



Trinity County Transportation Commission

December 2023

2024 Regional Transportation Improvement Program (RTIP) for Trinity County



2024 Regional Transportation Improvement Program (RTIP) for Trinity County



Prepared by the:

Trinity County Transportation Commission

31301 State Highway 3

P.O. Box 2490

Weaverville, CA 96093

Submitted to the:

California Transportation Commission

December 2023



TRINITY COUNTY TRANSPORTATION COMMISSION

Panos Kokkas, P.E., Executive Secretary
Lisa McNeely, Administration
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December 15, 2023

Ms. Kacey Ruggiero
Assistant Deputy Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Subject: 2024 Trinity Regional Transportation Improvement Program

Dear Ms. Ruggiero:

Enclosed, please find the 2024 Trinity Regional Transportation Improvement Program (RTIP) scheduled for adoption December 19, 2023, by the Trinity County Transportation Commission (TCTC). The 2024 RTIP recommends programming in the 2024 State Transportation Improvement Program (STIP) as shown below:

- **Planning, Programming, and Monitoring** – New funding totaling \$247,000 is recommended for programming.
- **Ripple Creek Bridge Reconstruction** – TCTC recommends programming \$2,500,000 in regional shares for this bridge reconstruction project.
- **Burnt Ranch Left Turn Lane** – Originally programmed in the 2022 STIP, the Trinity region is partnering with Caltrans to construct a left-hand turn lane on SR 299 to Burnt Ranch School Road. The Trinity region is contributing \$78,000 for right of way and \$922,000 for construction at a total of \$1,000,000 contributing STIP funds.

The 2024 Trinity RTIP is available on TCTC's website at: <https://www.trinitycounty.org/Transportation-Commission>. Please contact me if you have any questions. I am available at (530) 623-1365, or pkokkas@trinitycounty.org.

Sincerely,

A handwritten signature in blue ink that reads "Panos Kokkas".

Panos Kokkas
Executive Secretary

PK/SS

cc: Sarah Saad, Transportation Planner
Dave Moore, Caltrans District 2 Director
Kelly Zolotoff, SHOPP & NonSHOPP Coordinator, Asset Management
Kimiko Taguchi, Assistant SHOPP & non-SHOPP Coordinator, Asset Management
Sudha Kodali, Chief, Division of Financial Programming

2024 RTIP for Trinity County

Table of Contents

Page

Cover Letter

A. Overview and Schedule

Section 1: Executive Summary	1
Section 2: General Information	1
Section 3: Background of Regional Transportation Improvement Program (RTIP)	2
Section 4: Completion of Prior RTIP Projects	3
Section 5: RTIP Outreach and Participation	3

B. 2024 STIP Regional Funding Request

Section 6: 2024 STIP Regional Share and Request for Programming	4
Section 7: Overview of Other Funding Included in Delivery of RTIP Projects	5
Section 8: Interregional Transportation Improvement Program (ITIP) Funding/Needs	5
Section 9: Multi-Modal Corridors – Projects Planned Within the Corridor	5
Section 10: Highways to Boulevards Pilot Program	6
Section 11: Complete Streets Consideration	6

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 12: Regional Level Performance Evaluation	6
Section 13: Regional and Statewide Benefits of RTIP	7

D. Performance and Effectiveness of RTIP

Section 14: Evaluation of the Cost Effectiveness of RTIP	7
Section 15: Project Specific Evaluation	7

E. Detailed Project Information

Section 16: Overview of Projects Programmed with RIP Funding	8
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F. Appendices

Section 17: Program Programming Request (PPR) Forms	
Section 18: Board Resolution of 2024 RTIP Approval	
Section 19: Fact Sheet	
Section 20: Documentation on Coordination with Caltrans District	
Section 21: Detailed Project Programming Summary Table	
Section 22: Ripple Creek Bridge Project Study Report (PSR)	

A. Overview and Schedule

Section 1: Executive Summary

As the Regional Transportation Planning Agency (RTPA) for Trinity County, Trinity County Transportation Commission (TCTC) must adopt the Regional Transportation Improvement Program (RTIP) with projects from the most recent Trinity County Regional Transportation Plan (RTP) every other year. TCTC’s adopted 2024 RTIP will be used to program the California Transportation Commission’s (CTC) 2024 State Transportation Improvement Program (STIP), which is due to Caltrans by December 15, 2023.

The CTC released the 2024 STIP Fund Estimate on August 16, 2023, covering the five-year STIP period for Fiscal Years 2024-25 through 2028-29. The 2024 STIP fund estimate identifies a regional formula distribution for the Trinity region of \$3,452,000 through 2028-29 and an unprogrammed balance of \$1,990,000. The 5% limitation of regional shares for Planning, Programming, and Monitoring (PPM) is \$248,000 for the 2024-25 through 2027-28 share period, and \$57,000 for the 2028-29 share period.

TCTC is requesting \$2,747,000 in new programming for the 2024 STIP, leaving TCTC with an available STIP capacity of \$2,695,000 for future STIP projects. Also included in this RTIP is \$1,000,000 in old programming for Burnt Ranch Left Turn Lane.

