

HCAOG
2024 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:

Project Title:

Total Funding Requested:

Of the total funding, amount for active transportation components of project:

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?

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

Project Description:

Is the project in the 2022 RTP?

Yes No

Are you requesting State only funding?

Yes No

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

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

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 No

Provide Project Component funding needs:

Project Component	Cost Estimate	STIP Funding Request	Other fund contribution	Allocation Schedule
Environmental Studies & Permits	\$	\$	\$	
Plans, Specifications & Estimates	\$	\$	\$	
Right of Way	\$	\$	\$	
Construction	\$	\$	\$	
Total	\$	\$	\$	

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.



Myrtle Avenue Improvements 2024

Project Study Report

Approval Recommended By



Jesse Willor
City Engineer

Date: 9.25.2023



Brian Gerving
Public Works Director

Date: 09/25/2023

Recommendations

This project study report has been prepared under the direction of the following civil engineer. The registered civil engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions and decisions are based.



Introduction

The City of Eureka is proposing improvements to Myrtle Avenue between 5th Street (US 101 North Bound) and Harrison Avenue, the eastern board of the City Limits. The project will repair degraded bike lane and roadway surfaces as well as upgrade the bike lanes to buffered bike lanes and improvement pedestrian safety through sidewalk and ADA improvements. Additionally, the project will repair underlying failing water mains and services.

Background

The City of Eureka continues to work towards completing a backlog of deferred maintenance projects throughout the City. While all public infrastructures such as streets, alleys, stormdrains, and water and sewer utilities are funded by varying sources and at different levels, many cross over in the public rights-of-way across Eureka.

Myrtle Avenue has been identified as high priority for maintenance and improvement due to the poor pavement condition for both vehicular and bikeways, as well as the poor condition of the water main. That poor condition coupled with the high vehicular use and the potential for increased non-motorized usage pushed this project to implementation above other roadways in similar condition.

Project Description

The project proposes to make street and water improvements to Myrtle Avenue between 5th Street and Harrison Avenue. Along the existing roadway the existing water main and services will be replaced. The layout of the roadway will be modified to accommodate buffered bike lanes. The sidewalk and intersections will have ADA upgrades including the addition of truncated domes.

Existing asbestos cement watermains will be replaced with PVC piping. Existing water service lines will be replaced to the water meter and many water meters and water meter boxes will be replaced.

The existing travel lanes will be reduced from 11ft-13ft to 10.5 feet and the two way left turn lane (TWLTL) will be reduced to 10'. This lane reduction will provide the extra space for buffered bikes lanes, providing increased separation between cyclists and motorized vehicles. Buffered bike lanes both increase safety and decrease the level of stress perceived by the cyclist.

Purpose and Need

The completion the Myrtle Avenue Improvements 2024 will provide much needed maintenance to the roadway and bike lane surfaces, to greatly reduce future project costs, if left unrepaired. The underlying water main has suffered a multitude of failures resulting in service interruptions and roadway damage. Replacing the water main will provide a long-term solution the failures as well as eliminating the resulting roadway damage.

Of greater benefit is the increase in non-motorized transportation safety, transitioning one mile of bike lanes to buffered bike lanes. The new buffered bikes lanes will help connect the Myrtletown area of the County of Humboldt to the proposed Bay to Zoo Trail (construction in 2025/2026) and the proposed buffered bike lanes of 6th and 7th Streets (construction in 2023/2024). The proposed buffered bike lanes

will extend to 5th Street, US 101 and to US 255, proving connectivity to large area around Humboldt Bay. The lane reduction will provide the width necessary for buffered bike lanes and may also have the added benefit of slowing vehicular speeds, increasing safety for all modes of transportation.

Improvements will be made to sidewalks and curb ramps, primarily including ADA truncated domes, increasing pedestrian safety.

Alternatives

No Project

This “no project” option does not meet the purpose and need.

Paving-Only Project

This option does not meet the purpose and need of increase safety for all modes of transportation, as it does not modify the buffered bike lanes. This option does not repair the underlying failing watermain, also not meeting the purpose and need.

Preferred Option

The preferred option addresses safety for all modes of transportation, increases usage for non-motorized users and repairs the underlying water main.

Environmental Clearances

The project is expected to be found to be categorically exempt by CEQA. The roadway will be repaired by grind and inlay and the water main by traditional excavation at the lines and grades of the existing water main.

Hazardous Materials/Waste

There is no indication of contamination within the footprint of the project.

Traffic Management

Standard traffic control, such as lane shifts and temporary delays will be required during construction.

Cultural Resources

All excavation will take place in areas that have previously been disturbed; therefore, it is not expected that a cultural monitor be required. However, local tribes will be notified and inadvertent discovery language included in the project plans and specifications.

Biological Resources

The project will occur in the existing roadway and there is no expected impact to biological resources.

Coastal Zone

The project is in the coastal zone within both the City and Primary Coastal Commission Jurisdiction. Coordination with the Coastal Commission will be required.

Project Schedule

PA&ED	Complete in October 2023
PS&E	Complete In December 2023
R/W	NA
CON	Start May 2024

Project Funding

PA&ED	\$0 City
PS&E	\$0 City
R/W	NA
CON	\$2,000,000 City Water Fund
	\$1,400,000 City General Fund
	\$600,000 STIP Request
	Total \$4,000,000

Project Contacts

Jesse Willor
City Engineer
Public Works Department
(707) 441-4031

