINFORCED TYPE PF BEARING PAD BONDED TO 4" x 6" x 10 GA PLATE TACK WELDED TO TOP OF BOTTOM PLATE

5" x 6" x 11 GA STAINLESS STEEL PLATE POLISHED ONE SIDE TACK WELDED TO BOTTOM OF TOP PLATE

BEARING PAD SPECIFICATIONS

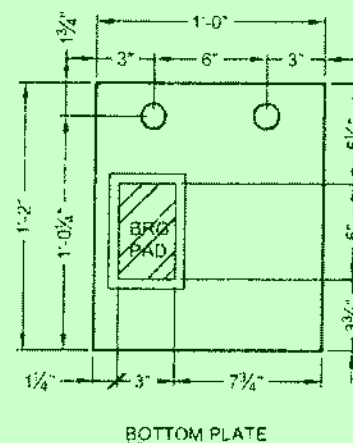
PREFORMED FABRIC REINFORCED ELASTOMERIC TYPE PF

PHYSICAL PROPERTIES:

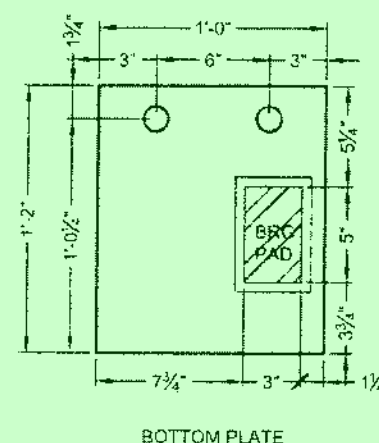
- ELASTOMER DUROMETER: 60±5 (SHORE A)
- FINISHED PAD DUROMETER: 90±5 (SHORE A)
- COMPRESSIVE STRENGTH: 18,000 PSI MAX
- MAXIMUM DESIGN PRESSURE: 1600 PSI
- AASHTO GRADE

GUIDE SPECIFICATIONS:

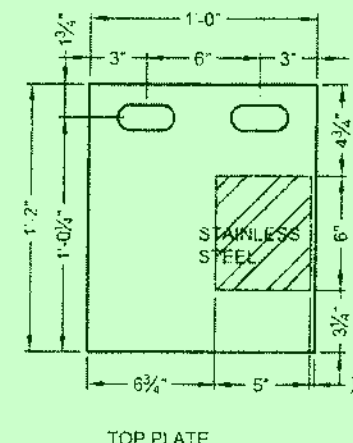
- MEETS DESIGN REQUIREMENTS OF AASHTO LRFD 2017
- COMPLIES WITH MIL-C882-E MILITARY SPECIFICATION AND P.C.I.



BOTTOM PLATE



BOTTOM PLATE



TOP PLATE

9 FIXED BEARING PAD DETAILS
2 (1) AS SHOWN (1) OPPOSITE

10 EXP. BEARING PAD DETAILS
2 (1) AS SHOWN (1) OPPOSITE

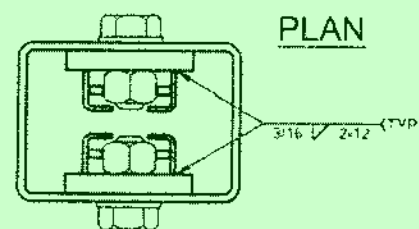
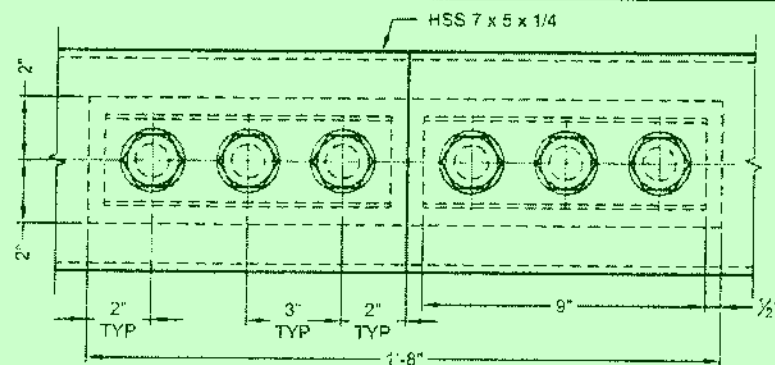
REDUCED PLANS

CONTECH FABRICATION DRAWING



A-29711

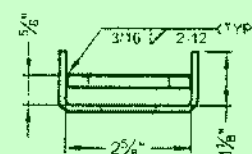




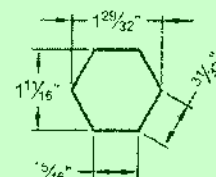
PLAN

- MATERIAL (PER SPLICE)**
- (12) Ø1" x 2 1/4" LONG ASTM F3125 GRADE A325 T3 BOLTS, DH3 A563 NUTS & F436 T3 WASHERS
 - (2) 4" x 5/8" x 1'-8" ASTM A588 PLATES
 - (4) 2 9/16" x 1/4" x 9" ASTM A588 PLATES W/ HEX HOLES
 - (4) 10 GA. x 9" LONG ASTM A606 ROLL FORMED CAPTURE PLATES

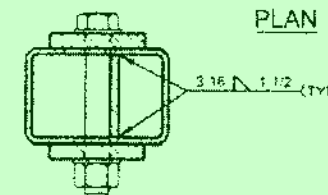
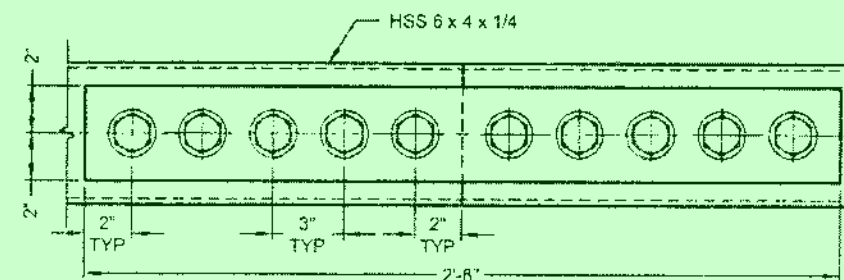
CHORD SPLICE ISOMETRIC
FOR REFERENCE ONLY, NTS



ROLL FORMED
CAPTURE PLATE DETAIL



HEX HOLE
DETAIL

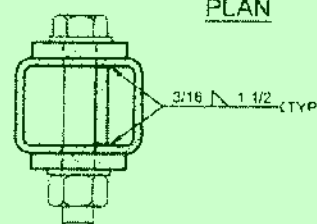
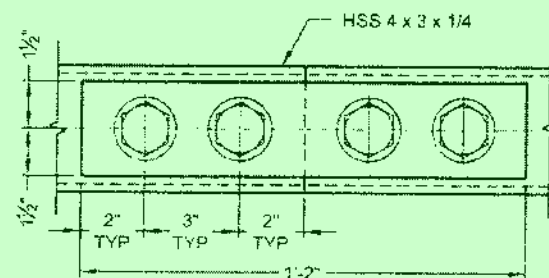


PLAN

- MATERIAL (PER SPLICE)**
- (10) Ø1" x 7" ASTM F3125 GRADE A325 T3 BOLTS W/ (1) DH3 A563 NUT & (2) F436 T3 WASHERS EA
 - (2) 4" x 5/8" x 2'-8" ASTM A588 PLATES
 - (2) 3 7/16" x 3/8" x 1'-4" ASTM A588 PLATES

12
1
BOTTOM CHORD SPLICE DETAIL

11
1
TOP CHORD SPLICE DETAIL



PLAN

- MATERIAL (PER SPLICE)**
- (4) Ø1" x 6" ASTM F3125 GRADE A325 T3 BOLTS W/ (1) DH3 A563 NUT & (2) F436 T3 WASHERS EA
 - (2) 3" x 1/2" x 1'-2" ASTM A588 PLATES
 - (2) 2 7/16" x 3/8" x 7" ASTM A588 PLATES

13
1
DIAGONALS SPLICE DETAIL

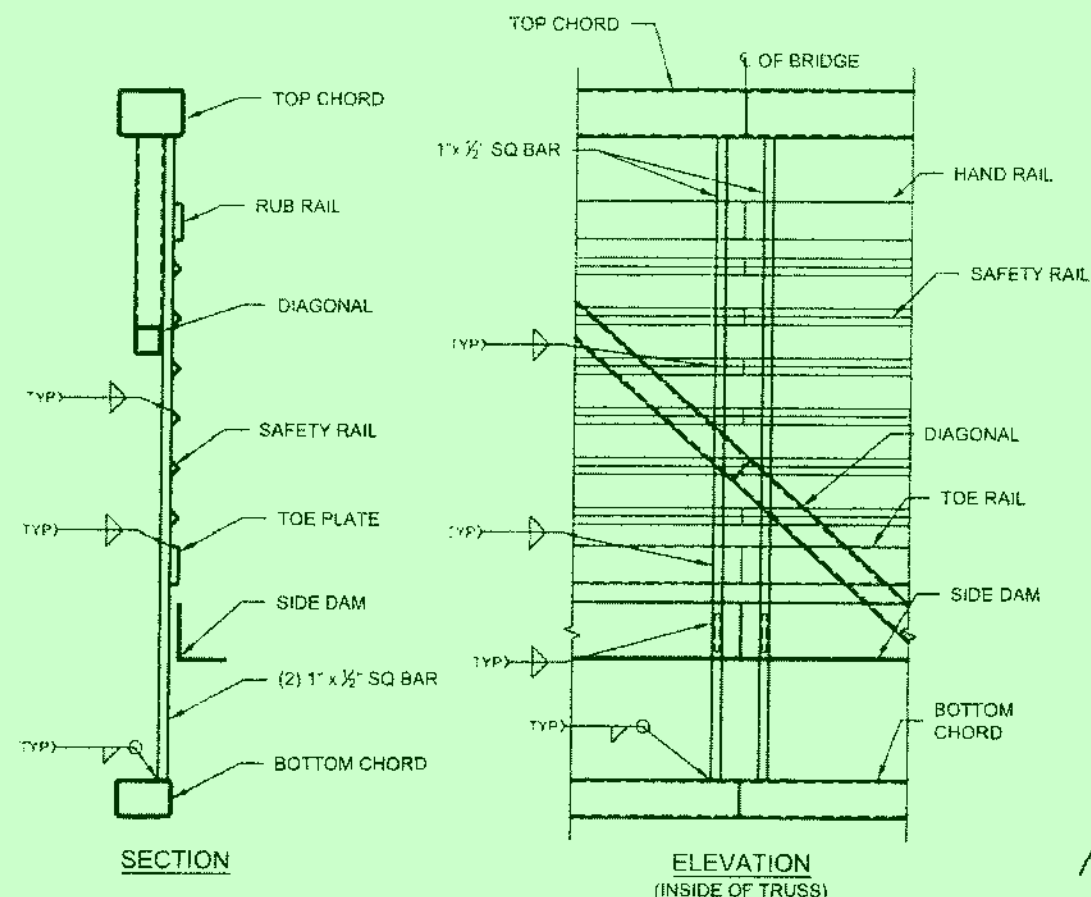
QUALITY ASSURANCE NOTES

1. WELD TESTING

- A. ALL WELD TESTING SHALL BE DONE BY A PERSON QUALIFIED IAW ASNT SNT-TC-1A
- B. ALL FULL PENETRATION WELDS IN THE CHORDS ARE TO BE ULTRASONICALLY TESTED IAW AWS SPECIFICATIONS
- C. ALL FILLET AND PARTIAL PENETRATION GROOVE WELDS SHALL BE VISUALLY INSPECTED WITH 10% ALSO BEING MAGNETIC PARTICLE TESTED IAW AWS SPECIFICATIONS
- D. A WRITTEN TESTING REPORT SHALL BE SUBMITTED UPON COMPLETION.

2. BUY AMERICA

- 3. CERTIFIED MILL REPORTS REQUIRED
- 4. CERTIFIED AISC SHOP REQUIRED
- 5. WELDER CERTIFICATIONS REQUIRED



SECTION

ELEVATION
(INSIDE OF TRUSS)

14
1
SAFETY SYSTEM SPLICE

CONTECH
FABRICATION
DRAWING



A-29712



CITY OF REDDING

PUBLIC WORKS DEPARTMENT

NORTHEAST CROSSING TRAIL
PROJECT - PHASE ONE

JOB NO. 5112

TYPICAL DETAILS

C7.3

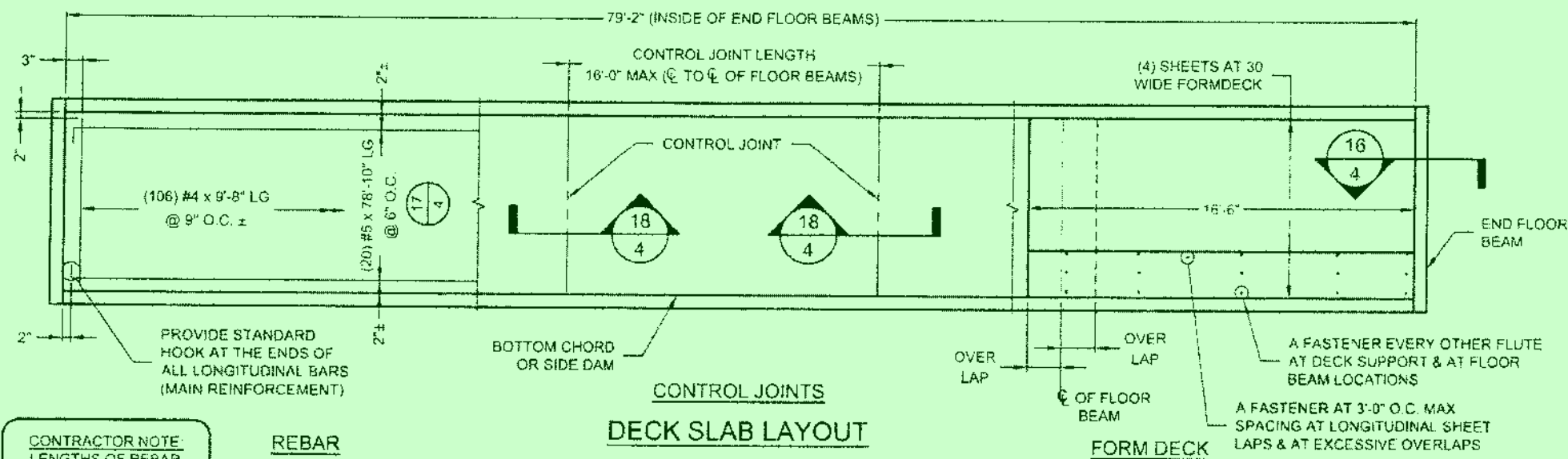
ORIGINAL SCALE:
AS SHOWN
DATE: 7/30/2020
SHEET OF

ORIGINAL SCALE IN INCHES
1" = 1'-0"

DESIGNED BY
J. STOLL

DRAWN BY
D. ZAITZ

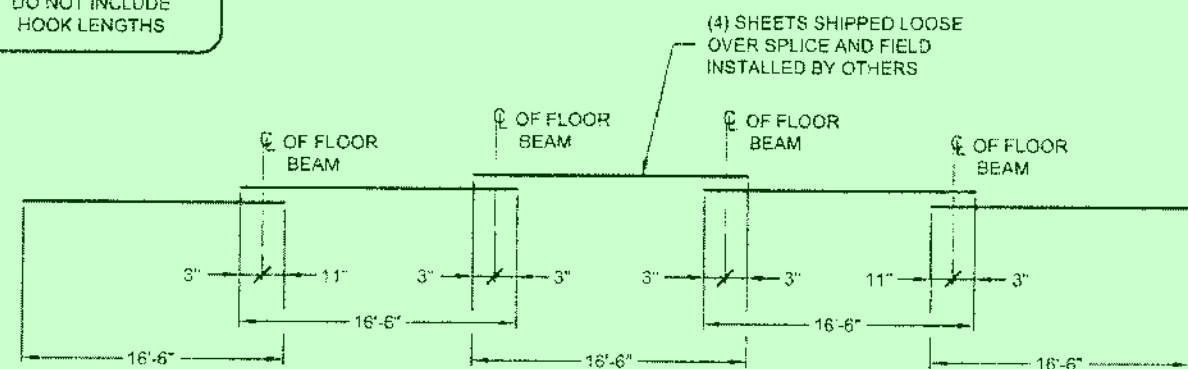
CITY OF REDDING RECORD DRAWING
DATE



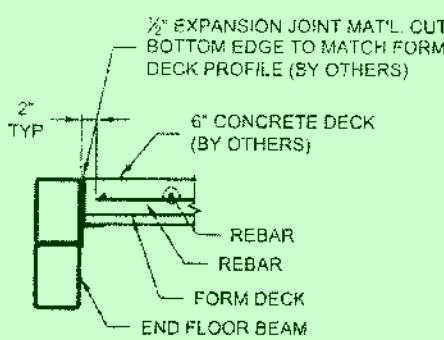
CONTRACTOR NOTE:
LENGTHS OF REBAR
DO NOT INCLUDE
HOOK LENGTHS

REBAR

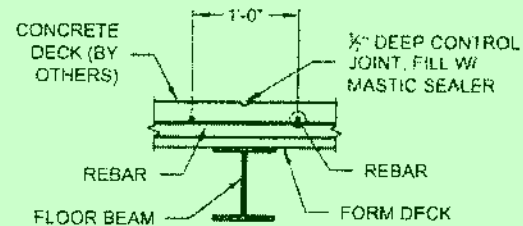
DECK SLAB LAYOUT



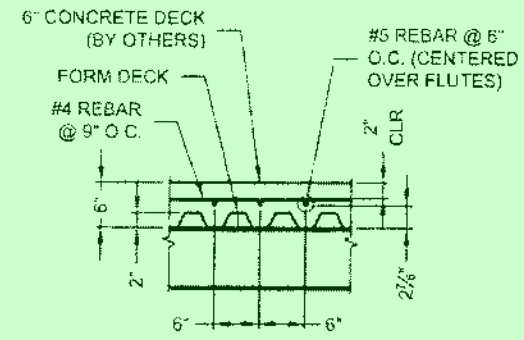
FORMDECK LAYOUT



16 EXPANSION JOINT

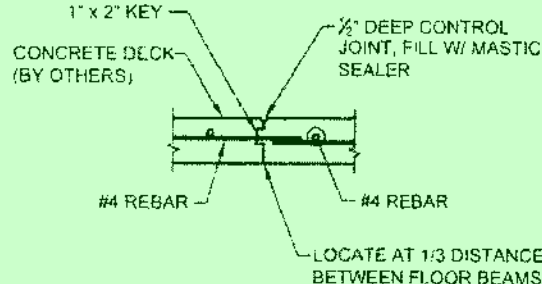


18 CONTROL JOINT



17 TYP SLAB REINFORCEMENT DETAIL

$f_c = 3,500$ PSI (MINIMUM 28 DAY STRENGTH)
GRADE 60 REINFORCING ($f_y = 60,000$ PSI)



CONSTRUCTION JOINT DETAIL

(AS REQUIRED)

DECK & CONCRETE NOTES

- 1 GALVANIZED FLOOR DECK SHALL BE CAN-AM UF2X 20 GA. FLOOR DECK WILL BE SHOP ATTACHED TO FLOOR BEAMS WITH #12-24 X 1 1/4" SELF-DRILLING FASTENERS WITH 1" O.D. WASHERS OR 1" X 3/16" POWDER ACTUATED FASTENERS
- 2 BAR REINFORCEMENT SHALL BE GRADE 60 MINIMUM AND CONFORM TO THE REQUIREMENTS OF ASTM A 615.
- 3 CONCRETE DECK AND REINFORCING TO BE AS SHOWN ON DRAWINGS AND TO BE FURNISHED AND INSTALLED BY OTHERS. THE COMPRESSIVE STRENGTH OF THE CONCRETE (f_c) MUST BE A MINIMUM OF 3,500 PSI (28 DAY STRENGTH). BRIDGE IS DESIGNED FOR REGULAR WEIGHT (150 PCF) CONCRETE WITH A MAXIMUM AGGREGATE SIZE OF 3/4" INSTALL BRIDGE PRIOR TO POURING CONCRETE
- 4 CONCRETE COVER OF 2" ABOVE TRANSVERSE REINFORCEMENT SHALL BE STRICTLY MAINTAINED.
- 5 CONCRETE DESIGN, QUALITY, MIXING, AND PLACING SHALL BE IN ACCORDANCE WITH BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE ACI 318 AND SPECIFICATIONS FOR STRUCTURAL CONCRETE ACI 301.
- 6 COMPRESSION TEST SPECIMENS SHALL BE TAKEN DURING CONSTRUCTION TO INSURE COMPLIANCE WITH CONCRETE STRENGTH REQUIREMENTS. EVALUATION AND ACCEPTANCE OF THE COMPRESSIVE STRENGTH OF CONCRETE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF ACI 318. ALL CONCRETE WHICH FAILS TO MEET THE ACI REQUIREMENTS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE COST OF THE CONTRACTOR
- 7 THE CONTRACTOR MUST EXERCISE CARE TO CONTROL TRAFFIC AND STORAGE OF MATERIALS ON THE FORM DECK BEFORE POURING THE SLAB. SPANS MUST BE PLANKED OR OTHERWISE PROTECTED AGAINST DAMAGE FROM WORKERS WALKING ON THE MATERIAL. CONSTRUCTION TRAFFIC AND CONCRETE PLACING EQUIPMENT.