Section 2: General Information

- **Regional Agency Name:** Trinity County Transportation Commission (TCTC)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website:

<https://www.trinitycounty.org/Transportation-Commission>

RTIP Document:

<https://www.trinitycounty.org/sites/default/files/DOT/2024%20Trinity%20RTIP.pdf>

RTP:

<https://www.trinitycounty.org/sites/default/files/DOT/RTP.pdf>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name:	Panos Kokkas
Title:	TCTC Executive Secretary
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Address:	PO Box 2490

31301 State Hwy 3
Weaverville, CA 96093

- **RTIP Manager Staff Contact Information**

Name: Sarah Saad
Title: Transportation Planner
Phone: (530) 623-1365 (ext. 3400)
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31301 State Hwy 3
Weaverville, CA 96093

- **California Department of Transportation Headquarter Staff Contact Information**

Name: Sudha Kodali
Title: Chief, Division of Financial Programming
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Email: sudha.kodali@dot.ca.gov
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Sacramento, CA 94274

- **California Transportation Commission (CTC) Staff Contact Information**

Name: Kacey Ruggiero
Title: Assistant Deputy Director
Phone: (916) 707-1388
Email: kacey.ruggiero@catc.ca.gov
Address: 1120 N Street
Sacramento, CA 95814

Section 3: Background of Regional Transportation Improvement Program (RTIP)

a. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in

the region and reflects the unique mobility, sustainability, and air quality needs of each region.

b. Regional Agency’s Historical and Current Approach to developing the RTIP

The Trinity County Transportation Commission develops its RTIP by considering the highest priority unfunded projects in the RTP and the STIP guidelines of the California Transportation Commission. Public outreach and priority setting take place within the context of the RTP, and it has long been the policy for TCTC to engage in extensive public outreach during the development of this document and the many planning documents that inform it. This extensive public outreach results in our ability to retain priorities over time, which is essential in regional mobility.

Section 4: Completion of Prior RTIP Projects (Required per Section 78)

Planning, programming and monitoring funding becomes a fund source in the Overall Work Program. Given that the Regional Planning Assistance (RPA) funding hasn’t increased since 2013, PPM funding is needed for planning. Prior PPM funds were utilized to develop and deliver the 2022 Regional Transportation Plan.

The Trinity region has a partnership project with Caltrans to construct east and westbound turnouts on State Route (SR) 299 Down River. The project is planned to be constructed in FY 2023-24 in conjunction with SHOPP projects to benefit both the Trinity region and Caltrans with economies of scale.

The Lowden Park to Senior Center Bike/Pedestrian Path project is not being programmed as regional priorities have changed since the 2022 RTIP submittal.

Project Name and Location	Description	Summary of Improvements/Benefits
Planning, Programming & Monitoring	Planning, Programming and monitoring projects to meet the goals, policies and objectives of the Regional Transportation Plan.	STIP project planning and monitoring, and RTP development and completion.
SR 299/ Down River Turnouts	Partnership with Caltrans to construct east and westbound turnouts between mileposts 21.6 – 22.6	Safety and capacity improvements

Section 5: RTIP Outreach and Participation

a. RTIP Development and Approval Schedule

Action	Date
---------------	-------------

CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	RTPA Board Approval Date
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

b. Community Engagement

Trinity County’s most recent RTP was adopted on February 7, 2023 and the development process included various outreach methods including the development of a project website, survey distribution, media and newspaper advertisements, physical flyers, and community meetings. The planning team held a total of 15 in-person community meetings throughout Trinity County, and provided multiple methods of advertisement to ensure that attendees could learn about it regardless of their access to technology. The first set of community meetings were held between March and May of 2022 to introduce the RTP and solicit community feedback. Maps and information pertaining to the projects and programs in the RTP were provided at each of the meetings. During the RTP Public Draft review period, additional advertisements were broadcast through media, website updates, and email blasts and public comment was encouraged during community meetings in November 2022.

c. Consultation with Caltrans District 2 (Required per Section 17)

Caltrans District: 2

TCTC and Caltrans staff have consulted in the development of the 2024 RTIP. An official consultation meeting was held which Caltrans District 2 has summarized with the letter included as an attachment to this RTIP.

B. 2024 STIP Regional Funding Request

Section 6: 2024 STIP Regional Share and Request for Programming

a. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

The 2024 STIP fund estimate identifies a regional formula distribution for the Trinity region of \$3,452,000 through 2028-29 and an unprogrammed balance of \$1,990,000. The

5% limitation of regional shares for Planning, Programming, and Monitoring (PPM) is \$248,000 for the 2024-25 through 2027-28 share period, and \$57,000 for the 2028-29 share period.

b. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming, and Monitoring	Transportation planning activities	\$247,000
Ripple Creek Bridge Reconstruction	Bridge reconstruction	\$2,500,000
Contribution to Caltrans Burnt Ranch Left Turn Lane	Partnership to Construct left-hand turn lane at milepost 11.53	\$1,000,000; originally programmed in the 2022 STIP

Section 7: Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

TCTC is not programming for non-proportional spending allowing for the expenditure of STIP funds.

Section 8: Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state’s economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure and integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

ITIP funding is not being requested by TCTC.

Section 9: Projects Planned Within Multi-Modal Corridors

Caltrans and regional transportation agencies collaborate to develop corridor plans aimed at pinpointing multimodal transportation projects aligned with state, regional, and local objectives, benefiting corridors throughout the state.

Section 10. Highways to Boulevards Conversion Pilot Program

TCTC is currently not aware of any candidate projects for the Highways to Boulevards Conversion Pilot Program.

