

HCAOG

2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) – PROJECT CANDIDATE FORM

RTIP programming background:

If the project is on a State Highway, a Project Study Report (PSR) is required. If not, a PSR equivalent is required. The PSR equivalent at a minimum must be adequate to define and justify the project scope, cost and schedule. The PSR or PSR equivalent must be submitted with this programming request.

Applicant Agency: City of Blue Lake

Project Title: Blue Lake Truck Route—Phase 2: Hatchery Road

Project Purpose: What transportation deficiency will this project address (safety, congestion, operations, plan implementation, etc.)? If a safety project, will the project reduce fatalities or number and severity of injuries?

The City of Blue Lake's primary truck route bisects the town and is our primary transportation corridor. The truck route provides access to commercial timberlands, several gravel mining operations, an asphalt batch plant, agricultural properties, and various businesses located in the City's business park, which are all located south of town. The Greenwood section of the truck route was constructed in Phase 1 of the Blue Lake Truck Route Project, and Phase 2 includes Railroad Avenue and Hatchery Road up to the Mad River bridge. Railroad Avenue is the main corridor used to get to the downtown area of Blue Lake where pedestrians are more active. The intersection of Railroad Avenue, Hatchery Road, and South Railroad Avenue is an expansive streetscape with undefined travel lanes and poorly located stop locations and crosswalks, making it complex for vehicles to navigate and unsafe for pedestrians and bicyclists, especially when mixed with truck traffic. This intersection has a crossing with the existing Annie and Mary Trail (a class 2 bike and pedestrian trail), increasing the complexity and need for an improved intersection allowing for multimodal harmony.

After the Railroad Avenue and Hatchery Road intersection, the truck route continues along Hatchery Road towards the Mad River Bridge, where the limits of this project end. Along Hatchery Road, there is a poorly located crosswalk that has poor site distance, failing sidewalks, failing sections of road, poor drainage, inadequate bike lanes, and roadway geometrics that encourage speeding.

The safety improvements that are needed will be combined with minor road rehabilitation projects throughout the truck route. In order to develop an all-encompassing project, areas with failed pavement and subgrade will be repaired. Several locations have broken, cracked, and rutted wheel paths that deteriorate further each year.

Project Location (community name, corridor, street name, etc.):

The Project Area includes Railroad Avenue from Greenwood Avenue to Hatchery Road, and Hatchery Road from Railroad Avenue to the Mad River Bridge in Blue Lake, California. All proposed improvements will occur within existing City-owned rights-of-way.

Project Description:

Proposed Improvements: (See Attachment 1)

Railroad Avenue will receive pedestrian improvements including new curb ramps, bulb-outs around existing utilities, crosswalks, and traffic calming measures including chokers, planters, and road surface treatments. There will also be road rehabilitation measures that will be implemented on Railroad Avenue.

Hatchery Road will receive pedestrian and bicycle improvements including new curb ramps, crosswalks, and protected bike lanes, as well as traffic calming measures and street improvements and rehabilitation measures. The intersection of Hatchery Road, Railroad Avenue, and South Railroad Avenue will be re-designed to provide clear direction for drivers and shorter pedestrian crossing distance. The crosswalk adjacent to H Street will be relocated westerly to a more visible location to westbound traffic. For traffic calming measures, vegetated swales and concrete medians will be used to segregate bike traffic, and a raised speed table is proposed, as well as road surface treatments (mountable stamped concrete bike lane markings). There are two locations along Hatchery Road that currently pond with stormwater during saturated conditions, so re-grading the road in these areas will require minor cut/fill of base and subgrade material. The intersection of Hatchery Road and Taylor Way will be re-designed to provide better sight distance to traffic entering Hatchery Road, and to shorten the pedestrian crossing distance.

The bulk of the truck route has a Pavement Condition Index of less than 70 and ranges in condition from fair to poor. Road rehabilitation measures include dig-outs in areas that have shown signs of subgrade failure or in areas where the re-grading requires it, combined with a full pavement replacement. An overlay along the entire project length will extend the life of existing asphalt that has not shown signs of failure yet. Roadway striping of center lines, bike lanes, and crosswalks will be included.

There will also be miscellaneous pedestrian improvements along the entire project. These include flashing pedestrian beacons at crossings, installation of a concrete sidewalk to replace the existing asphalt walkway along Hatchery Road, curb ramps where required and bulb outs or chokers where needed.

Is the project in the 2022 RTP? Yes.

Are you requesting State-only funding? Yes (request greater than \$1M).

What community engagement activities have been conducted for this project so far?