THESE SPECIFICATIONS SHALL BE THE MINIMUM REQUIREMENTS FOR THE BRIDGE DECK SLAB. MORE STRINGENT REQUIREMENTS SPECIFIED BY LOCAL GOVERNING BODIES MAY BE APPLICABLE.

CAUTION:

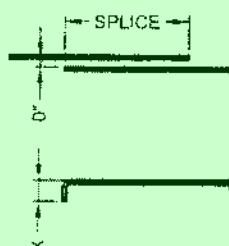
WE ARE PROVIDING STAY-IN-PLACE FORM DECKING TO ACCEPT A CONCRETE DECK ON THIS STRUCTURE IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR THE CONTRACT DOCUMENTS. BE AWARE THAT MOST PEDESTRIAN BRIDGE LIABILITY CLAIMS ARE STATISTICALLY SLIP AND FALL CLAIMS. IT IS THE OWNER'S AND/OR THE CONCRETE INSTALLER'S RESPONSIBILITY TO PROVIDE A NON-SKID FINISH ON THE CONCRETE DECK. WE RECOMMEND, AS A MINIMUM, A ROUGHENED BROOM FINISH BE USED ON ALL DECK SURFACES.

LENGTH (INCHES)		
BAR SIZE	HOK X	SPLICE
#3	6"	20"
#4	8"	27"
#5	9"	33"
#6	11"	40"

THE TABLES SHOWN ARE FOR $f_c = 3,500$ PSI (MINIMUM) AND $f_y = 60,000$ PSI

STANDARD SPLICE AND HOOK LENGTH DETAILS

NORMAL WEIGHT CONCRETE (145 PCF)



REDUCED PLANS



A-29713



CITY OF REDDING
PUBLIC WORKS DEPARTMENT

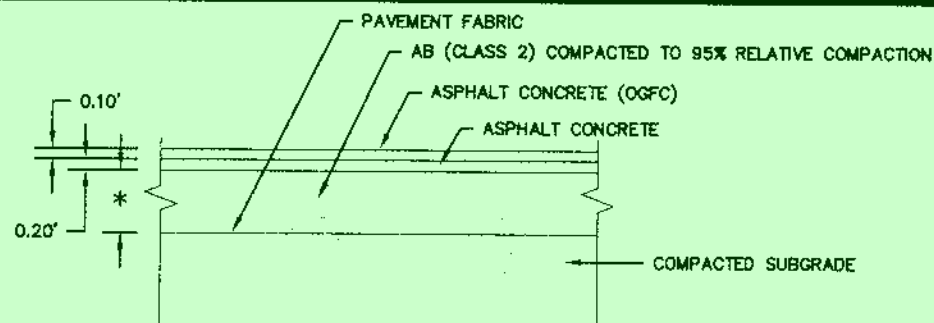
NORTHEAST CROSSING TRAIL
PROJECT - PHASE ONE

JOB NO. 5112 BID NO. 5159

TYPICAL DETAILS

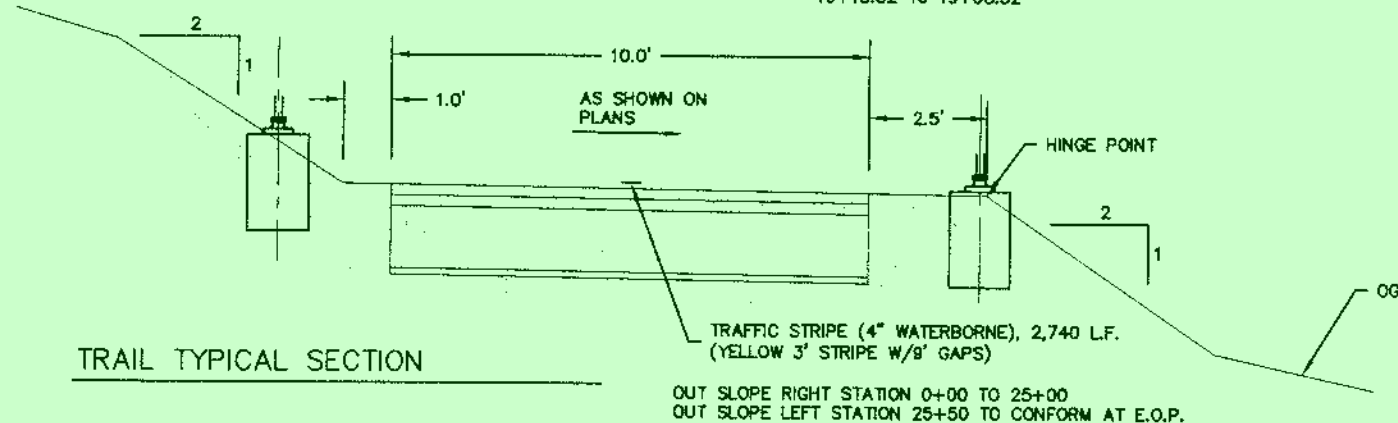
C7.4

ORIGINAL SCALE:
AS SHOWN
DATE: 7/30/2020
SHEET OF

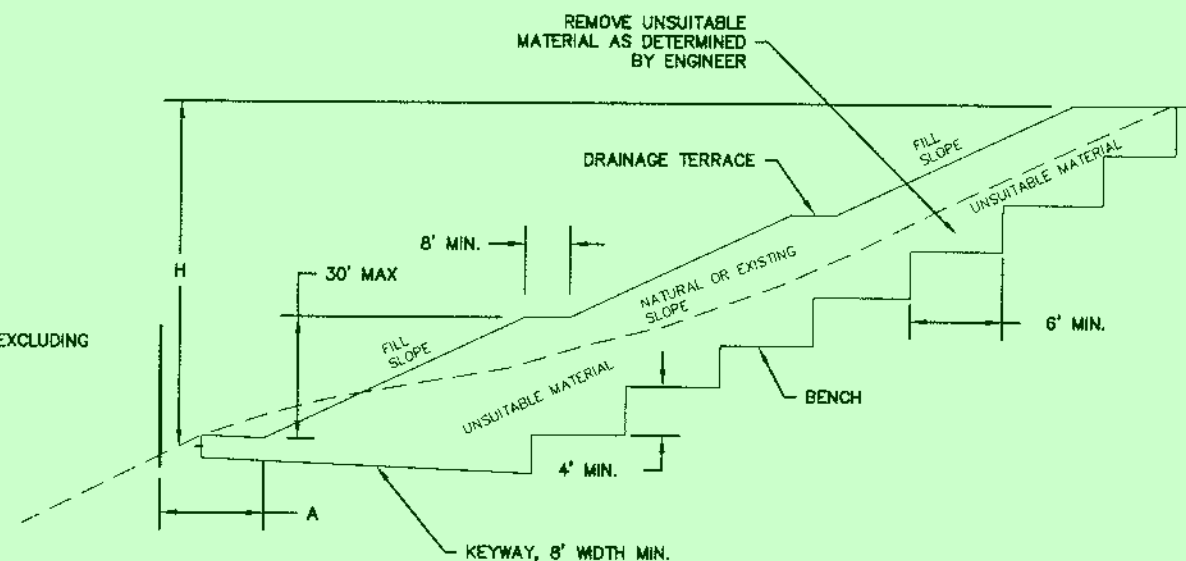


TRAIL STRUCTURAL SECTION

* 0.9' AB (CLASS 2) VEHICLE SECTION STATION 0+00 TO 14+21.51
 * 0.33' AB (CLASS 2) PEDESTRIAN SECTION STATION 15+03.51 TO 27+26.71, EXCLUDING 19+18.32 TO 19+68.32



TRAIL TYPICAL SECTION



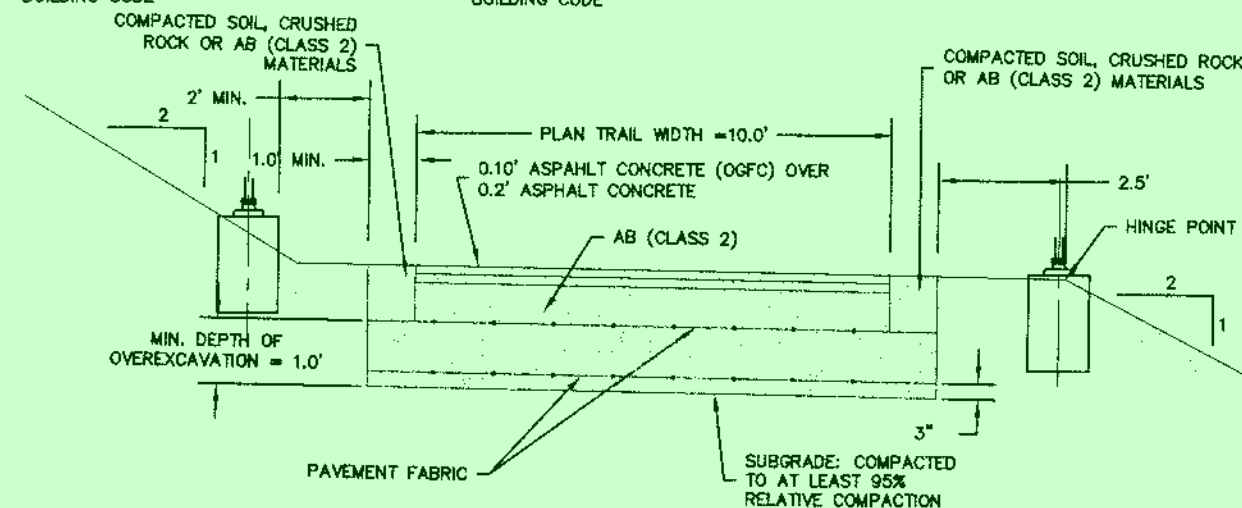
BENCHING DETAIL - RT OF STA 24+10 TO 24+80

DRAINAGE TERRACES	
H (FT)	WIDTH (MIN.)
0-80	6'
80-120	6' WITH ONE 12' WIDE AT MIDSLOPE
>120	DESIGNED BY PROJECT ENGINEER

PER APPENDIX J OF 2018 CALIFORNIA BUILDING CODE

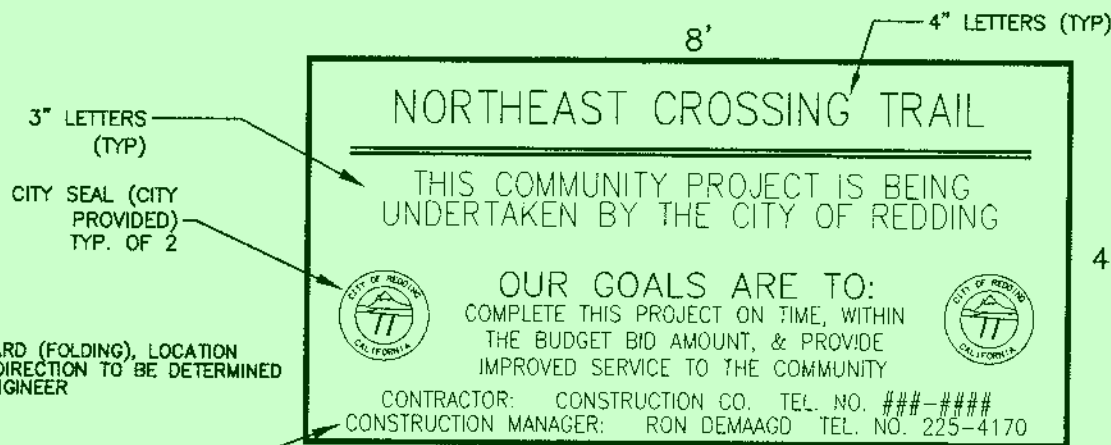
DIMENSION TABLE		
H	A	B
HEIGHT, IF <5' NO KEYWAY REQUIRED	H/5 2' MIN., 20' MAX.	H/5 2' MIN., 10' MAX.

PER APPENDIX J OF 2018 CALIFORNIA BUILDING CODE



TRAIL TYPICAL SECTION - STA 22+50 TO 24+50

REDUCED PLANS

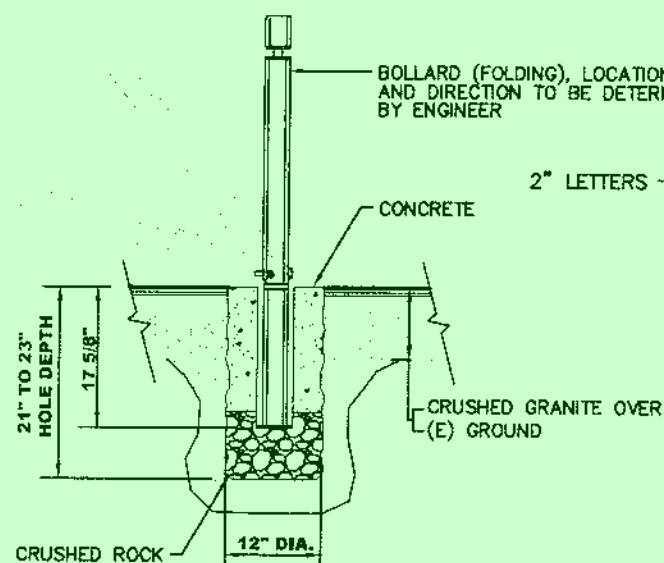


NOTE:

- 1) EXACT LOCATION TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER
- 2) SIGN PANEL SHALL BE 3/4" EXTERIOR GRADE PLYWOOD OR CITY APPROVED EQUAL
- 3) SPACE BETWEEN LINES AS INDICATED
- 4) CUT VINYL BLACK LETTERING WITH A BLACK EDGE BORDER ON WHITE BACKGROUND
- 5) MOUNT SIGN ON 2-4"x6" WOOD POSTS

PROJECT FUNDING SIGN

EXACT LOCATION TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER



BOLLARD (FOLDING) DETAIL
 NTS

1. MINIMUM OVEREXCAVATION DEPTH SHOULD BE 12 INCHES BELOW PROPOSED STRUCTURAL TRAIL SECTION.
2. MINIMUM HORIZONTAL EXTENT OF OVEREXCAVATION SHOULD BE 12 INCHES FROM EDGE OF PLANNED STABILIZED SAND/CRUSHED ROCK.
3. ALL AGGREGATE BASE MATERIALS SHOULD CONFORM TO CALTRANS SPECIFICATIONS, PER PAGE 100 OF THE CITY OF REDDING CONSTRUCTION STANDARDS (2015).
4. COMPACTION OF ALL AGGREGATE BASE MATERIALS SHOULD BE A MINIMUM OF 95 PERCENT RELATIVE COMPACTION IN ACCORDANCE WITH PAGE 601 OF THE CITY OF REDDING CONSTRUCTION STANDARDS (2015).
5. GEOTEXTILE MATERIALS SHOULD BE TENSAR BX-1100 OR TRIAX 246, OR APPROVED EQUAL.

ORIGINAL SCALE IN INCHES 1" = 10'