11. Complete Streets Consideration (per Section 26)

Reconstructing Ripple Creek Bridge will enhance the safety of pedestrians and cyclists, providing a secure passage for residents.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 12: Regional Level Performance Evaluation (per Section 22A of the guidelines)

- a. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled/per capita	47	62 (2042)
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	N/A	N/A
	Commute mode share (travel to work or school)	Drive Alone: 69.5% Carpool: 7.6% Public Transit: 1.5% Walked: 2% Bicycle: 1.2% Taxicab/Other: 2.2% WFH: 16%	Public transit increases to 2%
Transit	Total operating cost per revenue mile	\$5.28	\$5
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	24%	33.7%
	Pavement Condition Index (local streets and roads)	54	60
Safety	Total accident cost per capita and VMT	Unknown (cost data not available)	Unknown (cost data not available)
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	5.1	There is no significant change in developed acres anticipated.

Section 13: Regional and Statewide Benefits of RTIP

SR 299 serves as a crucial conduit for goods and transportation, acting as the primary link between Interstate 5 in Shasta County and State Route 101 in Humboldt County. The addition of the Burnt Ranch left turn lane will enhance safety for both local and regional users.

D. Performance and Effectiveness of RTIP

Section 14: Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Change in VMT/capita	47	62 (2042)
	Change in Peak Volume /Capacity Ratio	N/A	N/A
	Change in commute mode share (travel to work or school)	Drive Alone: 69.5% Carpool: 7.6% Public Transit: 1.5% Walked: 2% Bicycle: 1.2% Taxicab/Other: 2.2% WFH: 16%	Public transit increases to 2%
Transit	Change in Total operating cost per revenue mile	\$5.28	\$5
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	24%	33.7%
	Change in Pavement Condition Index (local streets and roads)	54	60
Safety	Change in Total accident cost per capita and VMT	Unknown (cost data not available)	Unknown (cost data not available)
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)	5.1	There is no significant change in developed acres anticipated.

Section 15: Project Specific Evaluation (Required per Section 19D)

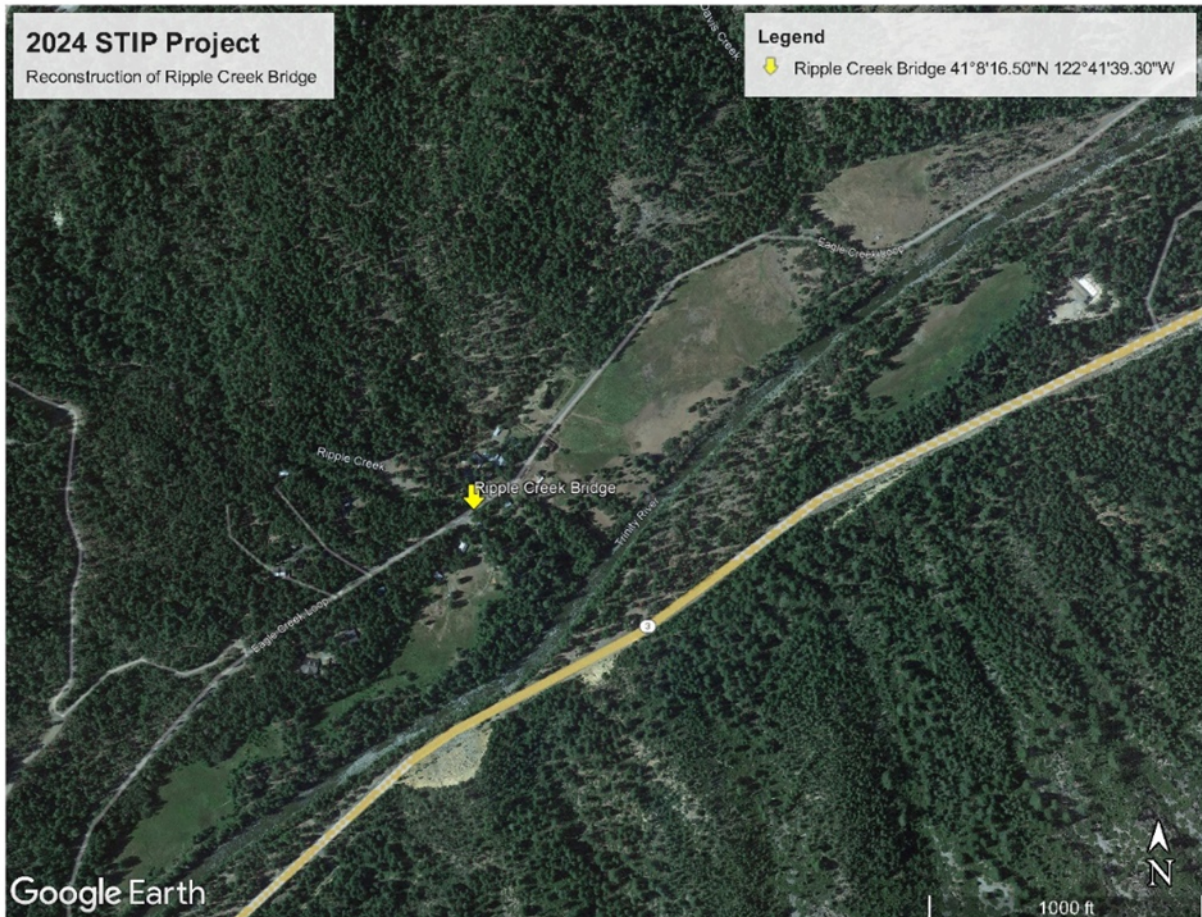
Trinity County’s projects do not meet the threshold to require project specific evaluations.