Community members along Hatchery Road helped initiate the Hatchery Road Walkability Assessment to provide ways for residents and businesses to share concerns and ideas for improving safety for walking and biking, produce a walkability assessment report that details key recommendations, and develop improvement recommendations with the City and County Public Works to support next steps. A survey was developed to understand residents' travel patterns, safety concerns, and preference for infrastructure improvements that would fit the context of their neighborhood. The survey was distributed through community partners, placed online, and shared through social media. A total of 143 people completed the Hatchery Road Safety Project Survey with 73% of respondents indicating they would walk the area more frequently if improvements that increase safety were implemented. Additional outreach was performed in partnership with key groups, public service announcements, direct invitations, and other tools used to advertise a Community Walk & Observation Workshop. The walk was attended by residents, bicyclists, the District County Supervisor, City and County Public Works staff, Blue Lake City Council Members, Planners, Engineers, and the local Park & Recreation Director.

Additional community engagement included a second walkability assessment with Dan Burden Consultants in October 2023 that was also attended by residents, City staff, and engineers. The assessment resulted in numerous recommendations to improve pedestrian bicycle safety, increase visibility with signage and traffic markings, and incorporate elements of green streets urban design approach for stormwater management and aesthetics.

Conceptual design elements were presented to the Blue Lake City Council during a meeting attended by residents and livestreamed to the public. Attendees were given the opportunity to ask questions and provide comments on the proposed improvements. The outreach effort aimed to enhance community engagement, integrate community goals and policies into the design, and increase public awareness among residents.

To the maximum extent feasible, have complete streets elements been included in the project? Explain.

Yes, this project was developed to increase safety for all users by integrating various modes of transportation into the design by dedicating bike lanes, improving accessibility for pedestrians, enhancing safety through traffic calming measures, and implementation of stormwater management techniques.

Does your project funding request include uncommitted funds? No.

If a rehabilitation project, is it located on a federal-aid eligible road (higher than a local or minor collector road)? Link to Caltrans maps: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps

Yes, the Blue Lake Truck Route (Greenwood/Railroad/Hatchery Road) is a federal aid eligible road (Major Collector).

Provide Project Component funding needs:

Project Component	Cost Estimate	STIP Funding Request	Other fund contribution	Allocation Schedule
Environmental Studies & Permits	\$ 120,000	\$ 0.00	\$ 0	19/20
Plans, Specifications & Estimates	\$ 200,000 ^a	\$ 0.00	\$ 130,000 ^b	21/22
Right of Way	\$ 75,000	\$ 0.00	\$ 0	22/23
Construction Engineering	\$ 361,000	\$ 361,000	\$ 0	26/27
Construction	\$ 2,407,000 ^c	\$ 2,407,000	\$ 0	26/27
Total	\$ 3,163,000	\$ 2,768,000	\$ 130,000	26/27

- a. Phase 1 & 2 Design Cost
- b. 2017 STIP cycle funding
- c. Construction Estimate for Hatchery Phase (Phase 2)

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

Phase 1 (Greenwood Avenue) of the Truck Route Project was successfully constructed in 2024/2025 with positive feedback from the City and its residents. The City is now requesting funding to construct Phase 2 (Railroad Avenue and Hatchery Road) to complete the Truck Route Project. The City has members from the entire County that visit Blue Lake and access the Mad River and the Green Diamond mountain bike trails via Hatchery Road, including many pedestrians and bicyclists. This project will complete the safety improvements and traffic calming measures through the City's center to the river and beyond, and tie into the existing Annie and Mary Trail.

Attachment 1. Project Design Drawings

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PLAN
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CITY OF BLUE LAKE
 TRUCK ROUTE IMPROVEMENTS HATCHERY PHASE
 BLUE LAKE, CALIFORNIA
 PROJECT OVERVIEW