DESIGNED BY J. STOLL
 DRAWN BY D. ZATZ

CITY OF REDDING RECORD DRAWING

DATE

CITY OF REDDING
 PUBLIC WORKS DEPARTMENT

NORTHEAST CROSSING TRAIL
 PROJECT - PHASE ONE

TYPICAL DETAILS

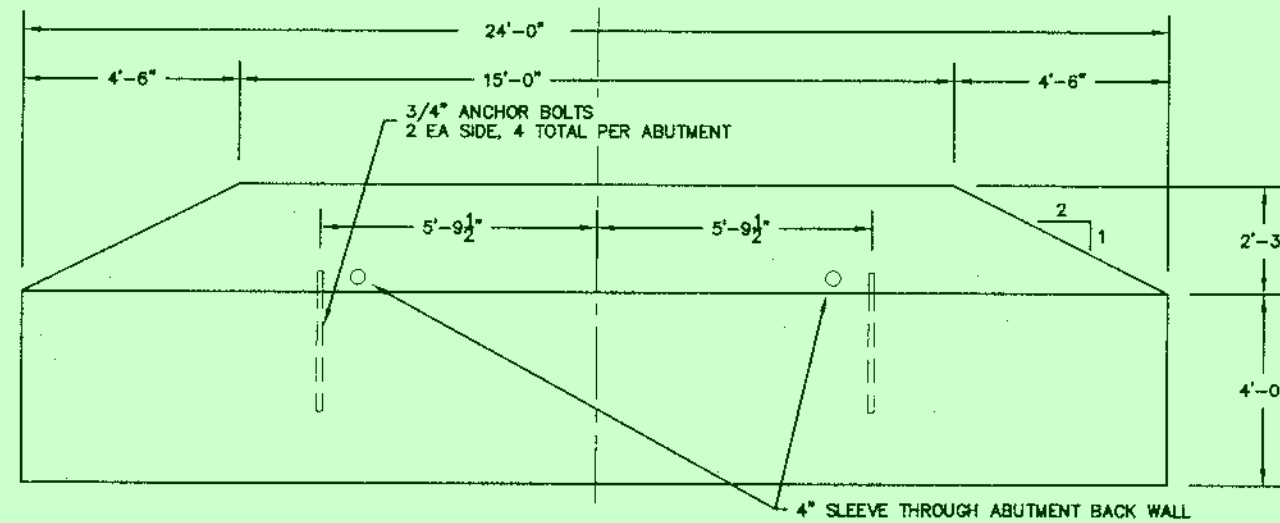
JOB NO. 5112
 BID NO. 5159

C8.0

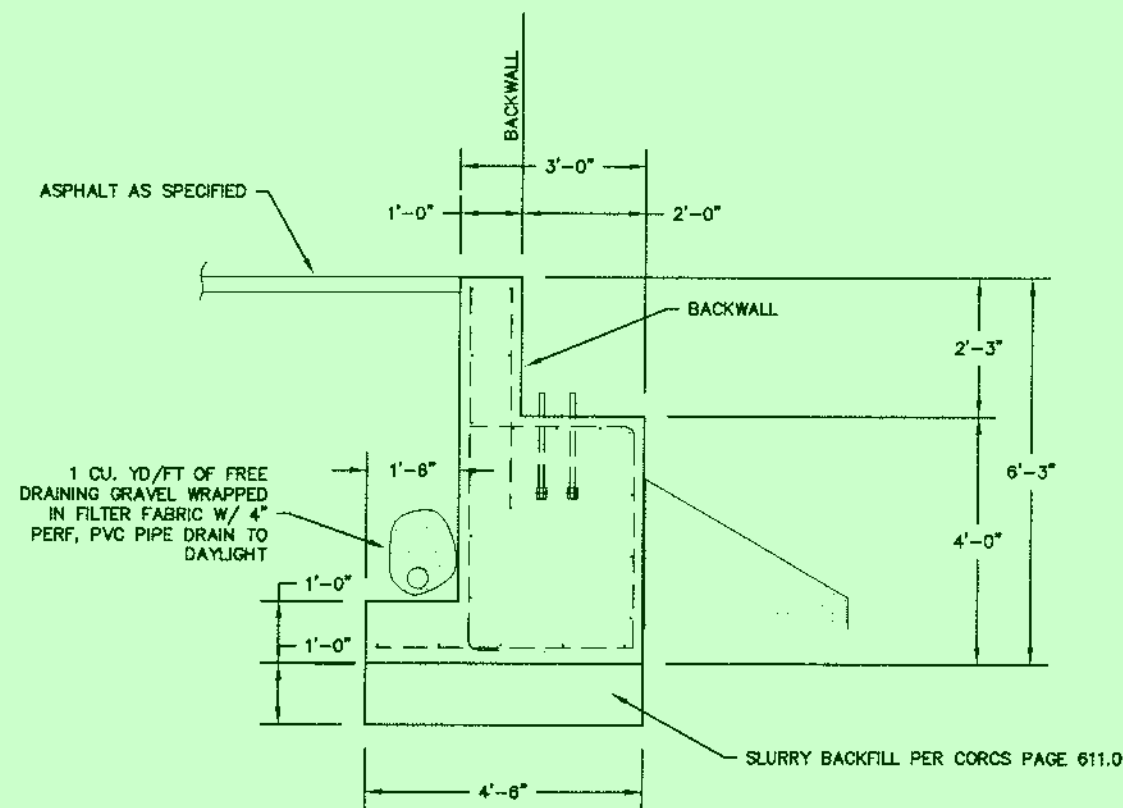
ORIGINAL SCALE: AS SHOWN

DATE: 7/30/20

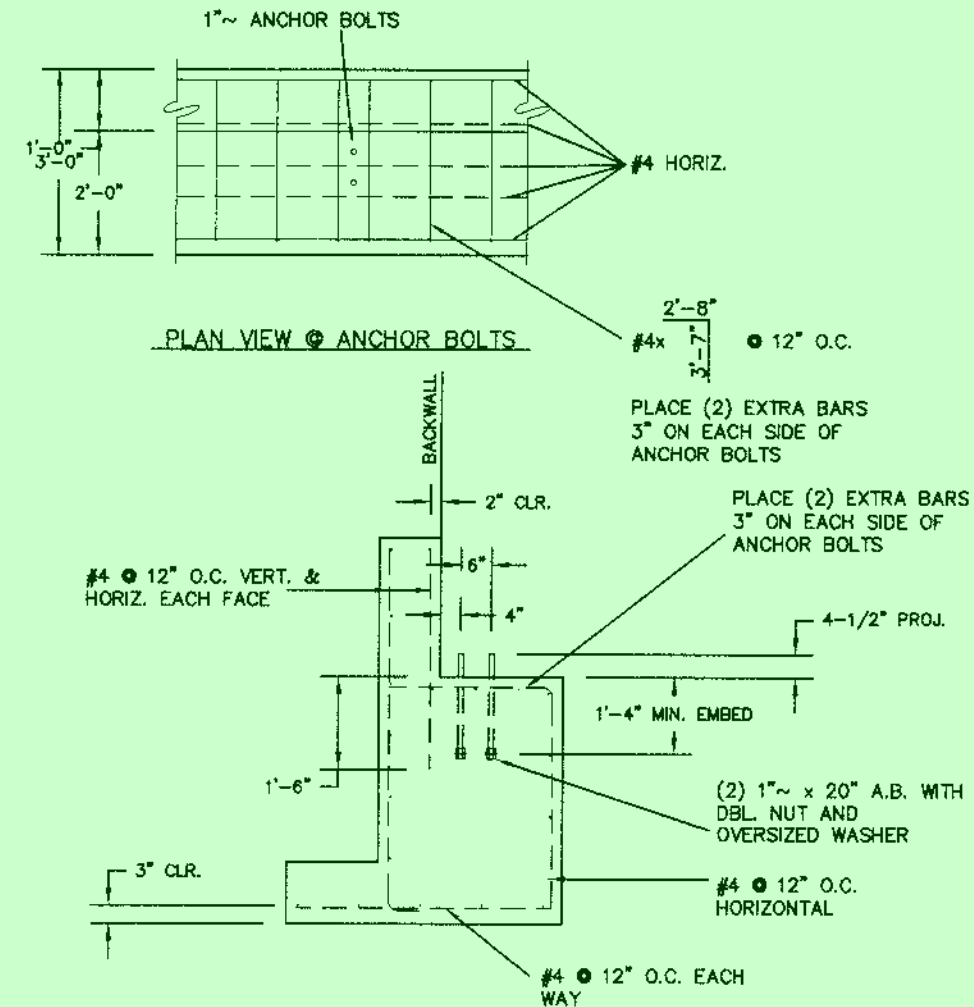
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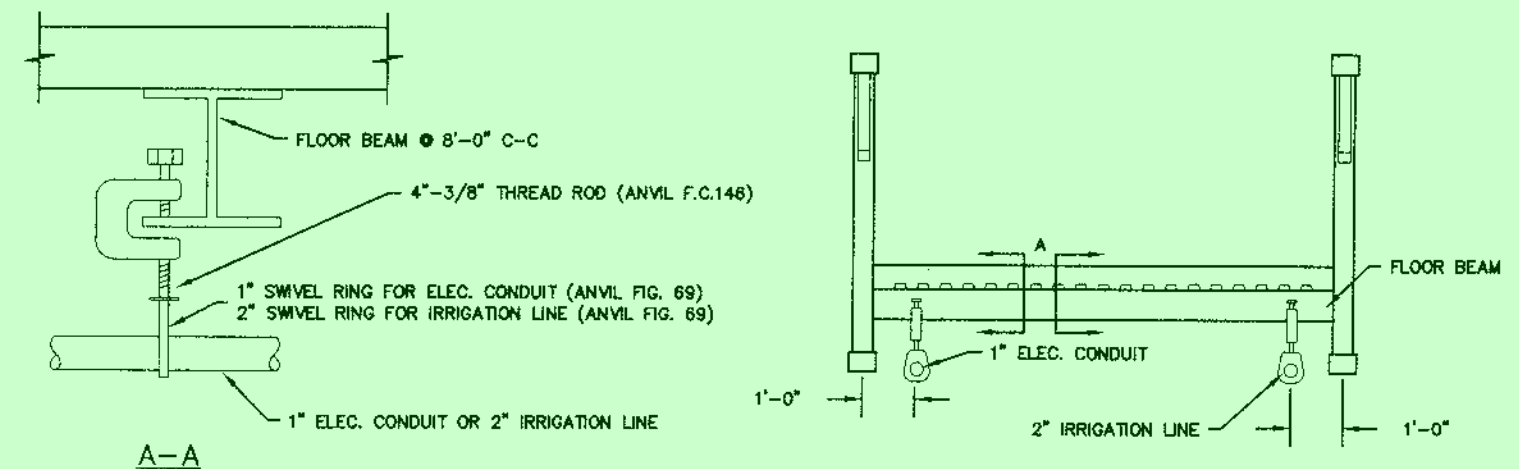
BRIDGE ABUTMENT - SECTION



BRIDGE ABUTMENT DETAIL



BRIDGE ABUTMENT REINFORCEMENT

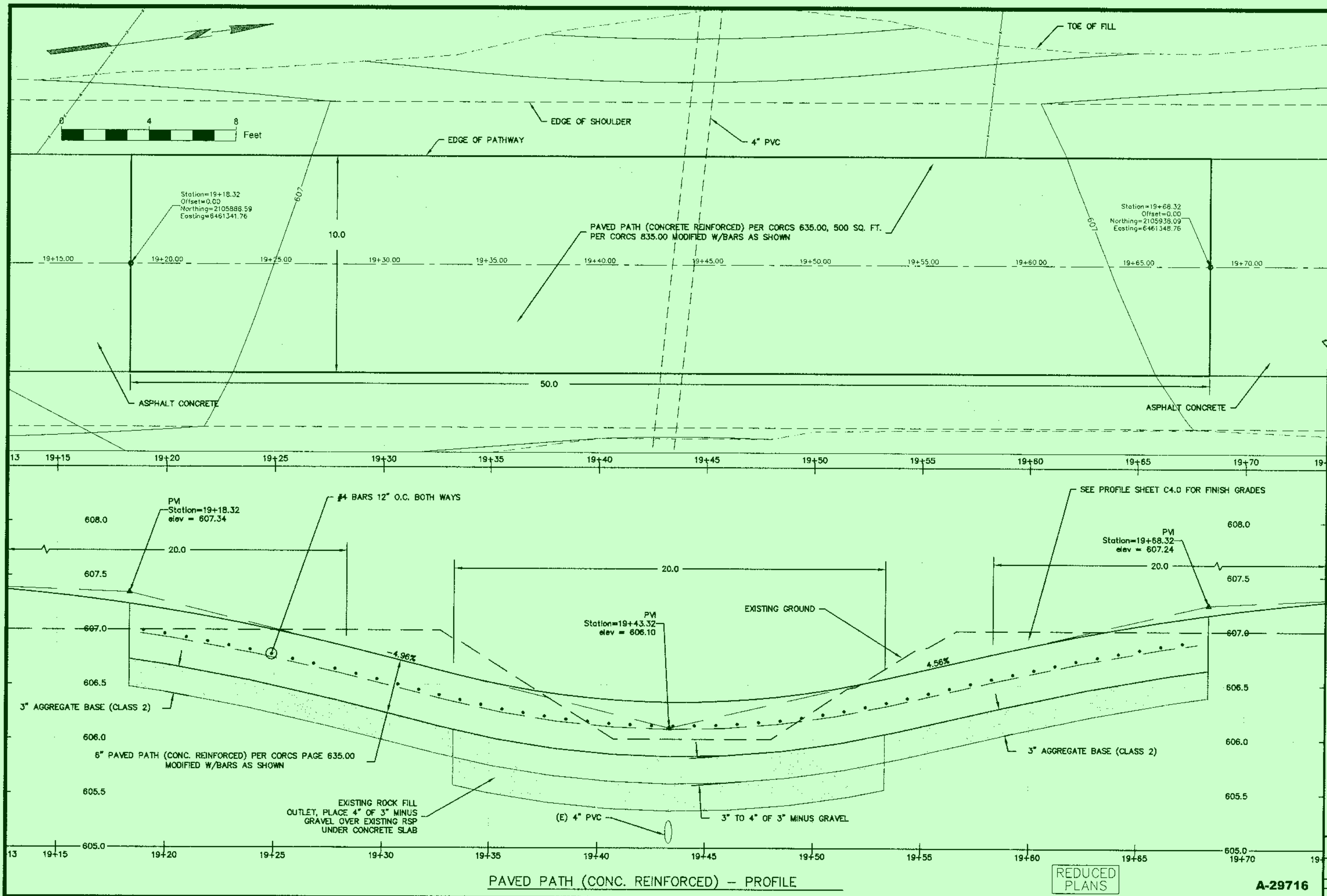


PEDESTRIAN BRIDGE UTILITY CONNECTION

REDUCED
PLANS

ORIGINAL SCALE IN INCHES 1" = 1'-0"	
DESIGNED BY J. STOLL	DRAWN BY D. ZAITZ
CITY OF REDDING RECORD DRAWING	
CITY OF REDDING PUBLIC WORKS DEPARTMENT	
NORTHEAST CROSSING TRAIL PROJECT - PHASE ONE	
JOB NO. 5112	AD. SCH. NO. 5159
TYPICAL DETAILS	
C8.1	
ORIGINAL SCALE: AS SHOWN	
DATE: 7/30/2020	
SHEET OF	

A-29715

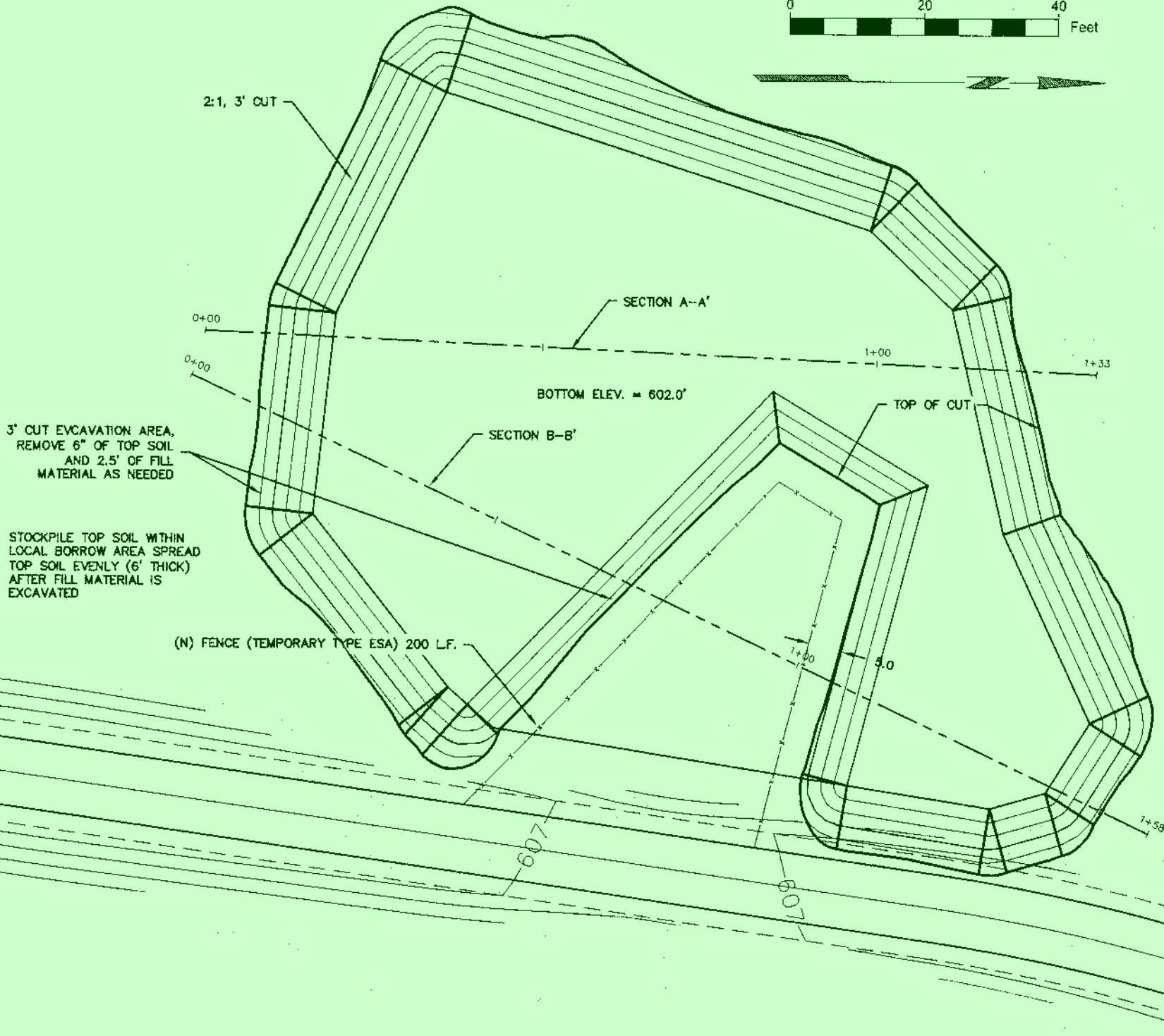
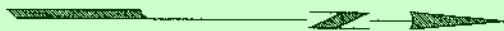
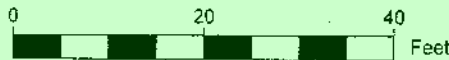


ORIGINAL SCALE IN INCHES 0 1 2	
DESIGNED BY J. STOLL	DRAWN BY D. ZAITZ
CITY OF REDDING RECORD DRAWING	
DATE	
CITY OF REDDING PUBLIC WORKS DEPARTMENT	
NORTHEAST CROSSING TRAIL PROJECT -- PHASE ONE	
TYPICAL DETAILS	
JOB NO. 5112 BID NO. 5159	
C9.0	
ORIGINAL SCALE: AS SHOWN	
DATE: 7/30/2020	
SHEET OF	

LOCAL BORROW AREA

Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
volume	1.000	1.000	12117 Sq. Ft.	1,074 Cu. Yd.	33 Cu. Yd.	1,041 Cu. Yd.<Cut>

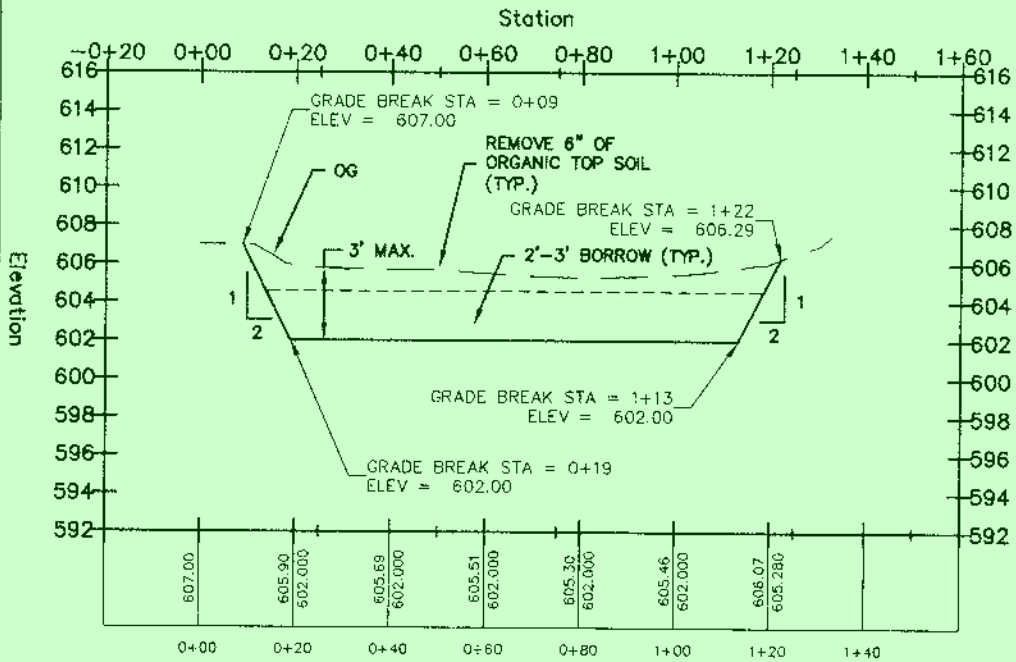


3' CUT EXCAVATION AREA, REMOVE 6" OF TOP SOIL AND 2.5' OF FILL MATERIAL AS NEEDED

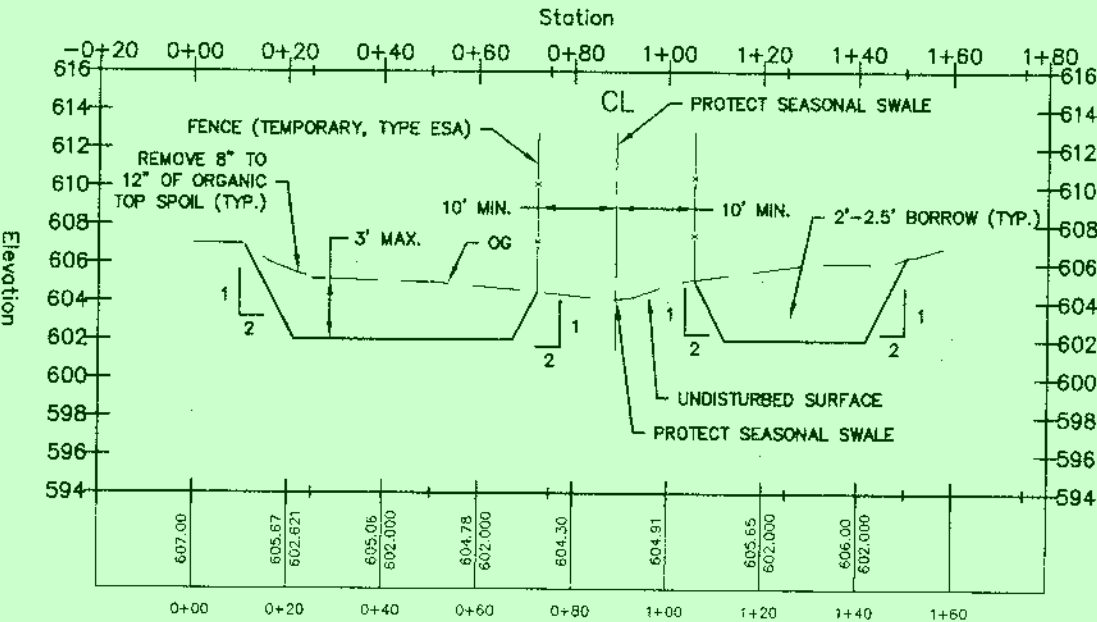
STOCKPILE TOP SOIL WITHIN LOCAL BORROW AREA SPREAD TOP SOIL EVENLY (6' THICK) AFTER FILL MATERIAL IS EXCAVATED

(N) FENCE (TEMPORARY TYPE ESA) 200 LF.