E. Detailed Project Information

Section 16: Overview of Projects Programmed with RIP Funding

The 2024 STIP projects and funding are as proposed:

- **PPNO 2066: Planning, Programming, Monitoring (PPM)**
Program \$247,000 in PPM funds for FY 2024-25 through 2028-29 for 1) regional transportation planning for the development and preparation of the Regional Transportation Plan (RTP), 2) project planning for the development of project study reports or major investment studies, 3) program development for the preparation of RTIPs and studies supporting them, and 4) monitoring the implementation of STIP projects including project delivery, timely use of funds, and compliance with California State law and California Transportation Commission (CTC) guidelines. \$90,000 is programmed for FY 2024-25, \$100,000 is programmed for 2026-27, and \$57,000 is programmed for 2028-29.
- **PPNO 2654: Ripple Creek Bridge Reconstruction**



Ripple Creek Bridge has recently deteriorated and portions of the masonry wall have fallen into the stream channel exposing the bare earth abutments to potentially catastrophic scour. Currently the bridge is signed for light vehicle traffic only. The goal of the project is to

replace the existing bridge with a new bridge designed to meet the California Department of Transportation (Caltrans) Bridge Design Specifications and AASHTO very low volume bridge standards. The County desires the most cost-effective solution, such as a prefabricated steel or concrete structure placed upon a simple foundation. Another important design consideration of the project is to minimize the environmental process by avoiding any work within the creek channel. Ideally the new bridge could just drop in place, with a slightly longer span than the old bridge, avoiding the creek envelope and wider than the existing structure to better align with the existing roadway, therefore not requiring approach roadways. For FY 2024-25, \$100,000 is programmed for E&P, \$350,000 is programmed for PS&E, and \$50,000 is programmed for right of way acquisition (including support). For FY 2025-26, \$2,000,000 is being programmed for construction (including support), bringing the total project cost to \$2,500,000.

- **PPNO 3770: Burnt Ranch Left Turn Lane**



Originally programmed in the 2022 STIP, TCTC is partnering with a Caltrans Capital Preventative Maintenance (CAPM) 2022 SHOPP project to construct a left-hand turn lane on SR 299 to Burnt Ranch School Road at mile post 11.53. For FY 2025-26, TCTC is contributing \$78,000 for right of way and \$922,000 for construction at a total of \$1,000,000 contributing STIP funds for this Caltrans project.

F. Appendices

Section 17: Program Programming Request (PPR) Forms

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/11/2023 13:00:43
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02			2066	Trinity County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Trinity County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Sarah Saad			530-623-1365	ssaad@trinitycounty.org	

Project Title

Planning, Programming, and Monitoring

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

Planning, programming, and monitoring.

Component	Implementing Agency
PA&ED	Trinity County
PS&E	Trinity County
Right of Way	Trinity County
Construction	Trinity County

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/11/2023 13:00:43

Purpose and Need

Planning, programming, and monitoring to develop future projects, prepare transportation planning and programming documents, and monitor projects.

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

Project Outputs			
Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
02	Trinity County				2066

Project Title
 Planning, Programming, and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Trinity County
PS&E									Trinity County
R/W SUP (CT)									Trinity County
CON SUP (CT)									Trinity County
R/W									Trinity County
CON									Trinity County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		90		100		57		247	
TOTAL		90		100		57		247	

Fund #1:	RIP - STIP Augmentation (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Trinity County Transportation Commi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		90		100		57		247	
TOTAL		90		100		57		247	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/13/2023 08:02:13
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02			2654	Trinity County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Trinity County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Sarah Saad			530-623-1365	ssaad@trinitycounty.org	

Project Title

Ripple Creek Bridge Reconstruction

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

The goal of the project is to replace the existing bridge with a new bridge designed to meet the California Department of Transportation (Caltrans) Bridge Design Specifications and AASHTO very low volume bridge standards. The County desires the most cost-effective solution, such as a prefabricated steel or concrete structure placed upon a simple foundation. Another important design consideration of the project is to minimize the environmental process by avoiding any work within the creek channel. Ideally the new bridge could just drop in place, with a slightly longer span than the old bridge, avoiding the creek envelope and wider than the existing structure to better align with the existing roadway, therefore not requiring approach roadways. Ripple Creek Bridge is located in northern Trinity County on Eagle Creek Loop Road approximately 1.5 miles Northwest of SR 3.

Component	Implementing Agency
PA&ED	Trinity County
PS&E	Trinity County
Right of Way	Trinity County
Construction	Trinity County

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		08/01/2024
Circulate Draft Environmental Document Document Type		
Draft Project Report		07/01/2024
End Environmental Phase (PA&ED Milestone)		07/31/2025
Begin Design (PS&E) Phase		08/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		07/31/2025
Begin Right of Way Phase		08/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		07/31/2025
Begin Construction Phase (Contract Award Milestone)		08/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		07/31/2026
Begin Closeout Phase		07/31/2026
End Closeout Phase (Closeout Report)		12/31/2026

Date 12/13/2023 08:02:13

Purpose and Need

Recently the bridge has deteriorated and portions of the masonry wall have fallen into the stream channel exposing the bare earth abutments to potentially catastrophic scour. Currently the bridge is signed for light vehicle traffic only. The goal of the project is to replace the existing bridge with a new bridge designed to meet the California Department of Transportation (Caltrans) Bridge Design Specifications and AASHTO very low volume bridge standards. The County desires the most cost-effective solution, such as a prefabricated steel or concrete structure placed upon a simple foundation. Another important design consideration of the project is to minimize the environmental process by avoiding any work within the creek channel. Ideally the new bridge could just drop in place, with a slightly longer span than the old bridge, avoiding the creek envelope and wider than the existing structure to better align with the existing roadway, therefore not requiring approach roadways. Reconstructing Ripple Creek Bridge will enhance the safety of pedestrians and cyclists, providing a secure passage for residents.