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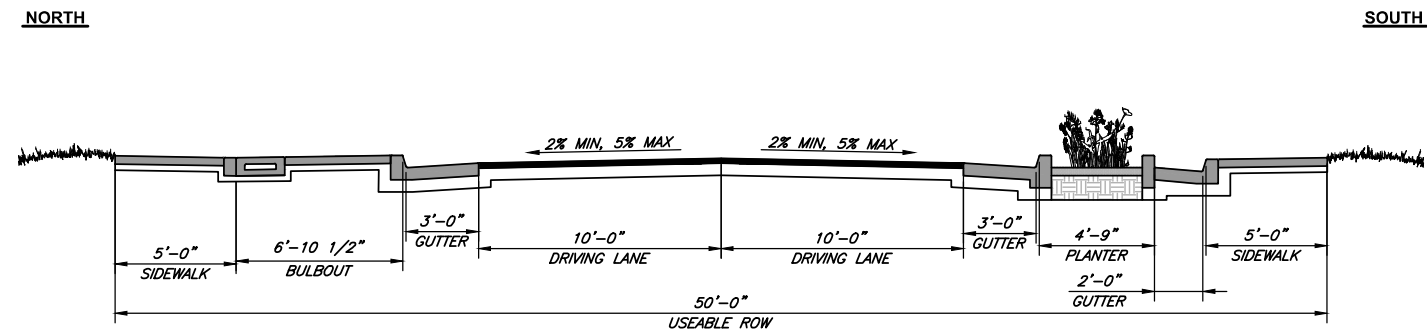
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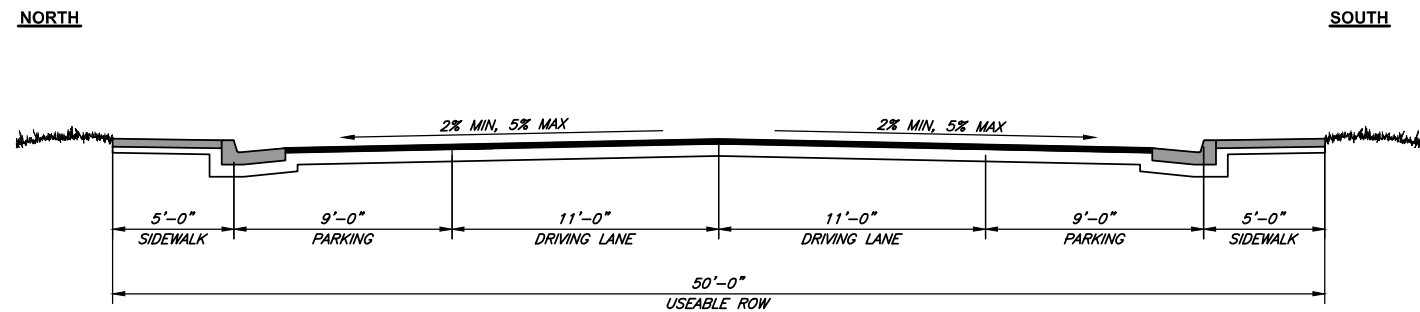

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RAILROAD AVE AT BULBOUT AND DETACHED PLANTER
(LOOKING EAST)



RAILROAD AVE AT PARKING
(LOOKING EAST)



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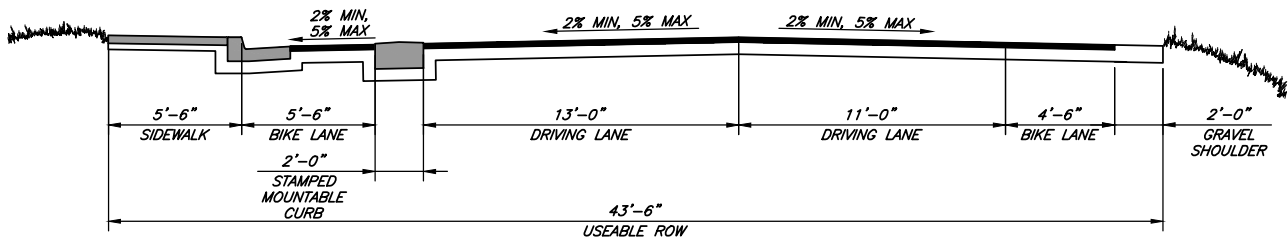
CITY OF BLUE LAKE
TRUCK ROUTE IMPROVEMENTS HATCHERY PHASE
BLUE LAKE, CALIFORNIA
RAILROAD AVENUE TYPICAL SECTIONS

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WEST

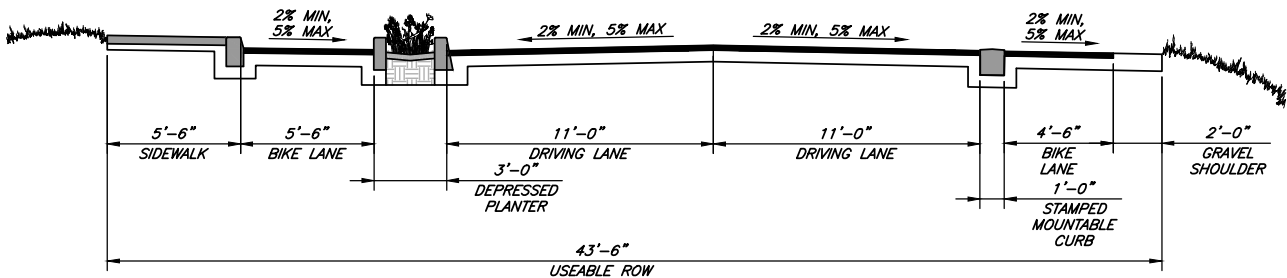
EAST



HATCHERY ROAD NORTH OF TAYLOR WAY AT MOUNTABLE CURB
 (LOOKING NORTH)

WEST

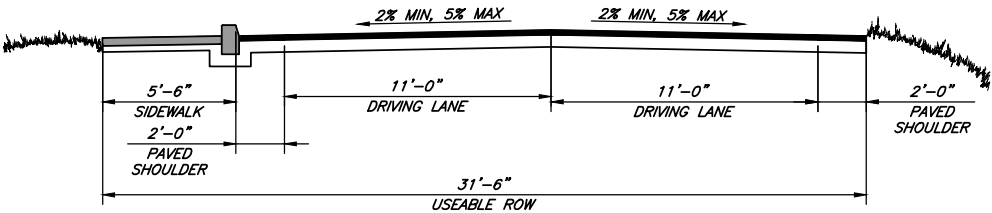
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HATCHERY ROAD SOUTH OF TAYLOR WAY AT PLANTER
 (LOOKING NORTH)