Section A-A PROFILE



Section B-B PROFILE



REDUCED PLANS

A-29717

ORIGINAL SCALE IN INCHES
0 1 2

DESIGNED BY: J. STOLL
DRAWN BY: D. ZAITZ
DATE: 7/30/2020

PROJECT ENGINEER

CITY OF REDDING
PUBLIC WORKS DEPARTMENT

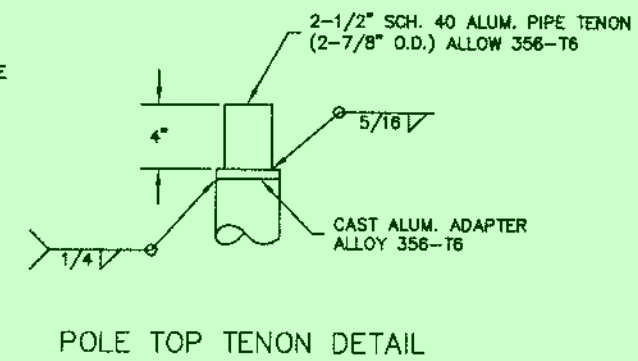
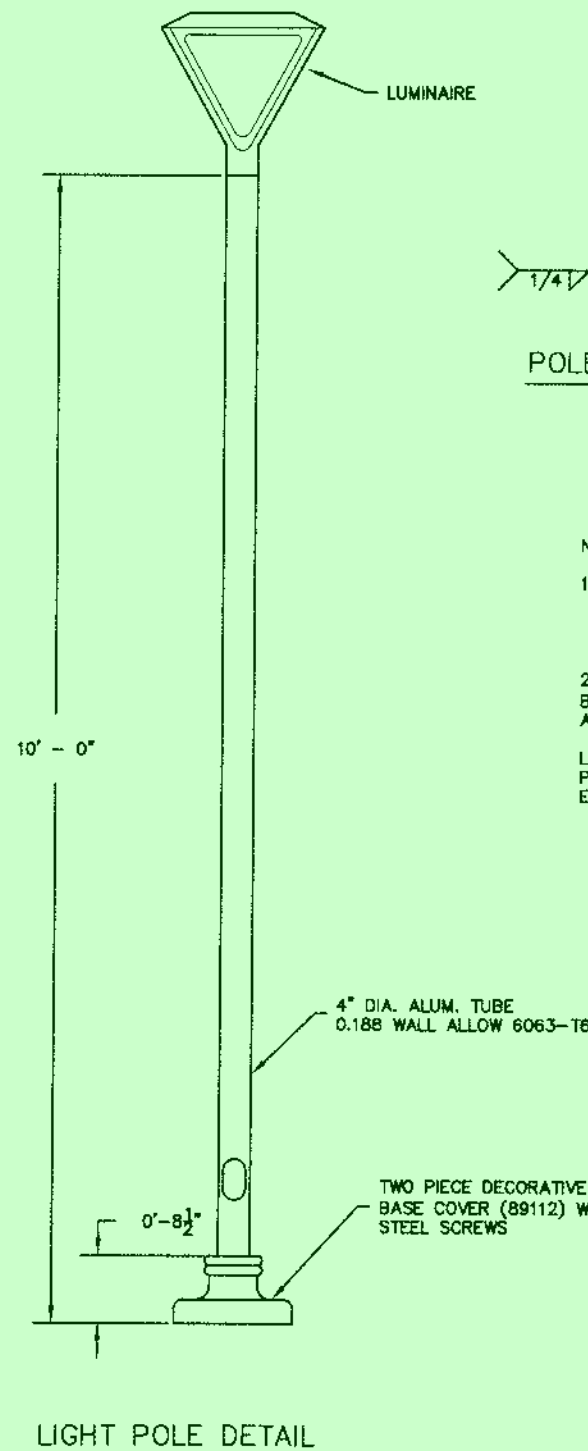
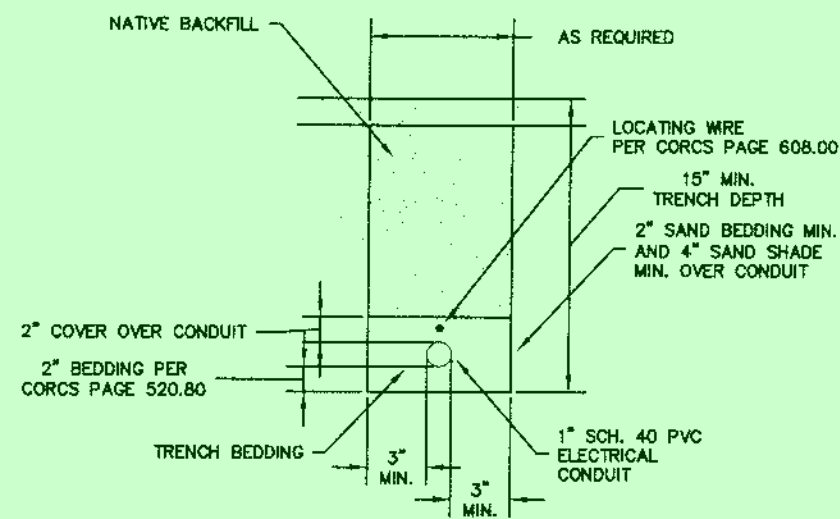
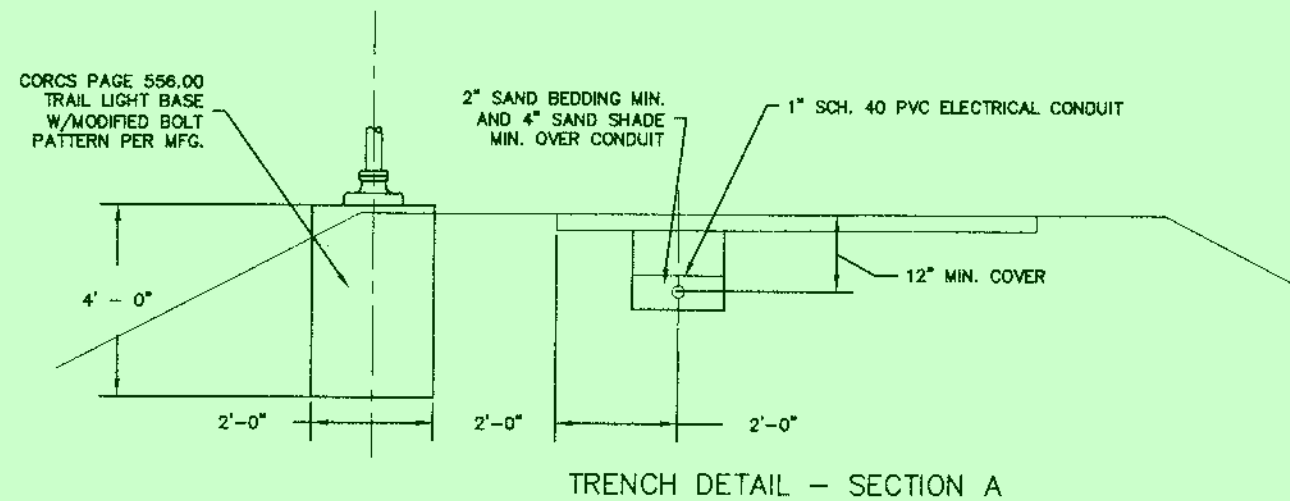
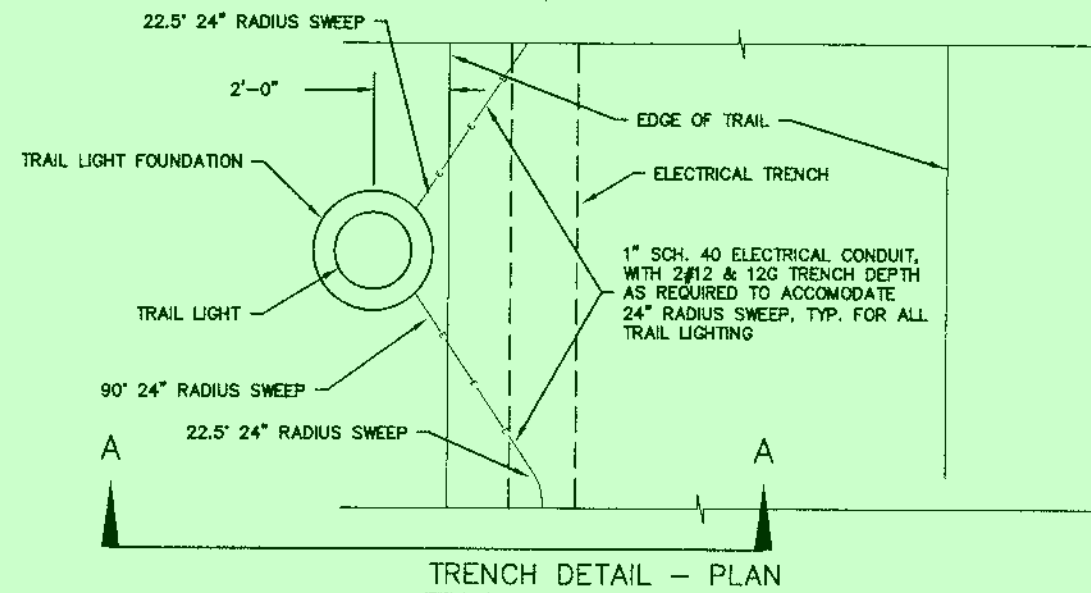
NORTHEAST CROSSING TRAIL
PROJECT - PHASE ONE
BID. SCH. NO. 5159
JOB NO. 5112
BORROW AREA GRADING

C9.1

ORIGINAL SCALE:
AS SHOWN

DATE: 7/30/2020

SHEET OF

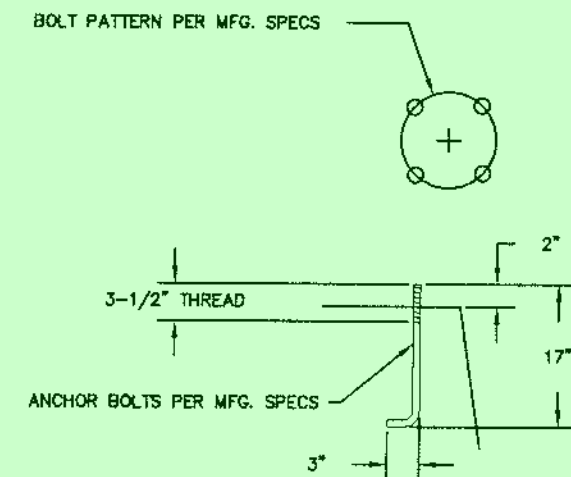
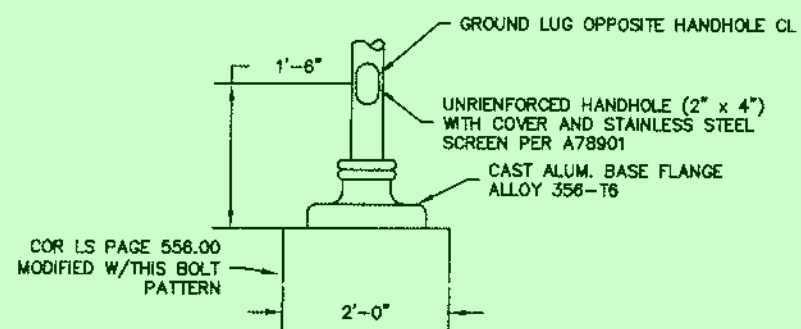


NOTE:

- POLE DESIGNED PER AASHTO 2013, 80 MPH WIND VELOCITY FOR THE FOLLOWING DESIGN CONDITIONS:
- POLE ASSEMBLY SHALL BE POWDER COATED TEXTURED BLACK (RAL 9005TX) PER HAPCO SPECIFICATION 73737-TOI OR APPROVED EQUAL.

* MAXIMUM LUMINAIRE SIZE: 1.0 SQ. FT. EPA & 40 LBS.

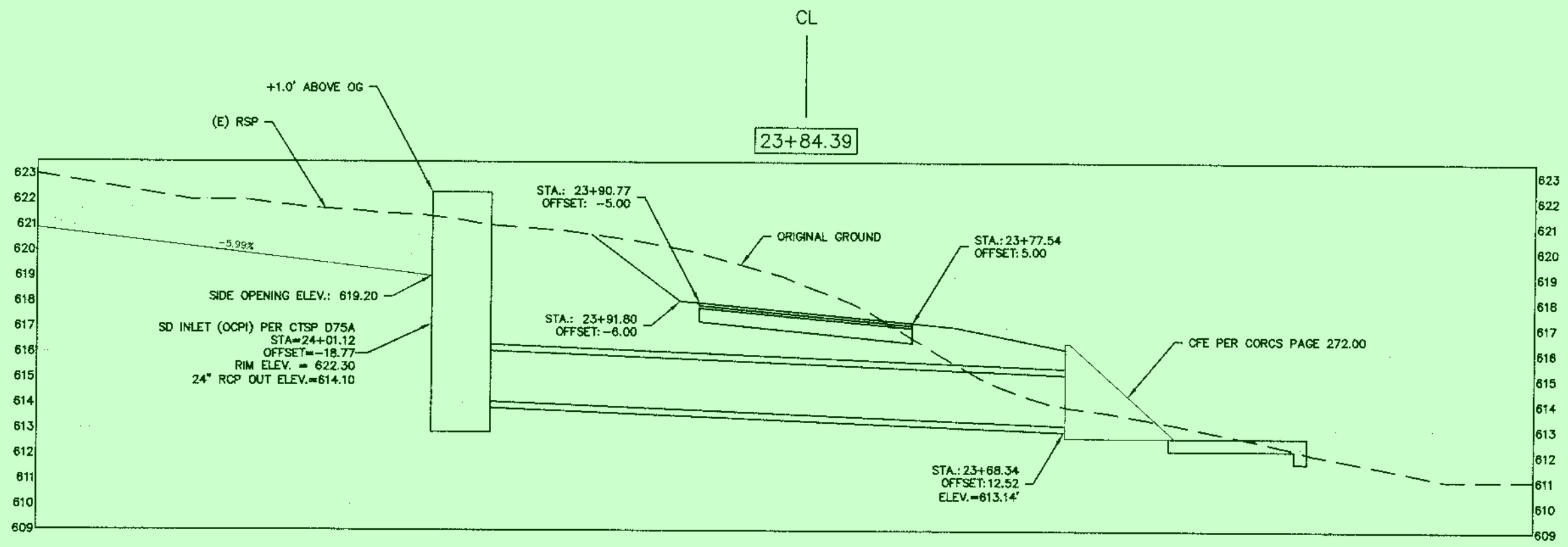
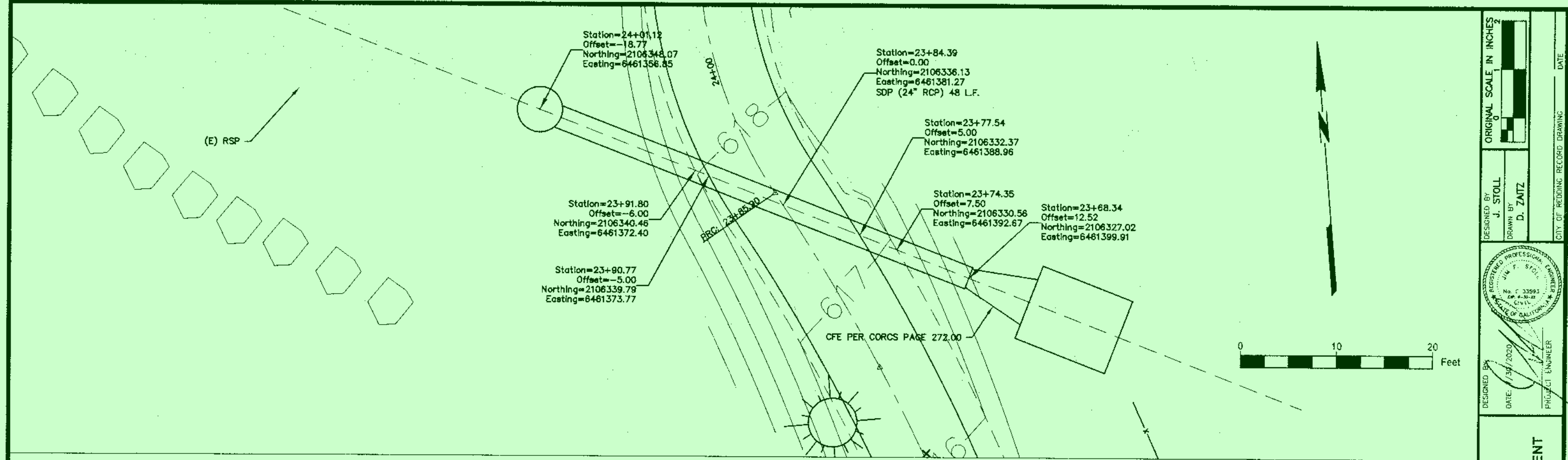
LUMINAIRE-GARDCO MODEL NUMBER
PPT-140L-650-WW-G2-T3-2-UNV-F2-BK OR APPROVED EQUAL



REDUCED PLANS

ORIGINAL SCALE IN INCHES 1" = 10'-0"		DATE
DESIGNED BY J. STOLL	DRAWN BY D. ZAITZ	CITY OF REDDING RECORD DRAWING
CITY OF REDDING PUBLIC WORKS DEPARTMENT		
NORTHEAST CROSSING TRAIL PROJECT - PHASE ONE		
JOB NO. 5112 BID SCH. NO. 5159 TYPICAL DETAILS		
C10.0 ORIGINAL SCALE: AS SHOWN		
DATE: 7/30/2020 SHEET OF		