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

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	Local reconstructed bridge/tunnels	SQFT	336

Date 12/13/2023 08:02:13

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Bridges	Optional	Bridge Deck Rating	Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
02	Trinity County				2654

Project Title

Ripple Creek Bridge Reconstruction

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Trinity County
PS&E									Trinity County
R/W SUP (CT)									Trinity County
CON SUP (CT)									Trinity County
R/W									Trinity County
CON									Trinity County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		100						100	
PS&E		350						350	
R/W SUP (CT)									
CON SUP (CT)									
R/W		50						50	
CON			2,000					2,000	
TOTAL		500	2,000					2,500	

Fund #1:	RIP - STIP Augmentation (Committed)								Program Code
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Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		100						100	
PS&E		350						350	
R/W SUP (CT)									
CON SUP (CT)									
R/W		50						50	
CON			2,000					2,000	
TOTAL		500	2,000					2,500	

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	12/05/2023 09:47:57
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02	0J790	0219000161	3770	Caltrans District 2	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Trinity County	299	11.300	11.800	Trinity County Transportation Commission	
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Alyson Sinclair			530-949-7059	Alyson.Sinclair@dot.ca.gov	

Project Title
 Burnt Ranch Left Turn Lane

Location (Project Limits), Description (Scope of Work)
 Construct left turn lane. In Trinity County at and near Burnt Ranch from 0.8 mile east of Hennessey Road to 1.4 miles east of Hennessey Road.

Component	Implementing Agency
PA&ED	Caltrans District 2
PS&E	Caltrans District 2
Right of Way	Caltrans District 2
Construction	Caltrans District 2

Legislative Districts			
Assembly:	2	Senate:	2
		Congressional:	2
Project Milestone	Existing	Proposed	
Project Study Report Approved	11/02/2021		
Begin Environmental (PA&ED) Phase	07/05/2022	07/05/2022	
Circulate Draft Environmental Document		Document Type	
Draft Project Report	07/05/2024	07/05/2024	
End Environmental Phase (PA&ED Milestone)	10/04/2024	10/04/2024	
Begin Design (PS&E) Phase	10/04/2024	10/04/2024	
End Design Phase (Ready to List for Advertisement Milestone)	02/02/2026	02/02/2026	
Begin Right of Way Phase	10/04/2024	10/04/2024	
End Right of Way Phase (Right of Way Certification Milestone)	12/04/2025	01/05/2025	
Begin Construction Phase (Contract Award Milestone)	05/06/2026	05/06/2026	
End Construction Phase (Construction Contract Acceptance Milestone)	12/02/2026	12/02/2026	
Begin Closeout Phase	12/02/2026	12/02/2026	
End Closeout Phase (Closeout Report)	09/04/2030	09/04/2030	

Date 12/05/2023 09:47:57

Purpose and Need

Improve operations and reduce delays while enhancing safety on SR 299 at Burnt Ranch School Road by constructing a westbound LTL that includes storage to accommodate expected traffic volumes.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Turn pockets constructed	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	1	1	0
			Rating	Fair	Good	

District	County	Route	EA	Project ID	PPNO
02	Trinity County	299	0J790	0219000161	3770

Project Title
 Burnt Ranch Left Turn Lane

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Caltrans District 2
PS&E									Caltrans District 2
R/W SUP (CT)									Caltrans District 2
CON SUP (CT)									Caltrans District 2
R/W				78				78	Caltrans District 2
CON				922				922	Caltrans District 2
TOTAL				1,000				1,000	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				78				78	
CON				922				922	
TOTAL				1,000				1,000	

Fund #1:	RIP - National Hwy System (Committed)	Program Code 20.XX.075.600
----------	---------------------------------------	-------------------------------

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Trinity County Transportation Commi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				78				78	
CON				922				922	
TOTAL				1,000				1,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				78				78	
CON				922				922	
TOTAL				1,000				1,000	

Complete this page for amendments only					Date 12/05/2023 09:47:57	
District	County	Route	EA	Project ID	PPNO	
02	Trinity County	299	OJ790	0219000161	3770	

SECTION 1 - All Projects

Project Background

No changes to programming are being requested.

Programming Change Requested

Reason for Proposed Change

No changes to programming are being requested.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

No programming changes are being requested.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Section 18: Board Resolution of 2024 RTIP Approval

RESOLUTION NO. 2023-150

**A RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF TRINITY SITTING AS THE
TRINITY COUNTY TRANSPORTATION COMMISSION
ADOPTING THE TRINITY COUNTY 2024 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE 2024 STATE TRANSPORTATION
IMPROVEMENT PROGRAM**

WHEREAS, California Government Code Section 65082(a) requires Regional Transportation Planning Agencies to adopt and submit a Regional Transportation Improvement Program (RTIP) for the geographic area under its jurisdiction [21 C.C. R., Sec 8114(a)(3)] to the California State Transportation Commission and the California Department of Transportation for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the Trinity County Transportation Commission (TCTC) is the Regional Transportation Planning Agency for the Trinity County region; and

WHEREAS, TCTC, through the conduct of a continuing, comprehensive, and coordinated transportation planning process, and in conformance with all applicable State and Federal requirements, adopted the 2022 Regional Transportation Plan (RTP) for Trinity County on February 7, 2023; and

WHEREAS, the projects listed in the attached Exhibit "A" are consistent with the 2022 RTP and 2022 STIP; and

WHEREAS, the TCTC has identified existing, previously programmed projects that should be funded during the next five fiscal years during the 2024 STIP cycle, based on the priorities stated in the 2022 RTP; and

WHEREAS, the RTIP will not be impacted by the "Safe Rule", which became effective November 26, 2019; and


WHEREAS, Project Study Reports (PSRs) have been prepared for all projects.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Trinity sitting as the Trinity County Transportation Commission does hereby adopt the 2024 RTIP as identified in Exhibit "A" of this resolution;

BE IT FURTHER RESOLVED that the Executive Secretary of the Trinity County Transportation Commission is hereby authorized to represent this Commission and sign all documents related to the 2024 RTIP and the Trinity County Planning, Programming and Monitoring (PPM) Program as adopted in the 2024 STIP.