WEST

EAST



HATCHERY ROAD SOUTH OF TAYLOR WAY AT SHARED LANE
 (LOOKING NORTH)



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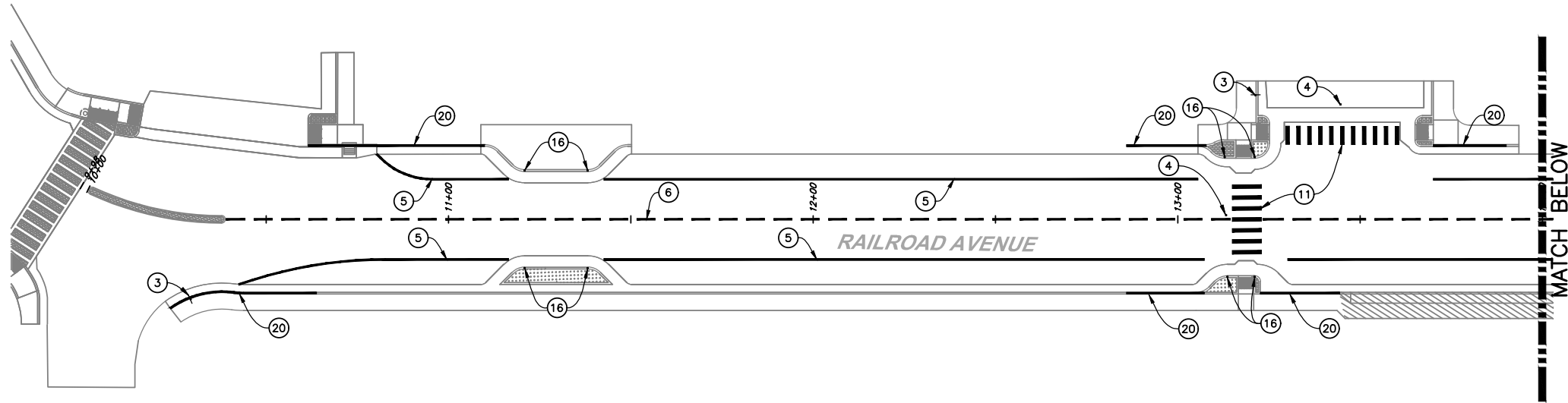
CITY OF BLUE LAKE
 TRUCK ROUTE IMPROVEMENTS HATCHERY PHASE
 BLUE LAKE, CALIFORNIA
 HATCHERY ROAD TYPICAL SECTIONS