A-29718

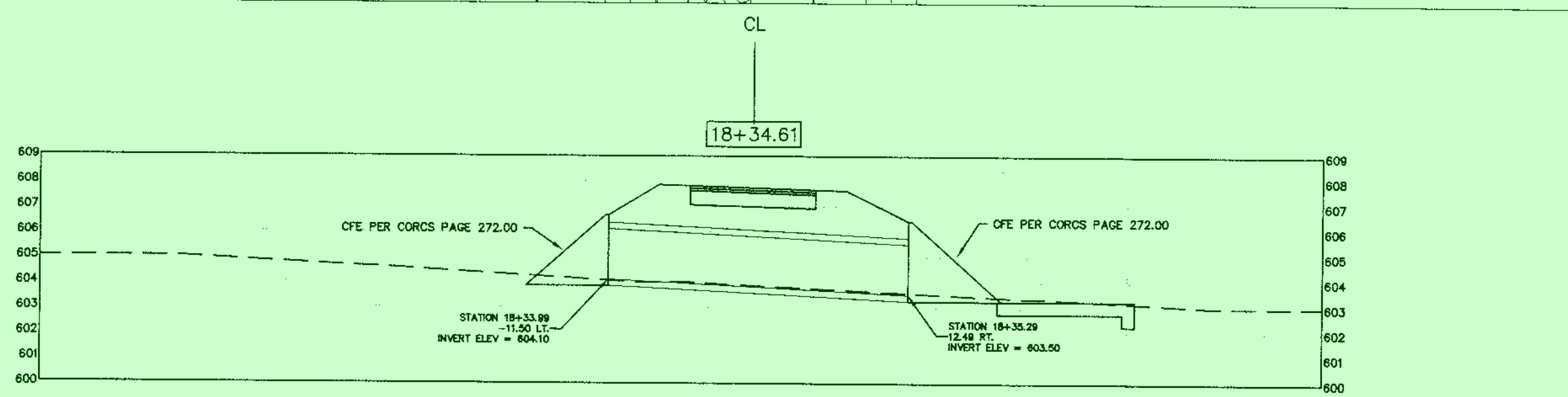
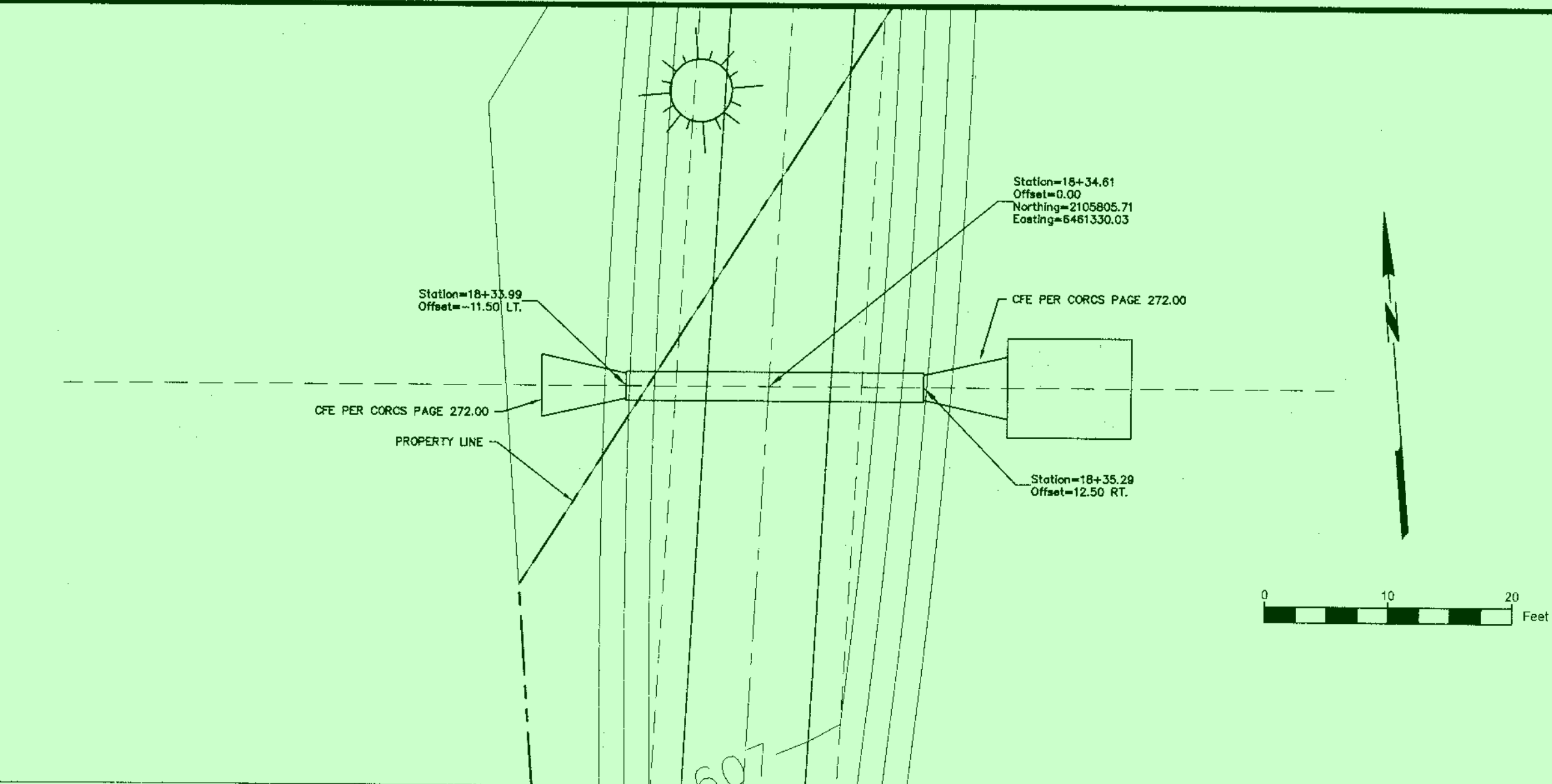


23+84.39 STORM DRAIN CROSSING

REDUCED PLANS

A-29719

ORIGINAL SCALE IN INCHES 		DESIGNED BY J. STOLL DRAWN BY D. ZAITZ DATE: 7/30/2020 PROJECT ENGINEER	CITY OF REDDING RECORD DRAWING DATE
REGISTERED PROFESSIONAL ENGINEER JIM F. STOLL No. C 33593 CIVIL STATE OF CALIFORNIA			
CITY OF REDDING PUBLIC WORKS DEPARTMENT			
NORTHEAST CROSSING TRAIL PROJECT - PHASE ONE BID SCH NO. 5159 JCR NO. 5112 CULVERT PLAN AND PROFILE			
C11.0 ORIGINAL SCALE: AS SHOWN DATE: 7/30/2020 SHEET OF			

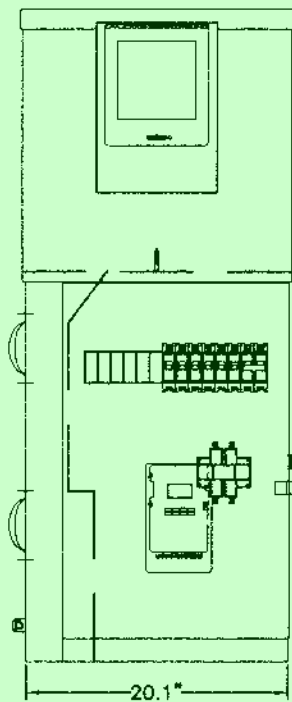


18+34.61 STORM DRAIN CROSSING

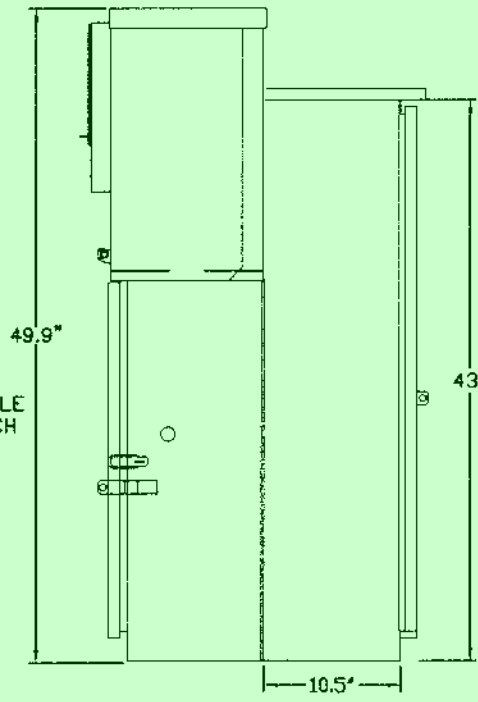
REDUCED PLANS

A-29720

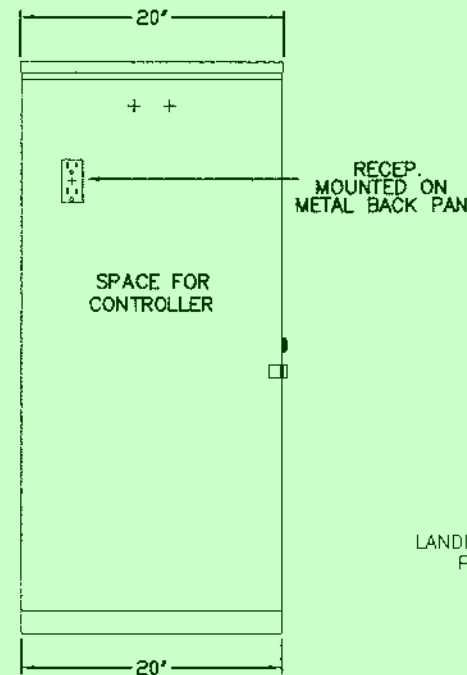
ORIGINAL SCALE IN INCHES 		DESIGNED BY J. STOLL	DRAWN BY D. ZATZ	CITY OF REDDING RECORD DRAWING DATE
		PROJECT ENGINEER DATE: 7/30/2020		
CITY OF REDDING PUBLIC WORKS DEPARTMENT				
NORTHEAST CROSSING TRAIL PROJECT - PHASE ONE JOB NO. 5112 BID SCA NO. 5159				
C12.0 ORIGINAL SCALE: AS SHOWN DATE: 7/30/2020 SHEET OF				



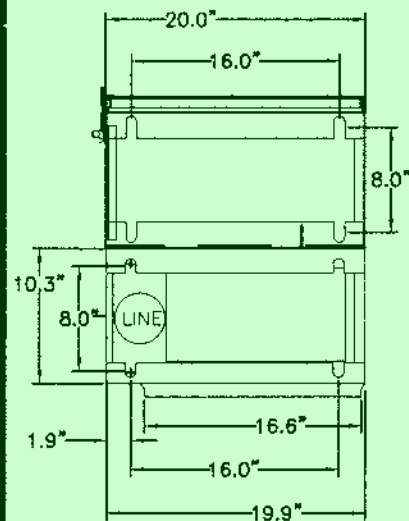
FRONT VIEW



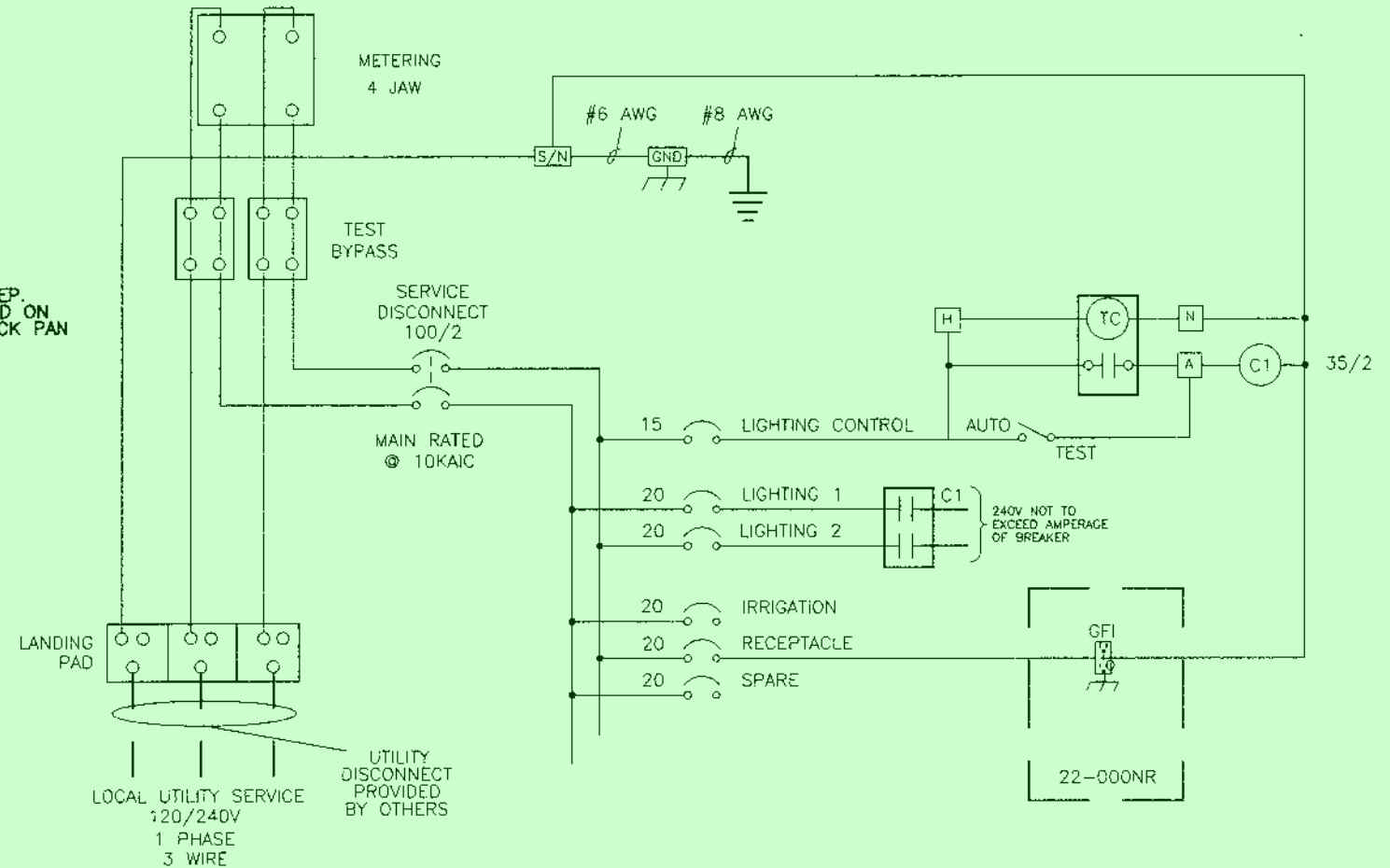
SIDE VIEW



BACK VIEW



BASE PLAN



NOTE: LOAD CURRENT FOR ALL BREAKERS NOT TO EXCEED 80% OF BREAKER AMPERAGE

SERVICE EQUIPMENT
WIRING DIAGRAM

ELECTRICAL SCHEDULE OF ITEMS

ELECTRICAL TRENCH WITH PVC CONDUIT, CONDUCTOR AND LOCATING WIRE	LF	3,000
RIGID STEEL CONDUIT ON PEDESTRIAN BRIDGE	LF	84
100 AMP. 120/240V. ELECTRICAL SERVICE PANEL, WITH CONTROLLERS	EA	1

ENCLOSURE CONSTRUCTION NOTES

1. EXTERIOR 12 GA. H.D. GALV. STEEL AND INTERIOR 14 GA. COLD ROLLED STEEL ELECTRICALLY WELDED AND REINFORCED WHERE REQUIRED.
2. CONSTRUCTION WILL BE TYPE 3R, RAIN TIGHT.
3. ALL NUTS, BOLTS AND SCREWS WILL BE STAINLESS STEEL.
4. NUTS, BOLTS & SCREWS WILL NOT BE VISIBLE FROM OUTSIDE OF ENCLOSURE.
5. NAMEPLATES WILL BE PROVIDED AS REQUIRED.
6. CONTROL WIRING WILL BE MARKED AT BOTH ENDS BY PERMANENT WIRE MARKERS.
7. A PLASTIC COVERED WIRING DIAGRAM WILL BE ATTACHED TO THE INSIDE OF THE FRONT DOOR.
8. ENCLOSURE WILL BE FACTORY WIRED AND CONFORM TO REQUIRED NEMA AND UL 508A STANDARDS.
9. COLOR TO BE: ***RANCH GREEN***

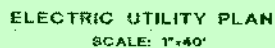
REDUCED
PLANS

TESCO CONTROLS INC. 918 395-8800 SACRAMENTO, CA					
# T-					
# 27-000					
INDUSTRIAL CONTROL PANEL					
VOLTAGE	PHASE	WIRES	MAINS AMPERES	HZ	
120/240	1	3	100	60	
SUITABLE FOR USE ON A CIRCUIT CAPABLE OF DELIVERING NOT MORE THAN:					
AMPERES		AT	VOLTAGE		
3,500		RMS SYM.	240 V		
METER SOCKET RATING 125 A. CONT.					
ENCLOSURE TYPE 3R					
SUITABLE ONLY FOR USE AS SERVICE EQUIPMENT					

A-29721

DESIGNED BY J. STOLL
DRAWN BY D. ZAITZ
CITY OF REDDING, REDDING, DRAWING
DATE: 7/30/2020
PROJECT ENGINEER
CITY OF REDDING
PUBLIC WORKS DEPARTMENT
NORTHEAST CROSSING TRAIL
PROJECT - PHASE ONE
JOB NO. 5112
ELECTRICAL DETAILS
E1.0
ORIGINAL SCALE:
N.T.S.
DATE: 7/30/2020
SHEET OF

ORIGINAL SCALE IN INCHES
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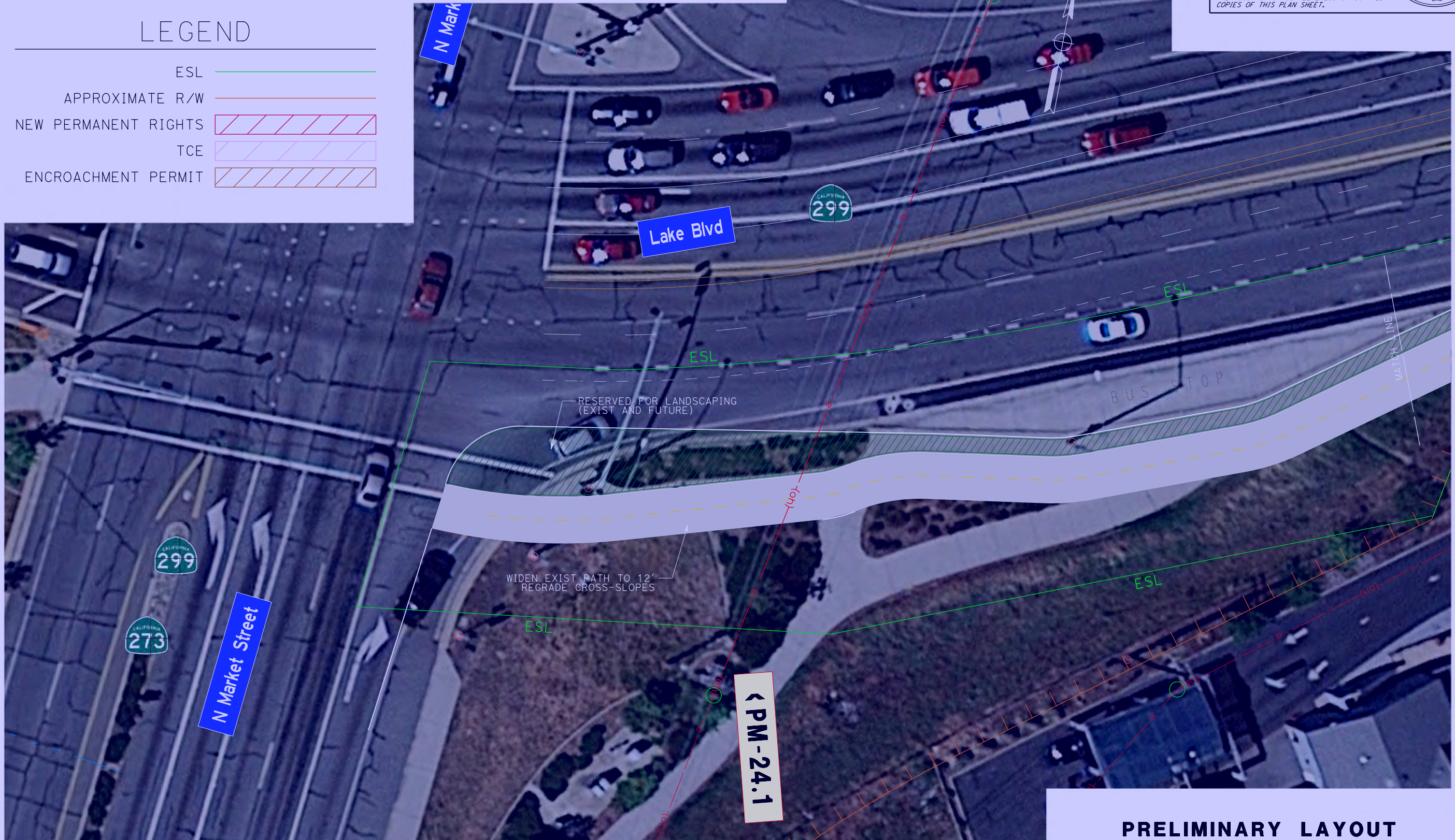
SHEET OF

