

MINERAL MULTI USE PATH



TAMY QUIGLEY
CALTRANS, DISTRICT 2
SR TRANSPORTATION PLANNER

ACTIVE TRANSPORTATION PROGRAM
AND
COMPLETE STREETS



OVERVIEW

- Location
- Background
- Purpose
- Need
- Scope
- Funding and Partnership
- Schedule
- Next Steps
- Conclusion

Background and History

- 2012 - Mike Mason, Mineral CT Maintenance Sup brings the need to Caltrans District Staff
- 2012 to 2017 - unable to find funding for project
- 2017 - Mike Mason asks for status and confirms need is still there
- 2018 - Caltrans seeks partnership Tehama County Transportation Commission (TCTC)
- 2019 - New SHOPP Guidelines include this project type as eligible for funds
- 2019 - Caltrans approves the project in concept, agrees to use SHOPP Minor funds
 - Assigns internal team to work on cost, scope, schedule
- 2019 - TCTC agrees to partner with Caltrans with CMAQ funding
- 2020 - Caltrans approved to seek Funding
- 2020 – Caltrans engages the community for input

PURPOSE

- Provide a safe and separated facility to connect those choosing to walk, bike, or roll to and from key destinations within the town of Mineral.



Need

- A large volume of people who desire to walk or bike is present along this stretch of SR 36. The need exists to provide a safe, ADA compliant path to interconnect the community and provide access for all modes of active transportation.
- There is currently no existing space to walk or bike
- State Route 36 has 0-2' shoulders along this section
- Lack of designated place to cross State Route 36

Scope

- Project Details:
 - 10-ft shared use path
 - 16 Culvert Crossings
 - 2 Pedestrian Bridges (RCB)
 - Push Button Activated Rapid Rectangular Flashing Beacon (RRFB)
 - 24-hr Advance Flashing Beacons (AFB)
 - 8-ft Shoulder



SCOPE

Scope Update

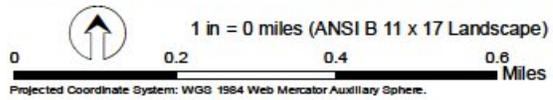
- The connection south on SR 172 to Mt. Lassen was removed.
 - This school was the anchor connection for this section
 - The drainage on the corner of SR 36/172 would have been very expensive
 - There would have been a private land acquisition on the corner of SR 36/172
- In talks with the TCTC and Community it was proposed to explore this section in a next phase approach.
- Caltrans has a project programmed in the 2026 SHOPP

CULVERT WORK

Mineral Bike Path Aerial Map



Caltrans | December 02, 2019
 North Region GIS Data Library provided the data sets used to create this map. Caltrans is not liable to any party for any cost or damages, including any direct, indirect, special, incidental, or consequential damages, arising out of or about the access or issue of, or inability to access or use, this map.
 Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- PG&E Power Outage Affected
 - Yes
- End Treatment
 - ⊗ Not Assessed
 - ⊕ Repairs Not Required
 - ⊖ Field Maintenance Required
 - ⊗ Major Maintenance Required

Use of Path

- Per the vehicle code motor vehicles are not permitted on bike paths
 - Path is classified as a Class I Bike path (Caltrans HDM)
 - This includes green tag vehicles
- The Highway Design Manual (HDM) references the Streets & Highways Code and Ca Vehicle Code for Class I facilities stating motor vehicles are prohibited, specific to State Right of Way.
- The funding being used for this project is specifically for:
 - Reduce greenhouse gases,
 - Increase walking and biking trips,
 - Increase safety for those walking and biking

Cost

- Total Project Cost - \$3.86 Million
 - Environmental \$450K
 - Design - \$500K
 - Right of Way - \$160K
 - \$30K support
 - \$130K capital
 - Construction - \$2,750K
 - \$500K support
 - \$2,250 capital
- ❖ CMAQ contribution of \$1.5M will be used in the construction capital phase

Funding Sources

- SHOPP Minor Program - \$1.25M
 - State Highway Operations and Protection Program

- ATP - \$1.1M
 - California Transportation Commissions, Active Transportation Program
 - Competitive fund source
 - Submit application on 9/15/2020
 - Know if selected February 2021



- CMAQ - \$1.5M
 - Congestion Mitigation and Air Quality Improvement Program
 - The preferred way to partner in funding is to use this in construction capital phase

Addition Funding Efforts

- **SHOPP Major Program - \$2.4M**
 - State Highway Operations and Protection Program
 - Fund Support (Environmental, Design, RW, Construction support and some capital)
 - Competitive selection process
 - Submit on 9/25 /2020
 - Know if selected January 2021
- **Combine SHOPP Major with CMAQ to fully fund**
 - CMAQ funding will be used for construction capital

Next Steps

- August 20, 2020 – Internal Project Meeting to finalize cost and schedule, then circulates for a final review
- September 15, 2020 - Submit ATP Application
- September 25, 2020 – Submit SHOPP Application
- Jan / Feb 2021 – find out about funding
- Project Delivery
 - Begin (PA&ED) - Environmental 2021
 - Construction year is 2024, could be sooner if PA&ED goes quicker than expected.

CONCLUSION

- There is a strong need for a separated space for those who desire to walk, bike or roll in and around the town of Mineral
- Project has tremendous support
- Through partnership, outreach and field reviews the scope has been determined
- Funding applications will be submitted in September 2020
 - Find out if selected 2/2021
- TCTC to contribute CMAQ funding of \$1.5M, to be programmed in 22/23
- We are all committed to building this path and through these partnerships we will make it happen





THANK YOU 😊
Questions and Comments Welcome!

tamy.quigley@dot.ca.gov

530-768-4210