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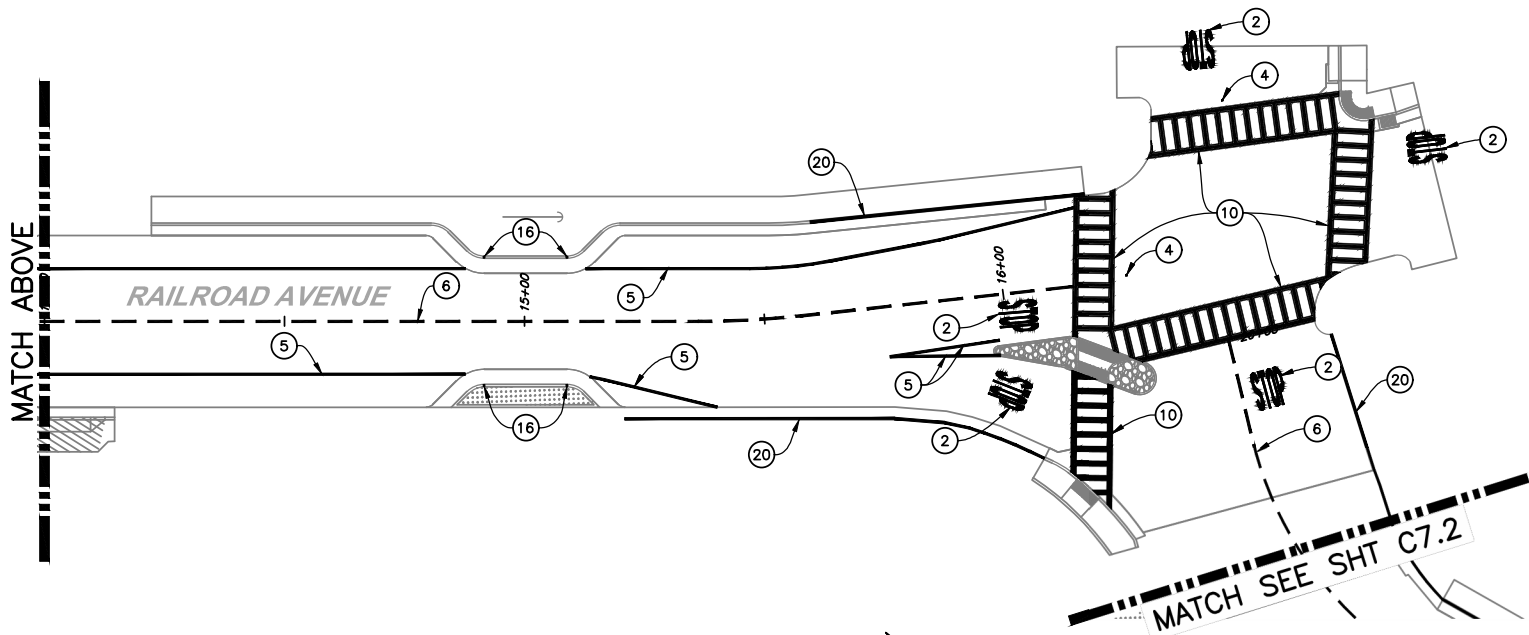
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OR 10' LONG CONTINENTAL CROSSWALK PER
CALTRANS SHT A24F |
| ② PAVEMENT MARKINGS PER CALTRANS SHT A24D | ⑫ PAVEMENT MARKINGS PER CALTRANS SHT A24C |
| ③ INSTALL EXISTING SIGN ON NEW POST,
PER DET 2 ON SHT C6.2 | ⑬ PAVEMENT MARKINGS PER CALTRANS SHT A24A |
| ④ BLUE TYPE D REFLECTORS 1' OFFSET FROM
ROAD CENTERLINE AT HYDRANTS PER CALTRANS
SHT A20B | ⑭ 6" WHITE DASHED PAVEMENT MARKING PER
CALTRANS DETAIL 39A ON SHT A20D |
| ⑤ 6" WHITE PAVEMENT MARKING PER CALTRANS
DET 27B ON SHT A20B | ⑮ 6" SOLID WHITE PAVEMENT MARKING, 2' O/C |
| ⑥ 6" YELLOW CENTERLINE STRIPING PER CALTRANS
DET 1 ON SHT A20A | ⑯ WHITE TYPE D RETROREFLECTIVE MARKERS,
10' SPACING |
| ⑦ ELEVATED CROSSING MARKINGS PER DET 4 ON
SHT C6.4 | ⑰ INSTALL NEW D11-11 AND M6-2P SIGN
AND POST, SEE DET 2, SHT C6.2 |
| ⑧ SPEED HUMP ADVANCE WARNING MARKINGS PER
DET 2 ON SHT C6.4 | ⑱ 6" WHITE DIAGONAL MARKINGS SPACED
10' OC |
| ⑨ 5" WHITE BIKE LANE INTERSECTION MARKINGS,
2' KEYS WITH 4" CL SPACING | ⑲ FLASHING PEDESTRIAN CROSSING BEACON
AND FOUNDATION, SEE DET 3, SHT C6.1 |
| ⑩ STAMPED BRICK CONCRETE CROSSWALK
MARKINGS, PER DET 6 ON SHT C6.4 | ⑳ RED CURB, TYP |



PLAN

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PLAN

1"=20'