DULY PASSED AND ADOPTED this 19th day of December, 2023 by the Board of Supervisors of the County of Trinity sitting as the Trinity County Transportation Commission by motion, second (Frasier/Leutwyler), and the following vote:

- AYES: Supervisors Leutwyler, Frasier, Carpenter – Harris, and Cox
- NOES: None
- ABSENT: Gogan
- ABSTAIN: None
- RECUSE: None



JILL COX, CHAIRMAN
Board of Supervisors
County of Trinity
State of California

ATTEST:

TRENT TUTHILL
Clerk of the Board of Supervisors

By: 

Deputy

Section 19: Fact Sheet

2024 State Transportation Improvement Program (STIP)

Fact Sheet¹

Executive Summary

An executive summary of the Regional Transportation Improvement Program (RTIP) highlighting the region's top priorities (ref. Section 1 from the 2024 RTIP Template). Summary may include but not limited to: a list of projects with changes and estimated completion dates and a map.

The 2024 STIP fund estimate identifies a regional formula distribution for the Trinity region of \$3,452,000 through 2028-29 and an unprogrammed balance of \$1,990,000. The 5% limitation of regional shares for Planning, Programming, and Monitoring (PPM) is \$248,000 for the 2024-25 through 2027-28 share period, and \$57,000 for the 2028-29 share period. TCTC requests to program an overall of \$2,747,000 in the 2024 STIP, leaving TCTC with an available STIP capacity of \$2,695,000 for future STIP projects.

The Trinity region proposes to program \$247,000 in PPM funds for FY 2024-25 through 2028-29 for 1) regional transportation planning for the development and preparation of the Regional Transportation Plan (RTP), 2) project planning for the development of project study reports or major investment studies, 3) program development for the preparation of RTIPs and studies supporting them, and 4) monitoring the implementation of STIP projects including project delivery, timely use of funds, and compliance with California State law and California Transportation Commission (CTC) guidelines. \$90,000 is programmed for 2024-25, \$100,000 is programmed for 2026-27, and \$57,000 is programmed for 2028-29.

The Trinity region proposes to program \$2,500,000 for the reconstruction of Ripple Creek Bridge. The bridge has recently deteriorated and portions of the masonry wall have fallen into the stream channel exposing the bare earth abutments to potentially catastrophic scour. Currently the bridge is signed for light vehicle traffic only. The goal of the project is to replace the existing bridge with a new bridge designed to meet the California Department of Transportation (Caltrans) Bridge Design Specifications and AASHTO very low volume bridge standards. For FY 2024-25, \$100,000 is programmed for E&P, \$350,000 is programmed for PS&E, and \$50,000 is programmed for right of way acquisition (including support). For FY 2025-26, \$2,000,000 is being programmed for construction (including support), bringing the total project cost to \$2,500,000.

Originally programmed in the 2022 STIP, TCTC is partnering with a Caltrans Capital Preventative Maintenance (CAPM) 2022 SHOPP project to construct a left-hand turn lane on SR 299 to Burnt Ranch School Road at mile post 11.53. For FY 2025-26, TCTC is contributing \$78,000 for right of way and \$922,000 for construction at a total of \$1,000,000 contributing STIP funds for this Caltrans project.

¹ The fact sheet (one- or two-page) will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

Benefits

A summary of the most significant benefits the proposed RTIP will provide to the region(s), including the safety, environment, equity, and economic benefits to the community (ref. Section 12, 14, 15, and 16 from the 2024 RTIP Template).

SR 299 serves as a crucial conduit for goods and transportation in the region, acting as the primary link between Interstate 5 in Shasta County and State Route 101 in Humboldt County. The addition of the Burnt Ranch left turn lane will enhance safety for both local and regional users.

Reconstruction of Ripple Creek Bridge will meet the California Department of Transportation (Caltrans) Bridge Design Specifications and AASHTO very low volume bridge standards. Reconstruction will enhance the safety of pedestrians and cyclists, providing a secure passage for residents

Goals and Objectives

A description of how the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy (ref. Section 12 from the 2024 RTIP Template) as well as other regional plans, such as Regional Bicycle Plans and the Comprehensive Multimodal Corridor Plans.

The Burnt Ranch Left Turn Lane and Ripple Creek Bridge Reconstruction projects recommended for programming are derived from the most recent adopted RTP.

Planning, Programming and Monitoring funding is utilized by TCTC to develop future projects, prepare programming documentation, and monitor projects. PPM funding is an important factor in efficient project development and delivery in the Trinity region.

A description of how the RTIP aligns with the State's goals regarding plans such as the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Race and Equity Action Plan (REAP), California Freight Mobility Plan (CFMP), etc.

TCTC's 2024 RTIP continues a history of programming projects that are in alignment with local, regional and state priorities. Programming is focused on projects that better utilize the existing infrastructure in place and recognizing other needs such as equitable access and promoting infill development thru transportation. The project recommendations meet the requirements identified in the 2024 STIP Guidelines.