**NORTH REDDING ACTIVE TRANSPORTATION
TRUNK LINE - PHASE TWO (CAPM)**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SHA	299	VAR	1	1
10% CONCEPTUAL PLANS			XX-XX-18		
REGISTERED CIVIL ENGINEER			DATE		
XX-XX-18					
PLANS APPROVAL DATE					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					



LEGEND



PRELIMINARY LAYOUT

NO SCALE **L-1**

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BORDER LAST REVISED 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans ADVANCE PLANNING

FUNCTIONAL SUPERVISOR
BRETT DITZLER

CALCULATED-DESIGNED BY
CHECKED BY

TRINA BLANCHETTE

REVISED BY
DATE REVISED

NORTH REDDING ACTIVE TRANSPORTATION TRUNK LINE - PHASE TWO (CAPM)



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SHA	299	VAR	1	1

10% CONCEPTUAL PLANS
REGISTERED CIVIL ENGINEER
XX-XX-18
DATE
XX-XX-18
PLANS APPROVAL DATE

NAME
No. XXXXXX
Exp. XX-XX-18
CIVIL
STATE OF CALIFORNIA

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PRELIMINARY LAYOUT
NO SCALE **L-2**

USERNAME => S145296
DGN FILE => 4H050S_L-2.dgn

RELATIVE BORDER SCALE
IS IN INCHES



UNIT 0144

PROJECT NUMBER & PHASE

02-1800-0080-K

LAST REVISION
00-00-00
DATE PLOTTED => 02-SEP-2020
TIME PLOTTED => 08:46

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NOSSAEE L-3

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BORDER LAST REVISED 7/2/2010

USERNAME => S145296
DGN FILE => 4H050S_L-4.dgn

RELATIVE BORDER SCALE
IS IN INCHES

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UNIT 0144

PROJECT NUMBER & PHASE

02-1800-0080-K

NORTH REDDING ACTIVE TRANSPORTATION TRUNK LINE - PHASE TWO (CAPM)



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SHA	299	VAR	1	1

10% CONCEPTUAL PLANS XX-XX-18
REGISTERED CIVIL ENGINEER DATE

XX-XX-18
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS
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REGISTERED PROFESSIONAL ENGINEER
NAME
No. XXXXXX
Exp. XX-XX-18
CIVIL
STATE OF CALIFORNIA

PRELIMINARY LAYOUT

NO SCALE

L-4

LAST REVISION
00-00-00
DATE PLOTTED => 02-SEP-2020
TIME PLOTTED => 08:50

DATE PLOTTED => 02-SEP-2020	TIME PLOTTED => 08:53
LAST REVISION	
00-00-00	



DATE PLOTTED => 02-SEP-2020	LAST REVISION 00-00-00
TIME PLOTTED => 09:03	

An aerial photograph of a road with a white arrow pointing upwards, indicating a direction of travel or a specific point of interest. A vehicle is visible on the road to the right.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SHA	299	VAR	1	1

10% CONCEPTUAL PLANS

REGISTERED CIVIL ENGINEER

XX-XX-18

DATE

XX-XX-18

PLANS APPROVAL DATE

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PRELIMINARY LAYOUT
NO SCALE **L-8**

NORTH REDDING ACTIVE TRANSPORTATION TRUNK LINE - PHASE TWO (CAPM)



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SHA	299	VAR	1	1

10% CONCEPTUAL PLANS

REGISTERED CIVIL ENGINEER

XX-XX-18

DATE

NAME

XXXXXX

No.

XX-XX-18

Exp.

CIVIL

STATE OF CALIFORNIA

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PRELIMINARY LAYOUT

NO SCALE

L-11

COPIES OF THIS PLAN SHEET.

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RELOCATE SIGNAL

STAGING AREA PER CAPM PROJECT TO BE UTILIZED

INTERSTATE CALIFORNIA 5

INTERSTATE CALIFORNIA 299

MATCH LINE

MATCH LINE

PRELIMINARY LAYOUT

DATE PLOTTED => 02-SEP-2020
TIME PLOTTED => 09:20

NORTH REDDING ACTIVE TRANSPORTATION TRUNK LINE - PHASE TWO (CAPM)



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SHA	299	VAR	1	1

10% CONCEPTUAL PLANS

REGISTERED CIVIL ENGINEER

XX-XX-18

DATE

NAME

XXXXXX

No.

XX-XX-18

Exp.

CIVIL

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PRELIMINARY LAYOUT
NO SCALE L-14

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SHA	299	VAR	1	1

10% CONCEPTUAL PLANS		XX-XX-18
REGISTERED CIVIL ENGINEER	DATE	
XX-XX-18		
PLANS APPROVAL DATE		

THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
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COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
NAME
No. XXXXXX
Exp. XX-XX-18
CIVIL
STATE OF CALIFORNIA



PRELIMINARY LAYOUT
NO SCALE **L-15**

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NORTH REDDING ACTIVE TRANSPORTATION TRUNK LINE - PHASE TWO (CAPM)



PRELIMINARY LAYOUT
NO SCALE **L-18**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SHA	299	VAR	1	1

10% CONCEPTUAL PLANS

REGISTERED CIVIL ENGINEER

XX-XX-18

PLANS APPROVAL DATE

DATE



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COPIES OF THIS PLAN SHEET.*

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR		CALCULATED-DESIGNED BY		TRINA BLANCHETTE		REVISED BY	
ADVANCE PLANNING		BRETT DITZLER		CHECKED BY				DATE REVISED	

NORTH REDDING ACTIVE TRANSPORTATION TRUNK LINE - PHASE TWO (CAPM)



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SHA	299	VAR	1	1

10% CONCEPTUAL PLANS
REGISTERED CIVIL ENGINEER
XX-XX-18
PLANS APPROVAL DATE

NAME
XXXXXX
No.
Exp. XX-XX-18
CIVIL
STATE OF CALIFORNIA

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PRELIMINARY LAYOUT
NO SCALE L-19

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:	Caltrans prepared in partnership with Shasta Regional Transportation Agency	Date:	9/11/2020
Project Description:	Construct new Class I shared-use path, widen shoulders and add sidewalk		
Project Location:	Lake Boulevard (SR 299) Corridor between Masonic Avenue and Old Oregon Trail		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Brett Ditzler	License #:	74085

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP <u>Eligible</u> Costs/Items		ATP <u>Ineligible</u> Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$862,314.21	\$862,314	100%	\$862,314				
2	Traffic Control	1	LS	\$357,865.61	\$357,866	100%	\$357,866				
3	Stormwater Protection Plan	1	LS	\$405,581.03	\$405,581	100%	\$405,581				
4	Time-Related Overhead (LS)	1	LS	\$525,178.16	\$525,178	100%	\$525,178				
5	Construction Area Signs	1	LS	\$23,857.71	\$23,858	100%	\$23,858				
6	Permits	1	LS	\$2,385.77	\$2,386	100%	\$2,386				
7	Traffic Management Plan	1	LS	\$11,928.85	\$11,929	100%	\$11,929				
8	Progress Schedule (Critical Path Method)	1	LS	\$21,471.94	\$21,472	100%	\$21,472				
9	Lead Compliance Plan	1	LS	\$11,928.85	\$11,929	100%	\$11,929				
10	RE Office	1	LS	\$212,989.68	\$212,990	100%	\$212,990				
General Construction Items											
11	Roadway Excavation	7482.61	CY	\$71.57	\$535,554	100%	\$535,554				
12	Imported Borrow	5329.65	CY	\$42.94	\$228,876	100%	\$228,876				
13	Structure Excavation and Backfill (Walls)	544.54	CY	\$109.77	\$59,774	100%	\$59,774				
14	Clearing and Grubbing	1.00	LS	\$34,048.34	\$34,048	100%	\$34,048				
15	Develop Water Supply	1.00	LS	\$11,928.85	\$11,929	100%	\$11,929				
16	Duff	1.00	ACRE	\$16,700.40	\$16,700	100%	\$16,700				
17	Shoulder Backing	368.03	TON	\$67.99	\$25,024	100%	\$25,024				
18	Subgrade Enhancement Geotextile	1095.45	SQYD	\$5.07	\$5,554	100%	\$5,554				
19	Hot Mix Asphalt (Type A)	3250.01	TON	\$167.00	\$542,765	100%	\$542,765				
20	Class 2 Aggregate Base	2751.28	CY	\$113.32	\$311,786	100%	\$311,786				
21	Tack Coat	2.70	TON	\$1,491.11	\$4,020	100%	\$4,020				
22	Minor Concrete	1156.06	CY	\$999.17	\$1,155,098	100%	\$1,155,098				
23	Detectable Warning Surface	362.50	SQFT	\$49.50	\$17,945	100%	\$17,945				
24	Remove Concrete (LS)	1.00	LS	\$28,243.86	\$28,244	100%	\$28,244				
25	Retaining Walls	2.00	EA	\$241,442.85	\$482,886	100%	\$482,886				
26	Reconstruct Drainage Facility (LS)	1.00	LS	\$518,541.93	\$518,542	100%	\$518,542				
27	Treated Wood Waste	6472.84	LB	\$0.48	\$3,089	100%	\$3,089				
28	Remove Railing	1.00	LS	\$5,694.87	\$5,695	100%	\$5,695				
29	Fence	1410.43	LF	\$81.71	\$115,250	100%	\$115,250				
30	Concrete Barrier	1868.50	LF	\$182.65	\$341,284	100%	\$341,284				
31	Architectural Treatment	12167.18	SQFT	\$23.86	\$290,281	100%	\$290,281				
32	Pre/Post Construction Surveys	29.00	EA	\$596.44	\$17,297	100%	\$17,297				
33	Landscape and Irrigation	500.00	LF	\$124.90	\$62,448	100%	\$62,448				
34	Erosion Control	285000	SQFT	\$0.38	\$109,030	100%	\$109,030				
35	Maintain Existing Traffic Management Sys	1.00	LS	\$3,936.52	\$3,937	100%	\$3,937				
36	Flashing Beacon System	3.00	EA	\$59,644.27	\$178,933	100%	\$178,933				
37	Lighting System	1.00	LS	\$2,302,269	\$2,302,269	100%	\$2,302,269				
38	Signs	1.00	LS	\$131,026.53	\$131,027	100%	\$131,027				
39	Striping	1.00	LS	\$48,150.05	\$48,150	100%	\$48,150				
40	Pavement Marking	7762.00	SQFT	\$8.70	\$67,564	100%	\$67,564				
41	Portable Changeable Message Signs	6.00	EA	\$5,964.43	\$35,787	100%	\$35,787				
42	Temporary Pedestrian Access Route	1.00	LS	\$111,654.07	\$111,654	100%	\$111,654				
43	Payment Adjustments For Price Index Fluct	3250.00	TON	\$3.67	\$11,929	100%	\$11,929				
44	Value Analysis	1.00	EA	\$11,928.85	\$11,929	100%	\$11,929				
45	Maintain Traffic	150.00	DAY	\$159.05	\$23,858	100%	\$23,858				
46	Dispute Resolution Board	150.00	DAY	\$59.64	\$8,947	100%	\$8,947				
47	Partnering	150.00	DAY	\$159.05	\$23,858	100%	\$23,858				
48	Electrical Service Connection	1.00	EA	\$119,288.54	\$119,289	100%	\$119,289				
49	Revegetation	1.00	EA	\$11,928.85	\$11,929	100%	\$11,929				
50	New Bridge	1.00	EA	\$1,622,324	\$1,622,324	100%	\$1,622,324				
51								100%			
52								100%			
Subtotal of Construction Items:					\$12,072,000		\$12,072,000				
Construction Item Contingencies (% of Construction Items):					25.00%		\$3,018,000				
Total (Construction Items & Contingencies) cost:					\$15,090,000		\$15,090,000				
Project Delivery Costs:											

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Caltrans prepared in partnership with Shasta Regional Transportation Agency Date: 9/11/2020
 Project Description: Construct new Class I shared-use path, widen shoulders and add sidewalk
 Project Location: Lake Boulevard (SR 299) Corridor between Masonic Avenue and Old Oregon Trail
 Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Brett Ditzler License #: 74085

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 1,614,000	\$1,614,000	
Plans, Specifications and Estimates (PS&E):	\$ 2,158,000	\$2,158,000	"PE" costs / "CON" costs
Total PE:	\$ 3,772,000	\$3,772,000	25% 25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ 309,000	\$309,000	
Acquisitions and Utilities:	\$ 1,247,000	\$1,247,000	
Total RW:	\$ 1,556,000	\$1,556,000	
Construction Engineering (CE)			"CE" costs / "CON" costs
Construction Engineering (CE):	\$ 2,264,000	\$2,264,000	15% 15% Max
(PE+RW+CE) Total Project Delivery:	\$7,592,000	\$7,592,000	
Total Construction Costs:	\$15,090,000	\$15,090,000	
Total Project Cost:		\$22,682,000	

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

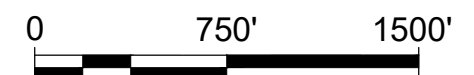
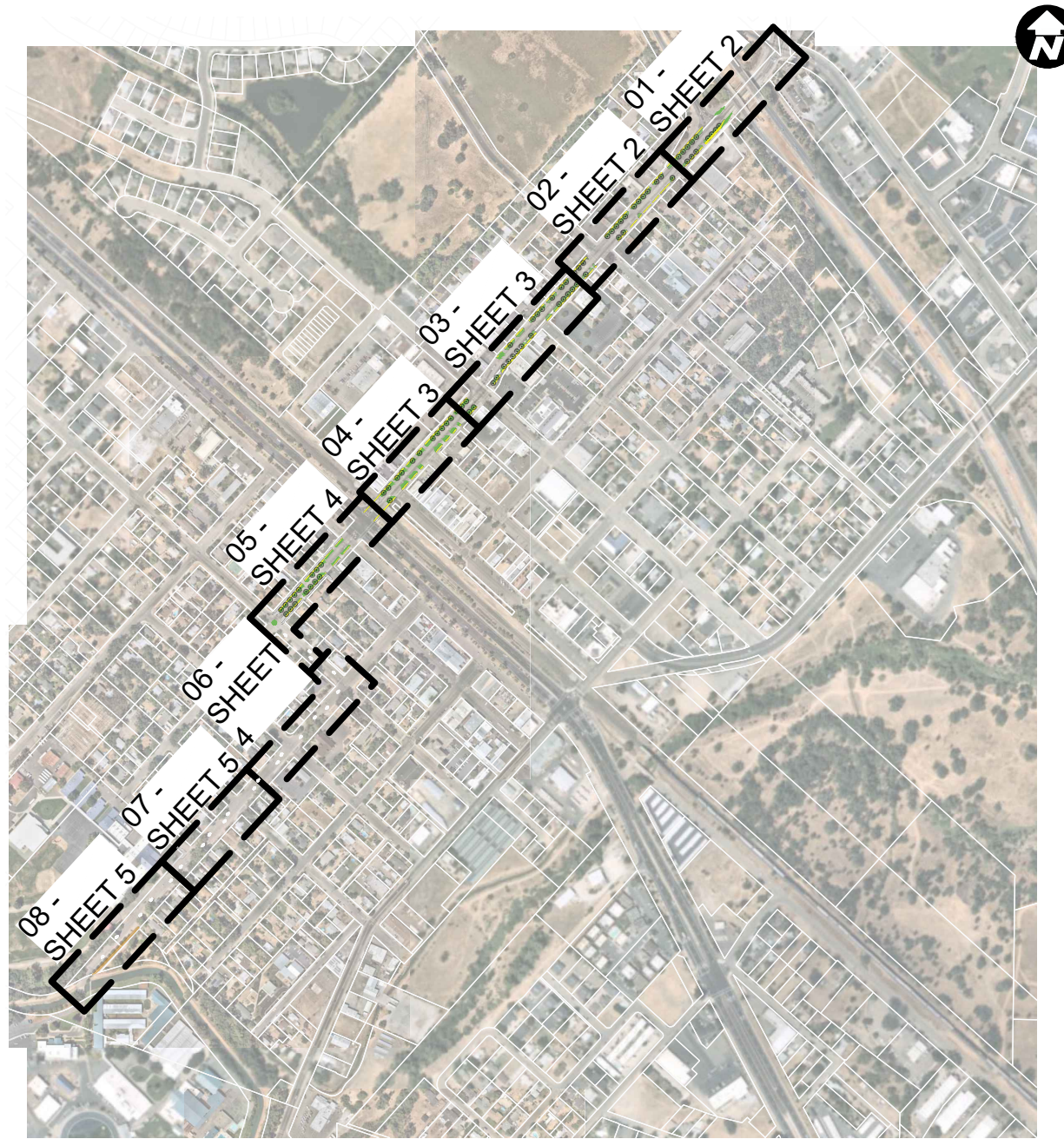
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

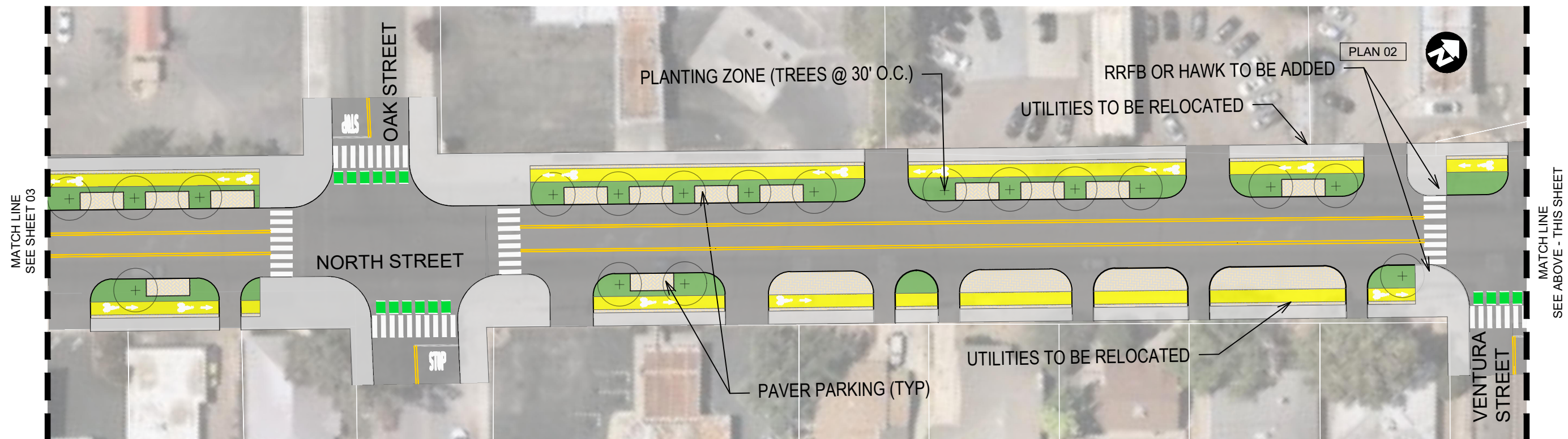
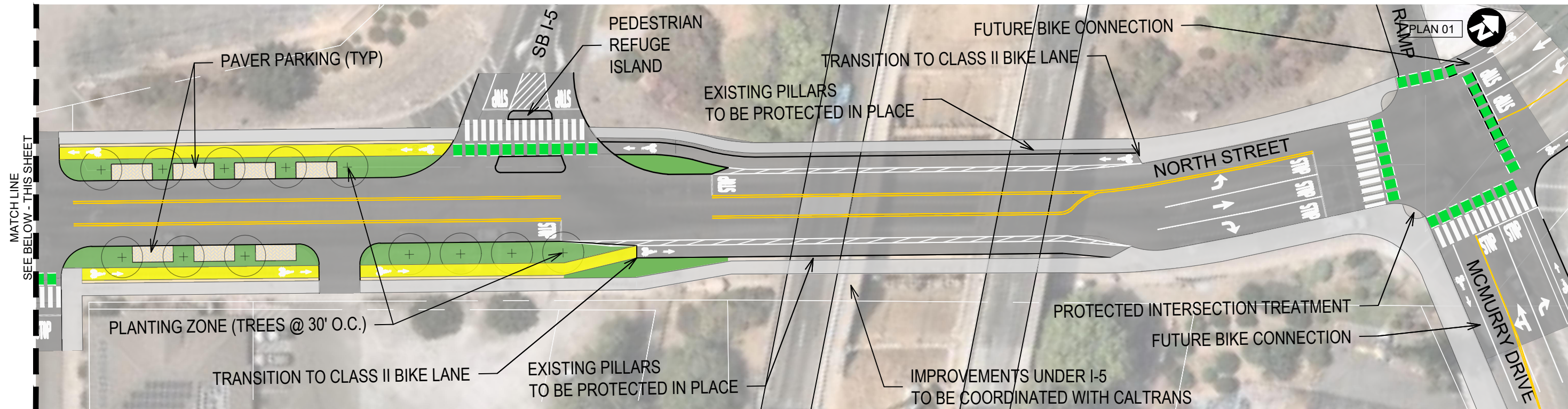
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)
All	All items are ATP-eligible