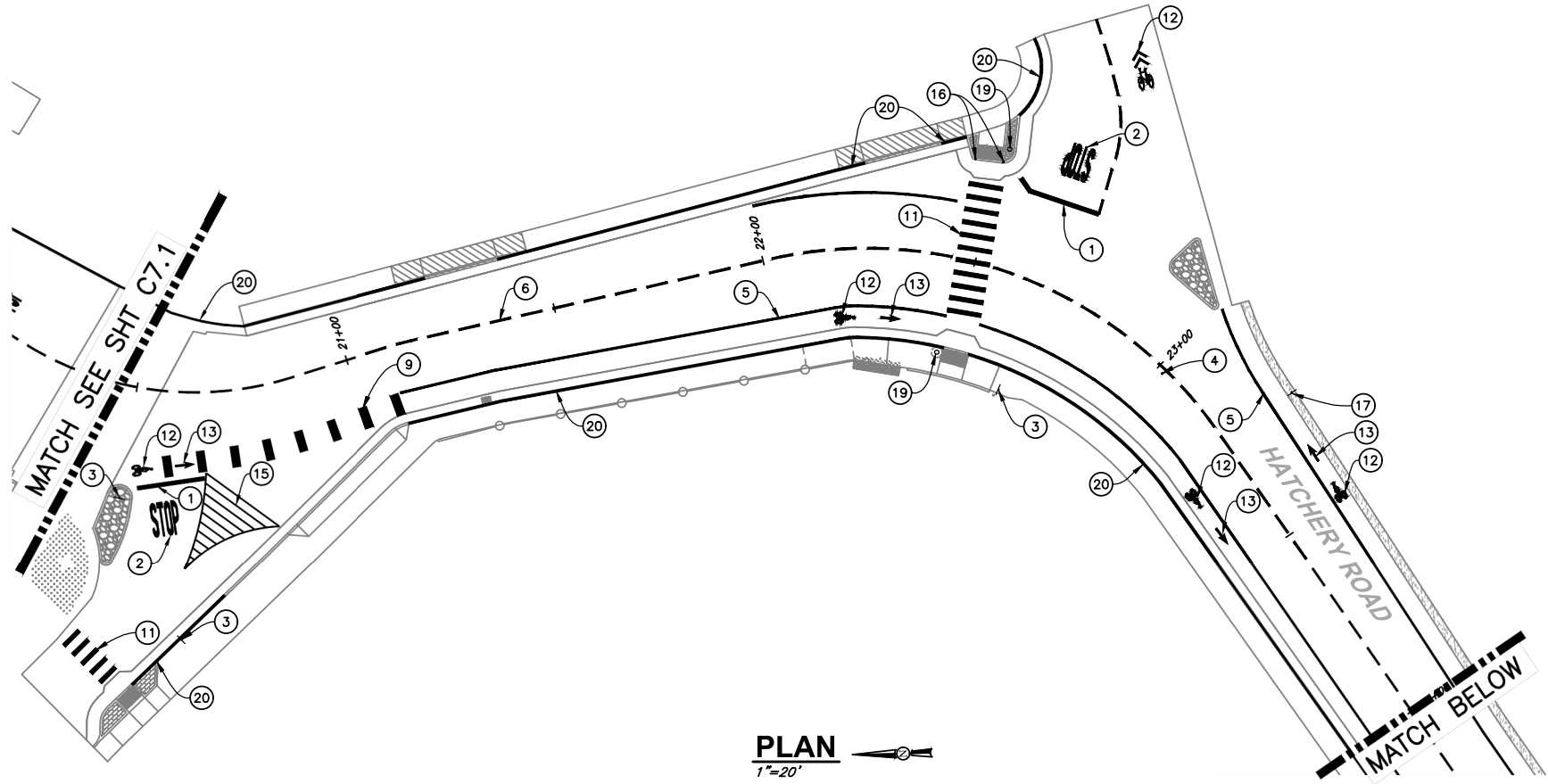
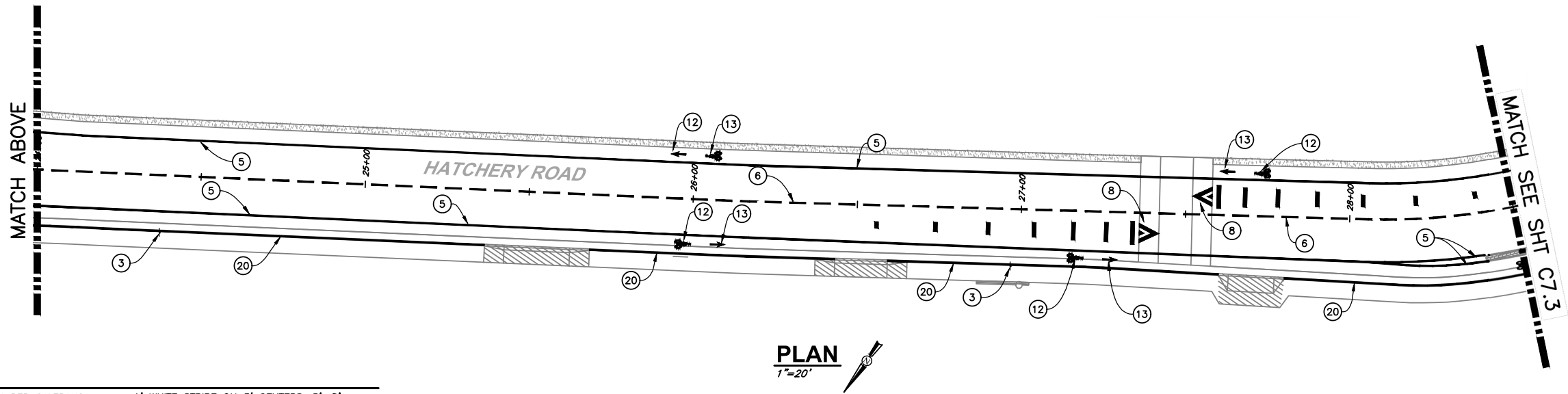
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CITY OF BLUE LAKE TRUCK ROUTE IMPROVEMENTS HATCHERY PHASE BLUE LAKE, CALIFORNIA SIGNAGE AND STRIPING PLAN					
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⑨ 5' WHITE BIKE LANE INTERSECTION MARKINGS, 2' KEYS WITH 4' CL SPACING
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⑳ RED CURB, TYP |
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CITY OF BLUE LAKE
 TRUCK ROUTE IMPROVEMENTS HATCHERY PHASE
 BLUE LAKE, CALIFORNIA
SIGNAGE AND STRIPING PLAN