Section 20: Documentation on Coordination with Caltrans District

California Department of Transportation

DISTRICT 2
1031 Butte Street, MS 70
REDDING, CA 96001
(530) 356-3179 | FAX (530) 225-3324 TTY 711
www.dot.ca.gov



November 30, 2023

Mr. Panos Kokkas
Executive Secretary
Trinity County Transportation Commission
P.O. Box 2490
Weaverville, CA 96093

Dear Mr. Kokkas:

The 2024 State Transportation Improvement Program (STIP) guidelines, Section 20, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State Highway System (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2023, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is Trinity County Transportation Commission's (RTPAs) portion of this statewide list.

In preparation for the 2024 STIP cycle, on September 7, 2023, Caltrans met with you to discuss State highway needs within the Trinity region. Caltrans provided a comprehensive list of needs on the SHS in Trinity County for discussion. The list included currently programmed projects and proposed future projects in the STIP and the State Highway Operations and Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects that are already fully or partially funded in the STIP. The Trinity region has two partnership projects programmed in the STIP – State Route (SR) 299/Down River Turnouts and the SR 299/Burnt Ranch Left Turn Lane. Both projects are planned to be constructed in conjunction with SHOPP projects to benefit both the Trinity region and Caltrans with economies of scale.

As discussed at our September 7, 2023 meeting, due to constrained project study report (PSR) resources, Caltrans is required to look ahead two cycles to the 2028 STIP for potential future project candidates where a PSR would be needed for programming purposes. In the case of the Trinity region, several projects were identified for future programming, in addition to those projects already programmed. These projects are included in the attached project list.

Caltrans recognizes 2024 STIP funding is prioritized for reprogramming projects from the 2022 STIP and to new projects to meet the county shares for the period. Caltrans is supportive of the regions proposed program.

Mr. Panos Kokkas, Executive Secretary
November 30, 2023
Page 2

We look forward to continued partnership and cooperation in prioritizing the transportation needs in the Trinity region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please contact Kelly Zolotoff at (530) 768-4327 or myself at (530) 356-3179.

Sincerely,



Kristen A Kingsley, PE
Deputy District Director
Asset and Program Project Management

Enclosure

c: Dave Moore, District 2 Director (email)
Brett Ditzler, Deputy District Director Planning and Local Assistance (email)
Clint Burkenpas, Chief Program Project Management (email)
Sean Shepard, Chief Asset Management (email)
Alyson Henry, Project Manager (Acting), Program Project Management (email)
Kelly Zolotoff, SHOPP & NonSHOPP Coordinator, Asset Management (email)

**2023 State Highway Needs Meeting
Caltrans District 2/Trinity Consultation Meeting**

Dist	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID Status	Programmed (Y/N)	Project Phase
2	TRI	299	21.6/22.6	Down River Turn Outs	Add EB and WB Turnouts	3771	0J770	Complete	Y	PS&E
2	TRI	299	11.80	Burnt Ranch Left Turn Lane	Install Left Turn Lane at Burnt Ranch on SR 299	3770	0J790	Complete	N	PA&ED

Section 21: Detailed Project Programming Summary Table

STIP WORKSHEET 2024 STIP

2024 STIP (in \$1,000's)														
PPNO	AGENCY	PROJECT TITLE	Prior	24/25	25/26	26/27	27/28	28/29	Program	Total project	PA&ED	PS&E	R/W	CON
		STATE STIP PROJECTS												
2066	Trinity County	PPM	178	90	0	100	0	57	247	425	0	0	0	247
	Trinity County	Ripple Creek Bridge Reconstruction	0	500	2000	0	0	0	2500	2500	100	350	50	2000
3770	Caltrans	Burnt Ranch Left Turn Lane	0	0	1000	0	0	0	1000	1000	0	0	78	922
2024 RTIP Totals			178	590	3000	100	0	57	3747	3925	100	350	128	3169

Section 22: Ripple Creek Bridge Project Study Report (PSR)

PROJECT STUDY REPORT
(For 2024 STIP Project off the State Highway System)

Responsible Agency: TRINITY COUNTY
Project Name: Ripple Creek Bridge Replacement

1. Transportation Problem:

The Ripple Creek Bridge (No. 05C-0006) “Ripple Creek” is special county project, not covered by HBP. In around 2008 the short one lane bridge was dropped from the HBP program. At only 19.3 feet, Ripple Creek did not meet the minimum 20 feet bridge span length to continue to be eligible to participate in the program. The last a Bridge Inspection Report (BIR) was prepared in 2006 by Caltrans Structures. The last 2006 BIR shows the 113 Code to be a U, unknown foundation. Upon county inspection it is evident the bridge has no foundation. The bridge was constructed from Steel car stringer sections and the abutments are resting on a steel bearing plate supported on dirt. The dirt abutments are concealed by a rock masonry hand stacked wall. Recently the bridge has deteriorated and, portions of the masonry wall have fallen into the stream channel exposing the bare earth abutments to potentially catastrophic scour. Currently, the county continues to monitor the condition of the bridge and has signed the bridge for light vehicle traffic only.

2. Route – Location – (Post Mile): Eagle Creek Loop Road – 1.5 Miles N/W of SR 3.

3. Description of Project Limits
Ripple Creek Bridge 05C006

4. Description of Project Scope

The goal of the project is to replace the existing bridge, with a new bridge designed to meet the California Department of Transportation (Caltrans) Bridge Design Specifications and AASHTO very low volume bridge standards. The County desires the most cost-effective solution, such as a prefabricated steel or concrete structure placed upon a simple foundation. Another important design consideration of the project is to minimize the environmental process by avoiding any work with in the creek channel. Ideally the new bridge could just drop in place, with a slightly longer span than the old bridge, avoiding the creek envelope and wider than the existing structure to better align with the existing roadway, therefore not requiring approach roadways.