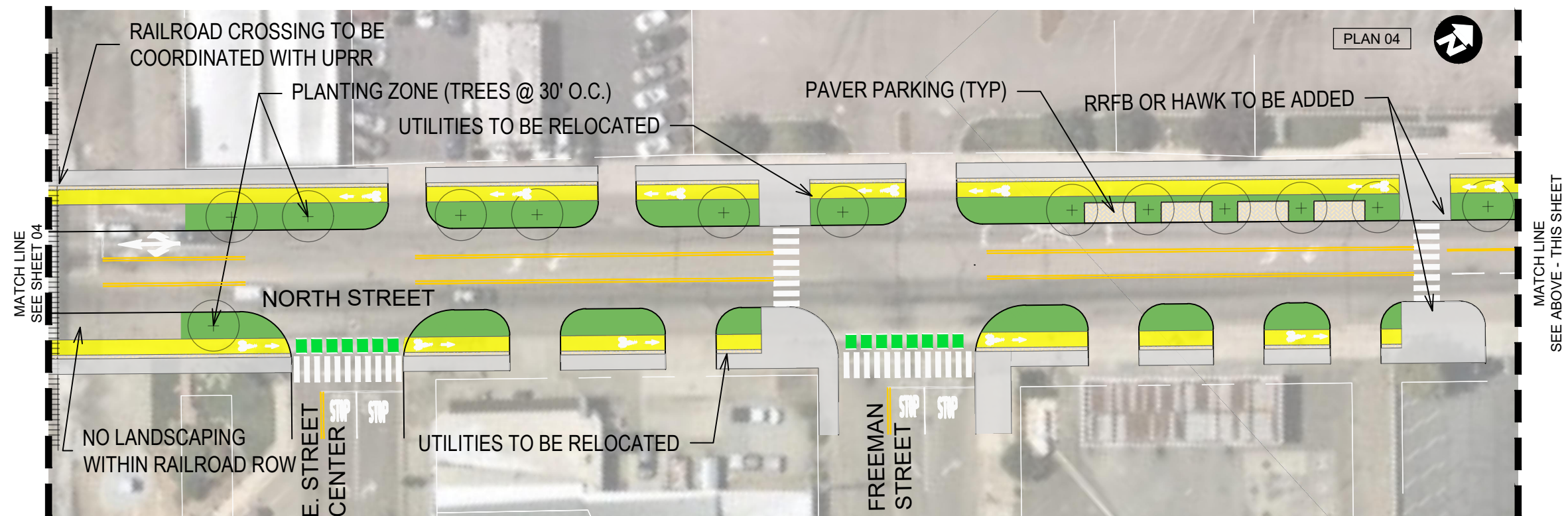
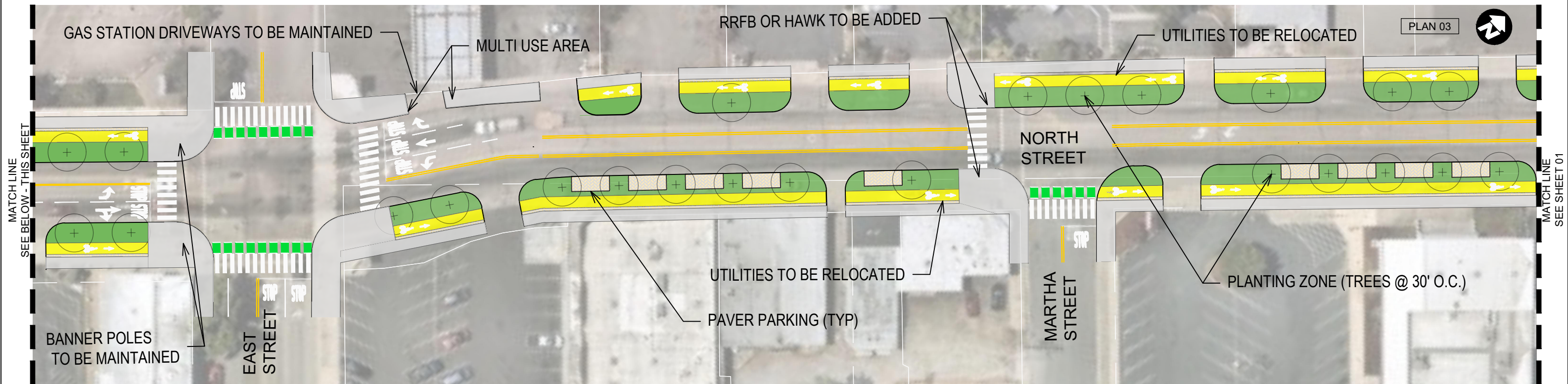


ORIGINAL COPY

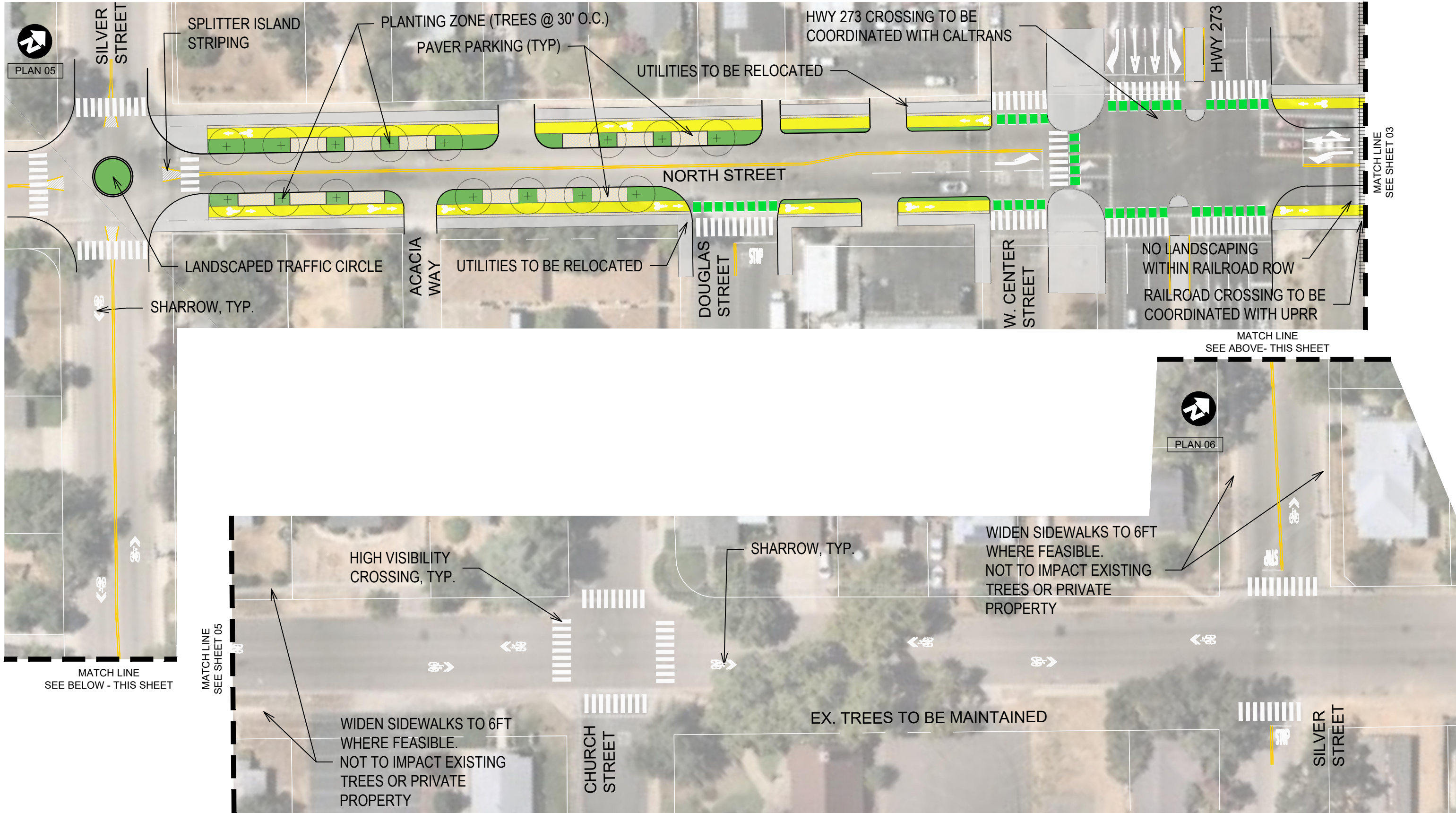
Appendix F



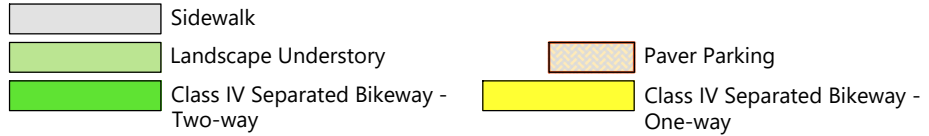




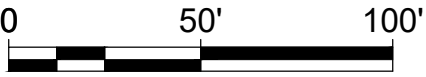
N:\Shared\PROJECTS\2017\00-2017-248 Sustainable Shasta\07_Anderson CA\CAD\10 PERCENT DESIGN\17-248_Shasta_North_Anderson_10percent.dwg

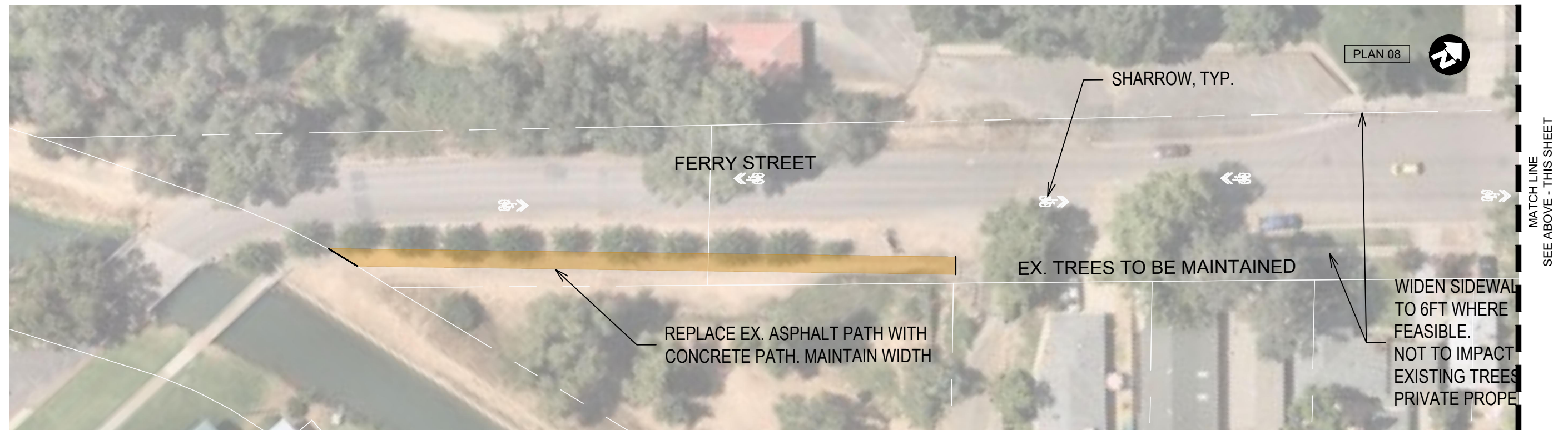
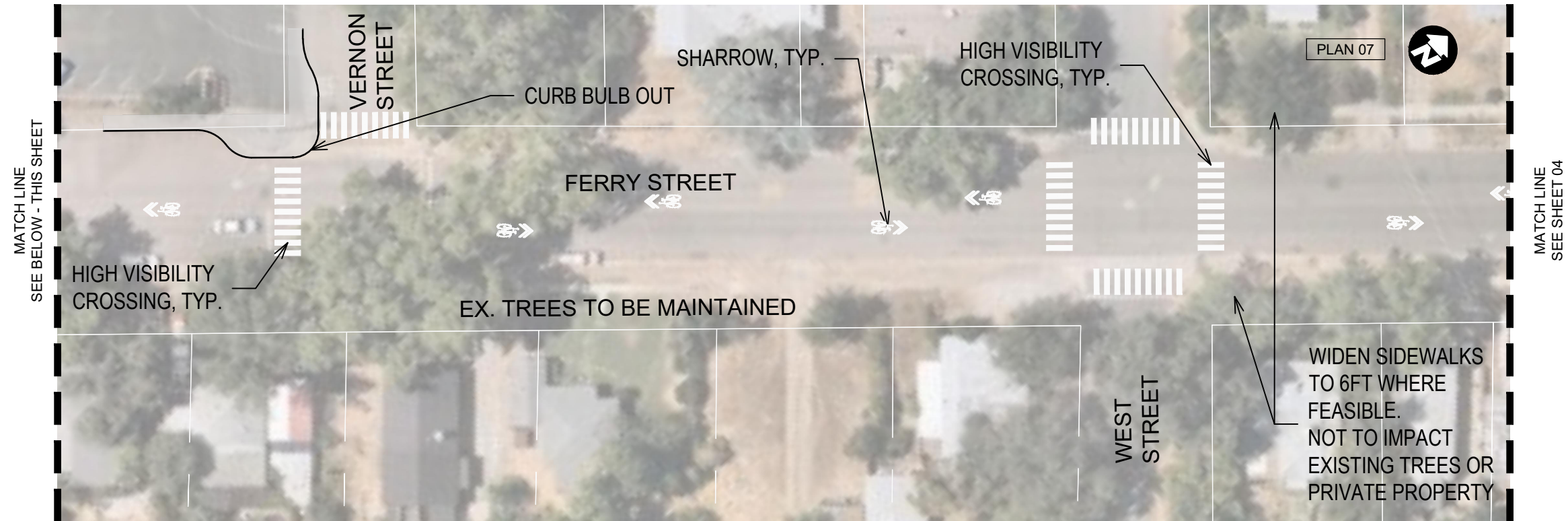