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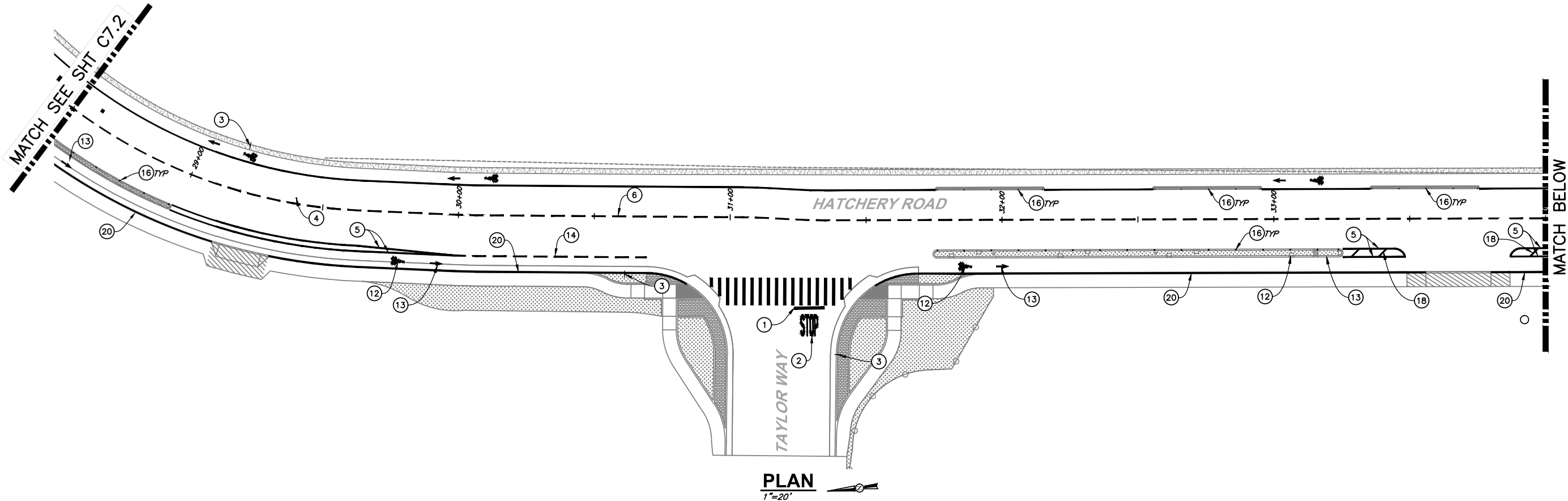
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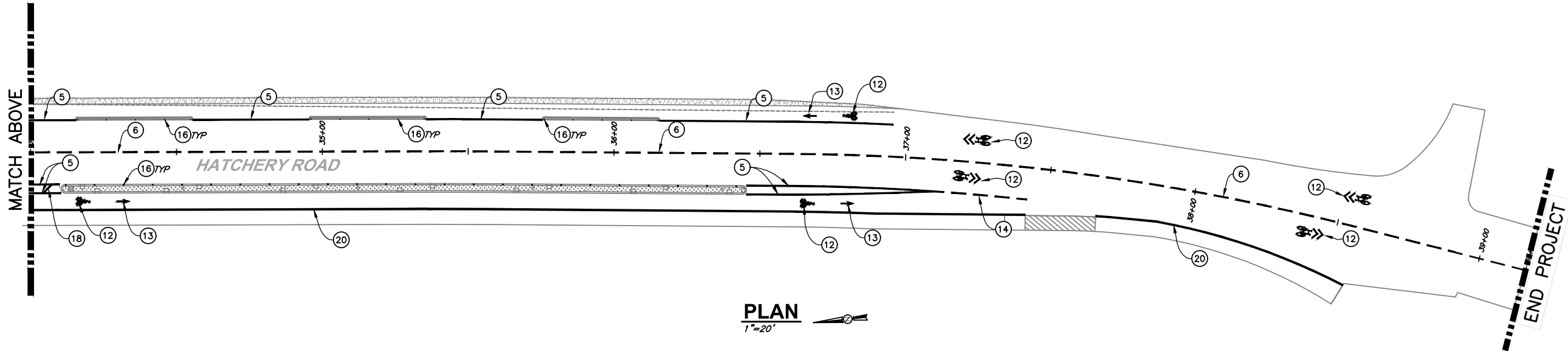
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PLAN
 1"=20'

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| ⑩ STAMPED BRICK CONCRETE CROSSWALK MARKINGS, PER DET 6 ON SHT C6.4 | ⑳ RED CURB, TYP |



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CITY OF BLUE LAKE
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 BLUE LAKE, CALIFORNIA
 SIGNAGE AND STRIPING PLAN

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PROJECT STUDY REPORT

City of Blue Lake Truck Route and Pedestrian Improvements

1. Transportation Problem

This project will improve the existing truck route into a multi-modal transportation corridor. The project will address failing roadway surfaces, excessive vehicle speeds, and unsafe pedestrian crossings on Blue Lake's truck route. In addition to the City Hall and the Industrial Park, Blue Lake Elementary School is located along Greenwood Avenue, excessive speeds create safety issues for children and parents.