5. Functional Classification/Federal-aid System

Federal-aid Highways

- | | |
|---|---|
| <input type="checkbox"/> Urban Principal Arterial | <input type="checkbox"/> Rural Principal Arterial |
| <input type="checkbox"/> Urban Minor Arterial | <input type="checkbox"/> Rural Minor Arterial |
| <input type="checkbox"/> Urban Collector | <input type="checkbox"/> Rural Major Collector |

Highways ineligible for Federal-aid

- | | |
|--------------------------------------|---|
| <input type="checkbox"/> Urban Local | <input type="checkbox"/> Rural Minor Collector |
| | <input checked="" type="checkbox"/> Rural Local |

Federal-aid System

On the National Highway System? Yes ___ No X

6. Environmental Status

Environmental Document Type: CEQA Categorical Exclusion

7. Traffic Data (Estimated) Average Daily Traffic ± 70

8. Roadway Geometric Information

Will this project change existing geometrics? Yes ___ No X

If no, skip this section. * No Roadway Geometric work is anticipated to replace structure *

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Graded Shoulder Width	
		No. of	Lane Width	Left	Right	Left	Right
*Existing							
**Proposed							
Min. 3R or Local							

* Enter EXISTING information (Expand as needed, for varied geometrics.)

** Enter PROPOSED information (Expand as needed, for varied geometrics.)

*** Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:

9. Structure Information

Is bridge rehabilitation work included in this project? Yes ___ No X

If no, skip this section.

If 3R Standards for bridge width are not being met, briefly explain why:

Funding source of bridge rehabilitation (if not STIP) ` _____`

10. Condition of Existing Facility (Repeat information for each homogeneous segment):

The Ripple Creek Bridge (No. 05C-0006) "Ripple Creek" is special county project, not covered by HBP. In around 2008 the short one lane bridge was dropped from the HBP program. At only 19.3 feet, Ripple Creek did not meet the minimum 20 feet bridge span length to continue to be eligible to participate in the program. The last a Bridge Inspection Report (BIR) was prepared in 2006 by Caltrans Structures. The last 2006 BIR shows the 113 Code to be a U, unknown foundation. Upon county inspection it is evident the bridge has no foundation. The bridge was constructed from Steel car stringer sections and the abutments are resting on a steel sill sitting on dirt. The dirt abutments are concealed by a rock masonry hand stacked wall. Recently the bridge deteriorated and portions of the masonry wall have fallen into the stream channel exposing the bare earth abutments to potentially

catastrophic scour. Currently, the county continues to monitor the condition of the bridge and has signed the bridge for light vehicle traffic only.

11. Pavement Rehabilitation

Is any work on existing pavement included in this project? Yes _____ No X
If no, skip this section.

Will the work extend the service life for at least 10 years? Yes X No _____
If work will not extend the service life for a least 10 years, briefly explain why:

Structural Section Design method: Caltrans Bridge Design Standards - AASHTO

What are the consequences of not doing this project?
If we do not complete this project the Ripple Creek Bridge is subject to permanent closure.

12. Cost Estimate Breakdown

PLEASE SEE ATTACHED

13. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	08/01/2024	07/31/2025
Plans, Specifications, and Estimate	08/01/2024	07/31/2025
Right of Way Acquisition	08/01/2024	07/31/2025
Construction	08/01/2025	07/31/2026

14. Other Agencies Involved: Fish & Game, Army Corp, Water Quality and other agencies as required.

15. Other Consideration

Utility and/or Railroad Involvement: **NONE**

Consistency with other planning:
Consistent with Trinity County Regional Transportation Plan.

16. Proposed Funding:

	Local Commitment	STIP Request	Total
Environmental Studies and Permits	0	100,000	100,000
Plans, Specifications and Estimate	0	350,000	350,000
Right of Way Acquisition (including support)	0	50,000	50,000
Construction (including support)	0	2,000,000	2,000,000
Total	0	2,500,000	2,500,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)

17. List of Attachments

A. Cost Estimate Calculation

18. Report Preparation

Prepared by: Randy Cessna, Associate Engineer 2 Date: 12/12/2023

This Project Study Report (Bridge Replacement) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



REGISTERED CIVIL ENGINEER

12/12/2023
DATE

Seal:



APPROVED


Panos Kokkas, P.E.
Director of Transportation

Attachment A: Ripple Creek Bridge Reconstruction Cost Estimate

Preliminary Engineering		
Geotechnical	\$ 42,000.00	
Hydrological	\$ 31,500.00	
Surveying	\$ 38,500.00	
Project Management & meetings	\$ 22,750.00	
65% Bridge Plans	\$ 66,500.00	
100% Bridge Plans	\$ 49,000.00	
Special Provisions	\$ 35,000.00	
Cost Estimate/ Quantity Takeoffs	\$ 14,000.00	
100% PS&E Draft	\$ 17,500.00	
Final PS&E	\$ 21,000.00	
BID Support	\$ 12,250.00	
		\$ 350,000.00
Environmental		
Documentation	\$ 75,000.00	
Permitting	\$ 25,000.00	
		\$ 100,000.00
Right of Way		
Record Search	\$ 15,000.00	
TCE's	\$ 15,000.00	
ROW Survey	\$ 20,000.00	
		\$ 50,000.00
Construction	\$ 2,000,000.00	
Total	\$ 2,500,000.00	