CITY OF ANDERSON
SUSTAINABLE SHASTA



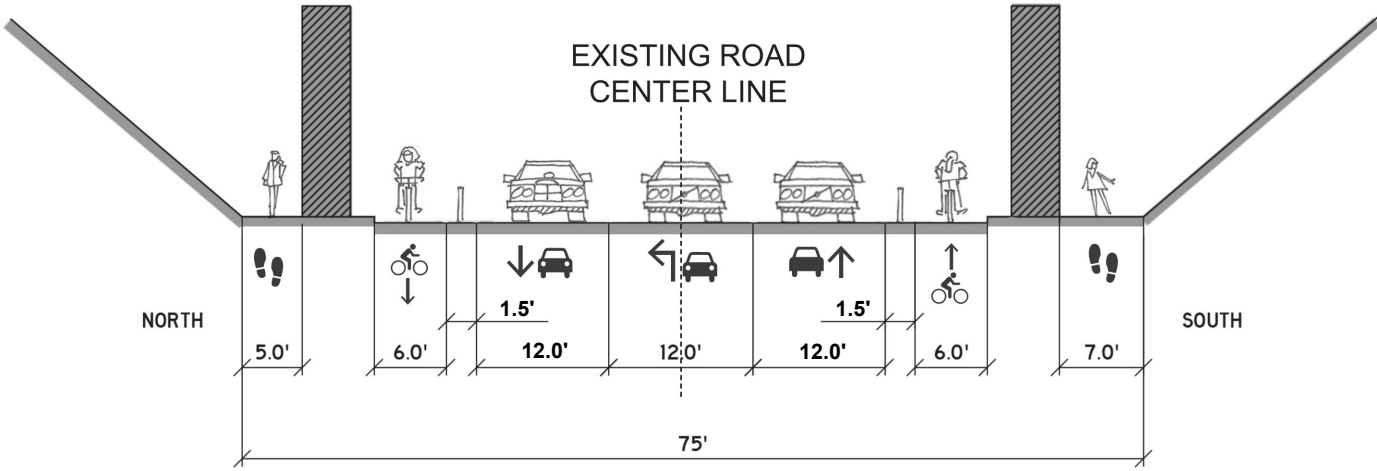
SHEET 4 OF 10



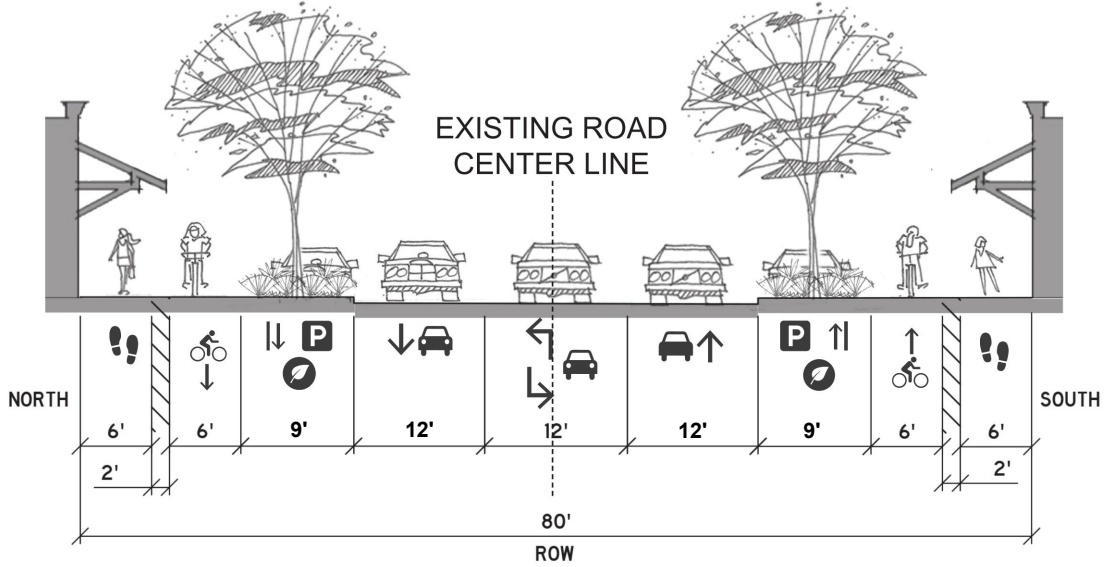


SECTION ROW LIMITS TO BE
DETERMINED IN FIELD

EXISTING CURB-TO-CURB WIDTH TO REMAIN THE SAME
EXISTING PILLARS TO BE PROTECTED IN PLACE



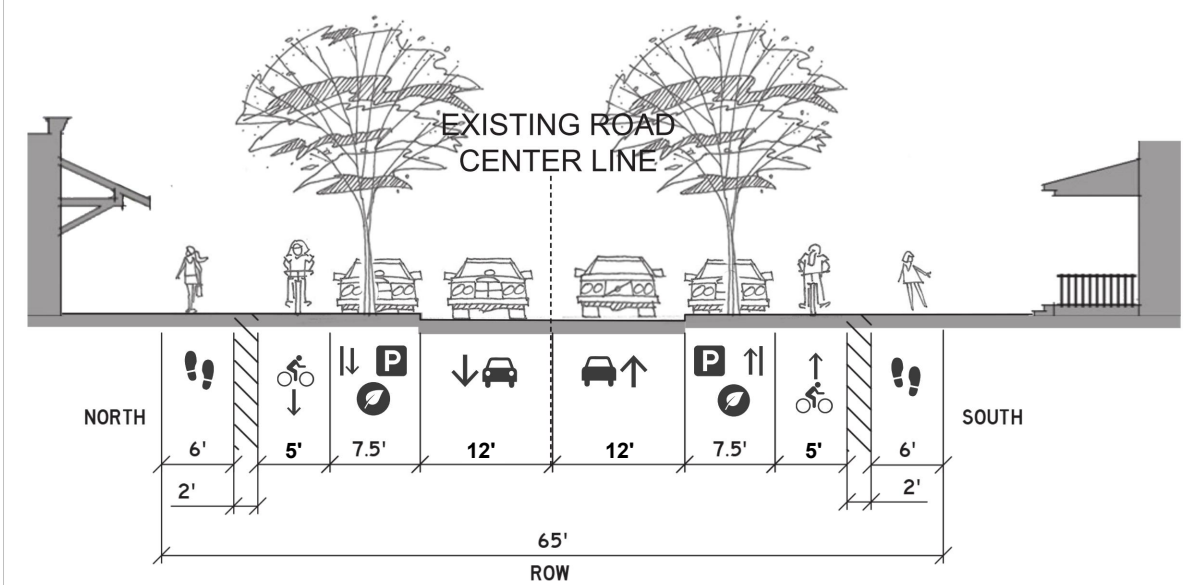
SECTION A:
NORTH STREET,
TYP. MCMURRY DRIVE - VENTURA STREET



SECTION B:
NORTH STREET,
TYP. VENTURA STREET - UPRR

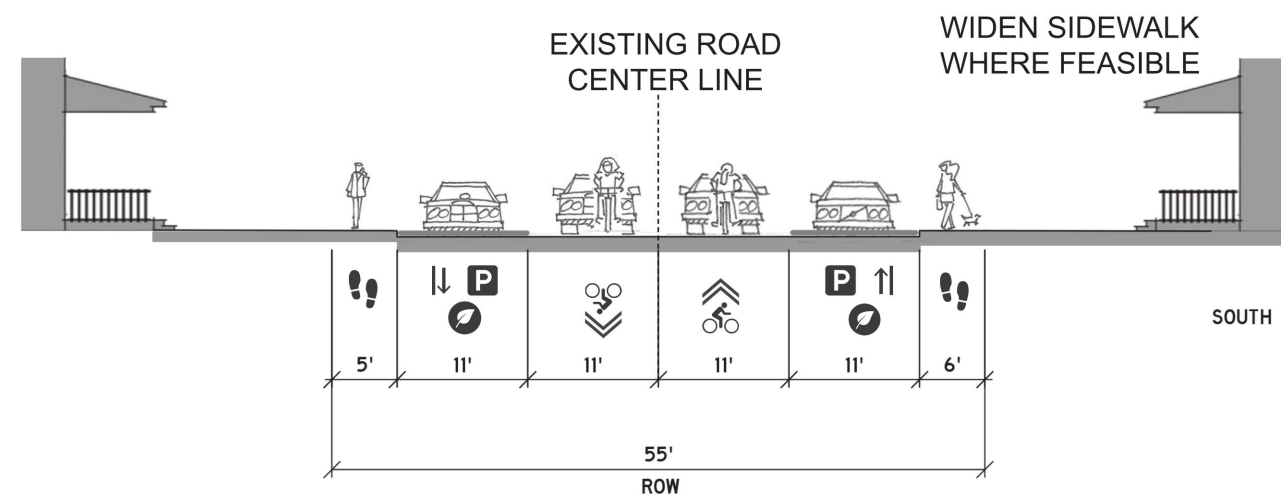


SECTION ROW LIMITS TO BE
DETERMINED IN FIELD



SECTION C:
NORTH STREET,
TYP. UPRR - SILVER ST

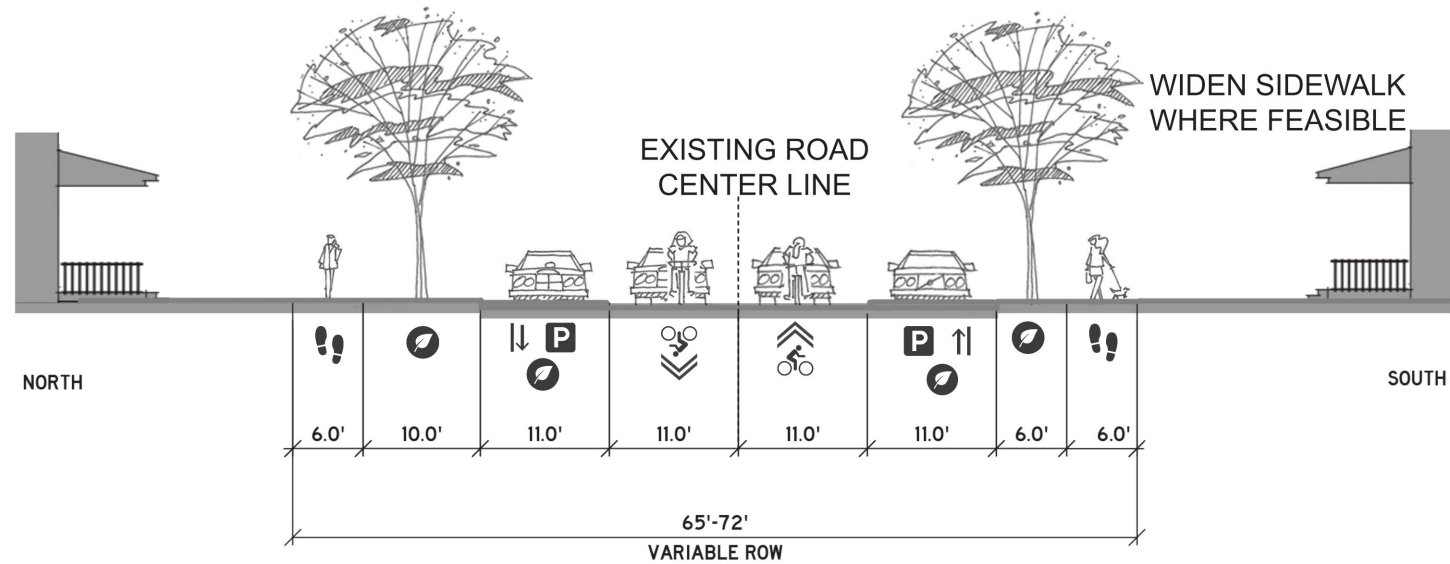
SECTION ROW LIMITS TO BE
DETERMINED IN FIELD



SECTION D:
SILVER STREET,
TYP. NORTH STREET - FERRY STREET

MAINTAIN EXISTING CURB
ADD PLANTED BULBOUTS WHERE FEASIBLE

PRESERVE EXISTING STREET TREES

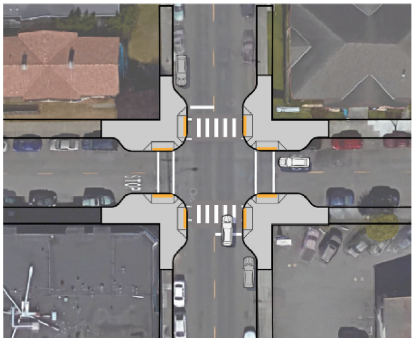


SECTION E:
FERRY STREET,
TYP. SILVER STREET - ANDERSON UNION HIGH SCHOOL

EXAMPLE BICYCLE BOULEVARD CONCEPT



TRAFFIC CALMING STRATEGIES



CURB EXTENSION



TRAFFIC CIRCLE



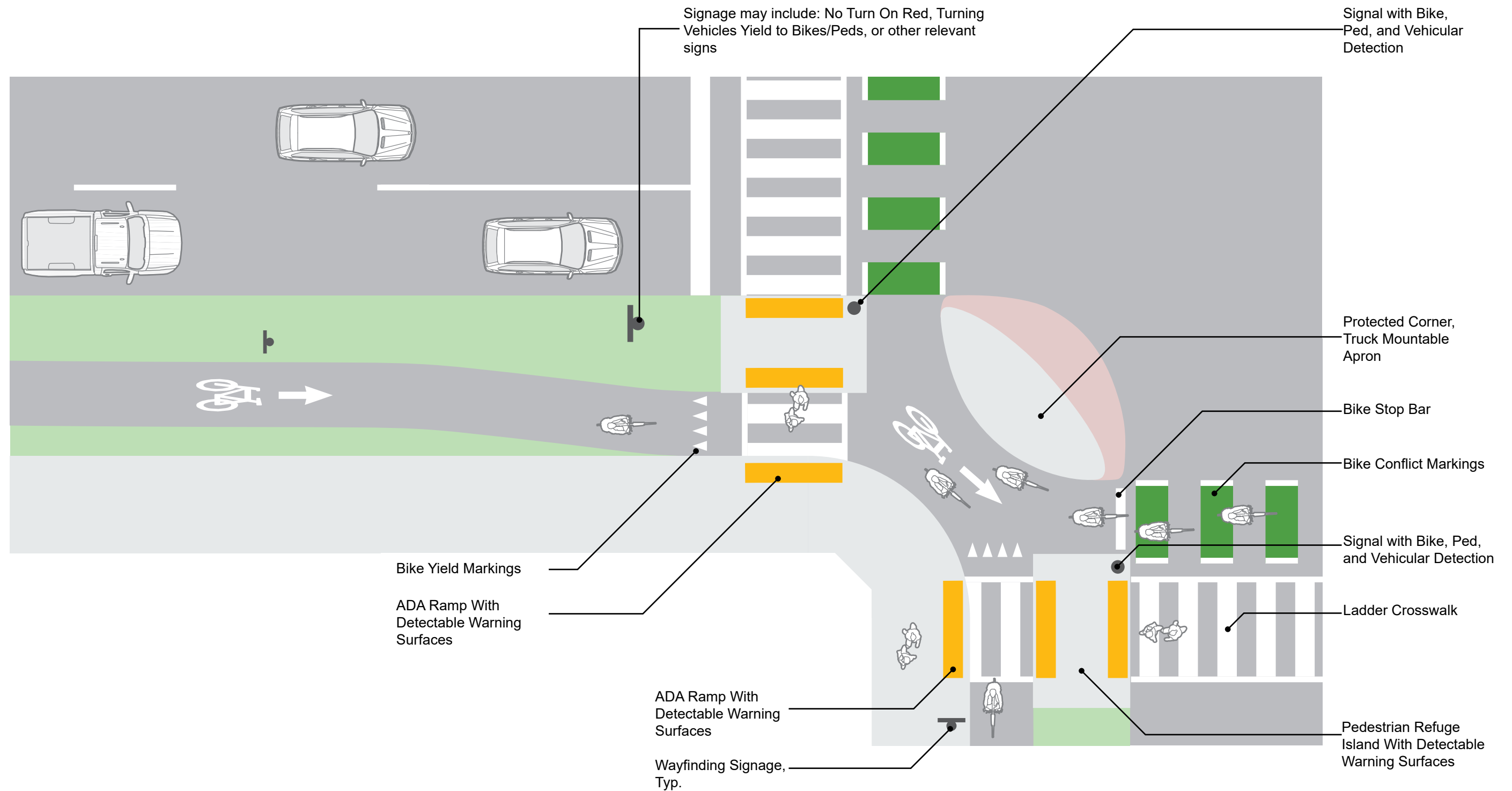
SPEED HUMP

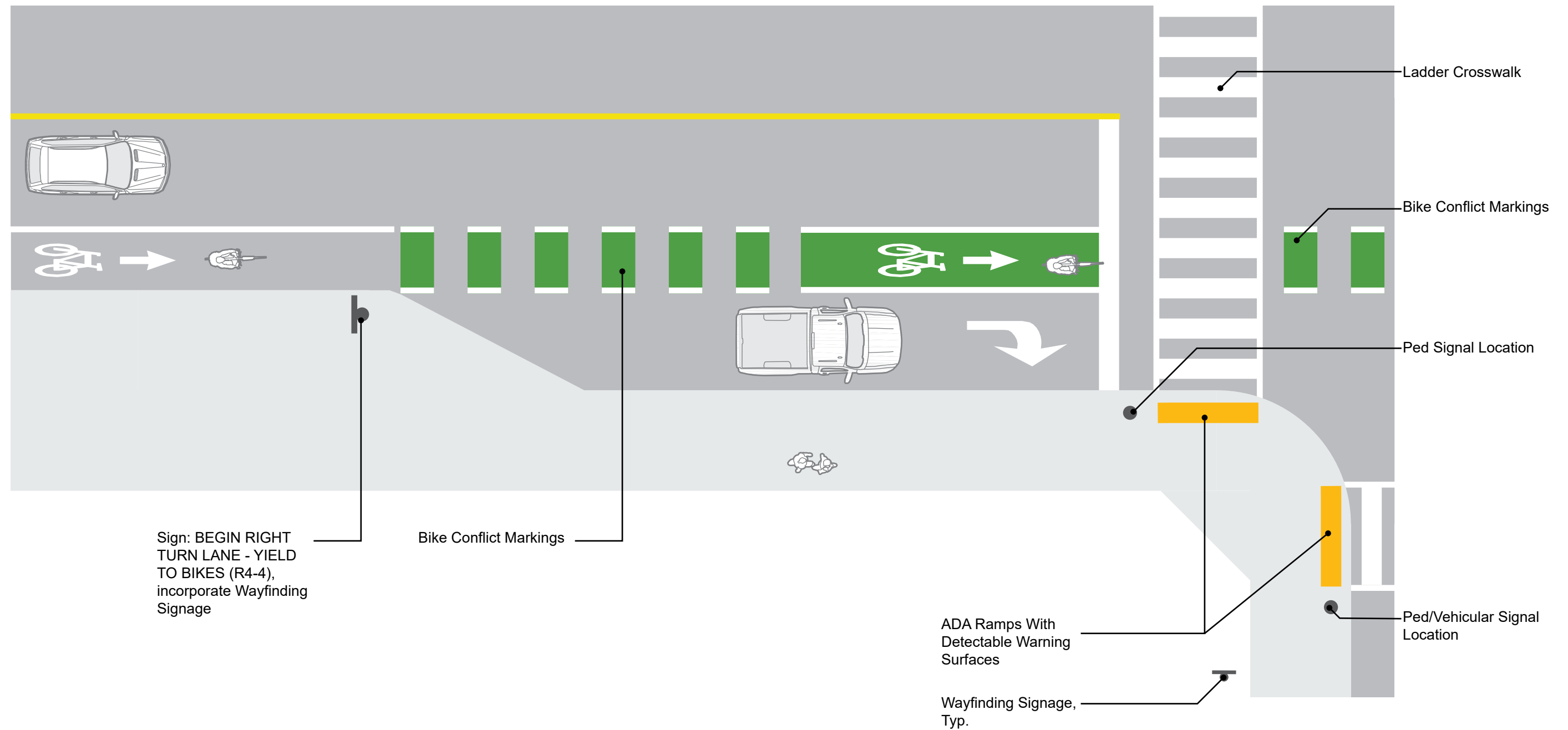


RAISED CROSSWALK



CHICANE





Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Shasta Regional Transportation Agency

Date: 7/1/2020

Project Description:

Project Location: City of Anderson

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:

License #:

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)

Cost Breakdown

ATP Eligible
Costs/Items

ATP Ineligible
Costs/Items

Corps/CCC
to construct

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization/ Demobilization	1	LS	\$175,000.00	\$175,000	100%	\$175,000				
2	Traffic Control (including Changeable Message Signs)	1	LS	\$125,000.00	\$125,000	100%	\$125,000				
3	Stormwater Control, SWPPP, & BMPs	1	LS	\$100,000.00	\$100,000	100%	\$100,000				
4	Permitting including fees (Caltrans and UPPR)	1	LS	\$75,000.00	\$75,000	100%	\$75,000				
5	Clearing and Grubbing	1	LS	\$150,000.00	\$150,000	100%	\$150,000				
6						100%					
7						100%					
8						100%					
9						100%					
10						100%					
General Construction Items											
11	Unclassified Excavation (Removal of AC, base, etc)	1	LS	\$129,400.00	\$129,400	100%	\$129,400				
12	Construct Curb Ramp	75	EA	\$5,000.00	\$375,000	100%	\$375,000				
13	6" AC Pavement	851	TON	\$140.00	\$119,140	100%	\$119,140				
14	8" Crushed Miscellaneous Base	560	CY	\$85.00	\$47,600	100%	\$47,600				
15	Construct Curb and Gutter	7931	LF	\$45.00	\$356,895	100%	\$356,895				
16	Construct Median Curb	400	LF	\$40.00	\$16,000	100%	\$16,000				
17	Remove and Reconstruct Driveways	4190	SF	\$15.00	\$62,850	100%	\$62,850				
18	Construct Sidewalk	4266	SF	\$12.50	\$53,325	100%	\$53,325				
19	Median Refuge Island	3	EA	\$6,500.00	\$19,500	100%	\$19,500				
20	Utility Pole Relocations	9	EA	\$75,000.00	\$675,000	100%	\$675,000				
21	Storm Drain Modifications (including catch basin relocations)	11	EA	\$25,000.00	\$275,000	100%	\$275,000				
22	Adjust Manhole, Valut to grade	20	EA	\$500.00	\$10,000	100%	\$10,000				
23	Valve, Meters, and Pullbox to grade	15	EA	\$450.00	\$6,750	100%	\$6,750				
24	Pavement Markings	2223	SF	\$4.00	\$8,892	100%	\$8,892				
25	Thermoplastic High Visibility Crosswalk and 12" Limit Line	5594	SF	\$5.00	\$27,970	100%	\$27,970				
26	Green Conflict Striping	3576	SF	\$6.00	\$21,456	100%	\$21,456				
27	Pavement Striping	14742	LF	\$2.50	\$36,855	100%	\$36,855				
28	Sign with new post	25	EA	\$250.00	\$6,250	100%	\$6,250				
29	Traffic Signal Modification (North Street @ US 273)	1	LS	\$350,000.00	\$350,000	100%	\$350,000				
30	Install Rectangular Rapid Flashing Beacon (RRFB)	3	EA	\$40,000.00	\$120,000	100%	\$120,000				
31	Install Landscape Traffic Circle	1	EA	\$50,000.00	\$50,000	100%	\$50,000				
32	Topsoil	350	CY	\$65.00	\$22,750	100%	\$22,750				
33	Box Trees	82	EA	\$850.00	\$69,700	100%	\$69,700				
34	Permeable Pavers (Parking and Sidewalk Buffer)	12582	SF	\$12.00	\$150,984	100%	\$150,984				
35	Drip Irrigation	13672	SF	\$8.00	\$109,376	100%	\$109,376				
36	Irrigation equipment (POC)	5	EA	\$4,500.00	\$22,500	100%	\$22,500				
37								100%			
38								100%			
39								100%			
40								100%			
41								100%			
42								100%			
43								100%			
44								100%			
45								100%			
46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:					\$3,768,193		\$3,768,193				

Construction Item Contingencies (% of Construction Items): 20.00%

\$753,639

\$753,639

Total (Construction Items & Contingencies) cost:

\$4,521,832

\$4,521,832

Project Delivery Costs:

Type of Project Cost Cost \$

Preliminary Engineering (PE)

Environmental Studies and Permits(PA&ED): \$ 225,000

Plans, Specifications and Estimates (PS&E): \$ 605,000

Total PE: \$ 830,000

ATP Eligible Costs

\$225,000

\$605,000

\$830,000

Non-participating Costs

"PE" costs / "CON" costs

18% 25% Max

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Shasta Regional Transportaton Agency

Date: 7/1/2020

Project Description:

Project Location: City of Anderson

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:

License #:

Right of Way (RW)

Right of Way Engineering:

Acquisitions and Utilities:

Total RW: \$ -

Construction Engineering (CE)

Construction Engineering (CE): \$ 450,000

"CE" costs / "CON" costs

10% 15% Max

(PE+RW+CE) Total Project Delivery: \$1,280,000

Total Construction Costs: \$4,521,832

Total Project Cost: \$5,801,832

ATP Eligible Costs

Non-participating Costs

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #: Description of Engineer's Logic: (See examples shown in the Instructions)