2. Project Location

Blue Lake's designated truck route from Greenwood Avenue at Blue Lake Boulevard to Railroad Avenue to Taylor Way and the Mad River Bridge on Hatchery Road.

3. Project Scope

Accessibility and Complete Streets including sidewalks, bike lanes, curb ramps, cross walks, traffic calming features, road digouts, paving, and striping.

4. Functional Classification

The truck route is classified as a Major Collector per the Caltrans Road System Maps

5. Environmental Status

This project includes the rehabilitation of the Blue Lake truck route which includes Greenwood Avenue, Railroad Avenue, and portions of G Street, South Railroad Avenue, and Hatchery Road within the existing right of ways. It is anticipated that a negative declaration will be the environmental document to satisfy CEQA for this project. It is anticipated that a Finding of No Significant Impact will satisfy the NEPA and special studies may include:

- Biological Clearance Report
- Cultural Resource Study and Consultation with Tribal Governments

6. Traffic Data

2012 ADT on Greenwood Avenue: ~1,000

7. Roadway Geometrics

Street	Through Traffic Lanes	
	Num. of Lanes	Road Width (feet)
Greenwood Avenue	2	42
Railroad Avenue	2	40
Hatchery Road	2	34-48

8. Structures

No structures will be included in this project

9. Existing Conditions

The existing pavement is deteriorated with wheel tracks requiring digout of unsuitable material along portions of Greenwood Avenue and Railroad Avenue.

The existing sidewalk along Hatchery Road that connects down town Blue Lake to the businesses at Taylor Way and provides a path to access the Mad River is a paved sidewalk.

If this project is not constructed, the pavement will continue to deteriorate, and pedestrians and bicyclists will continue to not have a safe route along the Blue Lake Truck Route to navigate throughout Blue Lake.

10. Pavement Rehabilitation

The pavement rehabilitation will provide a service life of at least 12 years. The roadway surface will be constructed to current City of Blue Lake and Caltrans standards, and the work will be verified using standard Caltrans material testing procedures and the City's Quality Assurance Program (QAP).

11. Cost Estimate and Scheduling

<i>Project Component</i>	<i>Cost</i>	<i>Start Date</i>	<i>Estimated Completion</i>
Environmental Studies and Permits	\$120,000	2/20/2018	11/15/2018
Plans, Specifications, and Estimate	\$130,000	2/20/2019	10/15/2019
Construction	\$2,935,000	4/1/2020	11/15/2020
Total	\$3,185,000		

12. Other Agencies Involved

The County of Humboldt takes over jurisdiction of Hatchery Road at the Mad River Bridge. The City of Blue Lake will coordinate design with the County's future plans for Hatchery Road.

13. Other Considerations

N/A

14. Proposed Funding

This project is proposed to be funded from STIP funding sources. The table below shows the funding source and anticipated funding amount.

Project Component	Cost Estimate	STIP Funding Request	Committed Funds City Funds (SB-1)	Uncommitted Funds	Allocation Schedule
Environmental Studies & Permits	\$120,000	\$120,000	\$0		2017/2018
Plans, Specifications & Estimates	\$130,000	\$130,000	\$0		2019/2020
Right of Way	\$50,000	\$0	\$0	\$50,000	2020/2021
Construction Engineering	\$285,000	\$0	\$0	\$285,000	2020/2021
Construction	\$2,600,000	\$0	\$0	\$2,600,000	2020/2021
Total	\$3,185,000	\$250,000	\$0	\$2,935,000	


15. List of Attachments

A. Project Map/Vicinity Map

16. Report Preparation

Prepared By CODY LONG Date 12/13/17

This Project Study Report (Local Rehabilitation) 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.

 Mike Fogel
REGISTERED CIVIL ENGINEER C 54123

12/13/17
DATE



1" = 400' ±
0 400 ±

SEI
Consulting Engineers
& Geologists, Inc.

City of Blue Lake
Truck Route
Blue Lake, California

November 2017

TruckRoute

EXPLANATION

 **TRUCK ROUTE**

Blue Lake
Truck Route
SHN 017003.300

Figure 1



Greenwood Avenue, looking north.



South Railroad Avenue at the intersection with H Street and Hatchery Road, looking east.



Intersection of Hatchery Road, South Railroad Avenue, and H Street, looking west.



Intersection of Hatchery Road, S. Railroad Avenue, and H Street, looking north.



Hatchery Road and Taylor Way, looking north.



Hatchery Road, looking south.