

District 3
Butte County
Project Number: 5912(115)
PPNO: TBD
STIP
August 2023

Project Study Report-Project Development Support (PSR-PDS)

To

Request Programming for Capital Support in the 2024 STIP

Project: Palermo SRTS Paths

On Route: OFF STATE HIGHWAY

Between: N/A

And: N/A

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1. INTRODUCTION

Project Description:

Location:

The project is located within the community of Palermo in Butte County. The project limits are as follows; Lincoln Blvd from Palermo Rd to Baldwin Ave, Esperanza Ave from Lincoln Blvd to end. Baldwin Ave from Lincoln Blvd to Hewitt Ave, Hewitt Ave from Palermo Rd to Baldwin Ave, Bulldog Way from end to Hewitt Ave, Palermo Rd from Lincoln Blvd to Hewitt Ave.

Description:

Throughout the above listed project extents, construct new 8-foot shared bike/pedestrian path, storm drainage, paving, striping, signage and roadway reflectors. Essentially, the project will add a safe perimeter for kids to traverse around the Palermo School vicinity.

Project Limits	<i>3-Butte County Lincoln Blvd: Palermo Rd to Baldwin Ave Esperanza Ave: Lincoln Blvd to end Baldwin Ave: Lincoln Blvd to Hewitt Ave Hewitt Ave: Palermo Rd to Baldwin Ave Bulldog Way: End to Hewitt Ave Palermo Rd: Lincoln Blvd to Hewitt</i>
Current Capital Outlay Support Estimate for PA&ED	Not applicable for STIP application (\$350,000 through CMAQ funding)
Current Capital Outlay Construction Cost Range	\$2,500,000
Current Capital Outlay Right-of-Way Cost Range	\$125,000
Funding Source	STIP
Type of Facility	New separated bicycle and pedestrian Path
Number of Structures	0
Anticipated Environmental Determination or Document	CEQA CE & NEPA CE
Legal Description	<i>Section 8 T. 18N., R. 04 E., M.D.B. & M.</i>
Project Development Category	<i>Category 5</i>

2. BACKGROUND

This project was initiated through initial PE funding from CMAQ however no construction or right-of-way funding was programmed. The project is well into the design phase and will be ready for construction in conjunction with the attached timeline. The project requires construction and right-of-way funding to implement the newly designed infrastructure.

3. PURPOSE AND NEED

This project will instill much needed safe walking/biking paths for young bikers and students in the predominantly disadvantaged community of Palermo. The project is within the immediate vicinity of Lincoln Blvd., Palermo Rd., and Baldwin Ave., and is consistent with county's general plan and RTP/SCS goals, objectives and Policies. This project will continue to close gaps between previous HSIP, SRTS, SR2S, and ATP projects for this area. The widened shoulders will add safety features to these road segments as we have already incurred vehicle versus pedestrian collisions on Lower Wyandotte Rd. and Lincoln Blvd. resulting in fatalities for this area.

This project will significantly reduce the levels of automotive pollutants, as well provide safer, more convenient travel for both drivers, pedestrians, and bicyclists commuting to school, churches, shopping centers, and other destinations. In terms of emissions reduction, improvement to traffic flow, and health benefits, the construction of bike lanes will encourage more students and residents to utilize active modes of transportation. The project will provide the necessary separation of bike paths and roads to encourage reliable and safe means of active transportation for a younger/new generation of bikers.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

Traffic data should be referenced under the “Congestion Reduction” field in the Performance Indicators and Measures tab of the STIP ePPR.

5. DEFICIENCIES

Deficiencies in the project area have been identified and portrayed in the STIP ePPR. The performance indicators and measures shown in the ePPR illustrate handful of improvements to the existing deficiencies in the area.

Some of the identified improvements are a reduction in traffic volumes, GHG emissions, and potential traffic related injuries. The data also shows that access will increase to jobs and other destinations in the area via walking or biking.

6. CORRIDOR AND SYSTEM COORDINATION

The bicycle and pedestrian routes planned around the Palermo Middle School area are consistent with the existing 2011 Butte County Bicycle Plan adopted June 14th, 2011.

2011 Butte County Bicycle Plan:

<https://www.buttecounty.net/DocumentCenter/View/4542/2011-Adopted-Butte-County-Bicycle-Plan-PDF>

7. ALTERNATIVES

Design Standards Risk Assessment			
Alternative	Design Standard from Highway Design Manual Tables 82.1A & 82.1B	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
No Build	NA	Low	Separated paths are crucial for the area around Palermo Middle School. There are currently no sidewalks or dedicated bike lanes.

8. RIGHT-OF-WAY

Parcels:

There is an estimated 5 parcels in the project area that will need ROW to be obtained. This cost is estimated to be **\$125,000**.

Utilities:

There are no know utility relocations. There will be no costs incurred on the county for relocations as this is the responsibility of the respective utility provider.

Railroad: N/A

9. STAKEHOLDER INVOLVEMENT

Butte County Department of Public works is the primary entity for scoping and design of the Palermo SRTS project. Outreach has been conducted to stakeholders such as Palermo Middle School to get user input on new pedestrian/bike path infrastructure. There will be future collaboration with Butte County Association of Governments on collaboration with the overall active transportation infrastructure connectivity efforts.

10. ENVIRONMENTAL COMPLIANCE

There are no known environmental compliance issues in this project. A CEQA and NEPA Categorical Exemption is expected to be obtained.

11. FUNDING

The Palermo SRTS project has been granted funding through CMAQ for the initial PE phase of the project. STIP funding is being applied for in an effort to secure funding for the CON and ROW phase of the project.

It has been determined that this project is eligible for Federal-aid funding.

Capital Outlay Project Estimate

	Range of Estimate		STIP Funds		Other Funds	
	Construction	Right-of-Way	Construction	Right-of-Way	Construction	Right-of-Way
Alternative 1	\$2M - \$3M	\$100,000 - \$150,000	\$2,500,000	\$125,000	0	0

Capital Outlay Support Estimate

Capital outlay support estimate for programming PA&ED in the 2024 STIP for this project: **\$2,625,000**

12. DELIVERY SCHEDULE

Project Milestones	Scheduled Delivery Date (Month/Day/Year)
PROJECT STUDY REPORT APPROVAL	TBD
BEGIN ENVIRONMENTAL	03/01/2019
CIRCULATE DRAFT ENVIRONEMNTAL DOCUMENT	03/01/2024
DRAFT PROJECT REPORT	03/01/2025
END ENVIRONMENTAL (PA&ED) PHASE	03/01/2025
BEGIN DESIGN (PS&E) PHASE	03/15/2025
END DESIGN PHASE (RTL FOR ADVERTISEMENT MILESTONE)	03/01/2025
BEGIN RIGHT OF WAY PHASE	03/01/2025
END RIGHT OF WAY PHASE (RIGHT OF WAY CERTIFICATION MILESTONE)	03/01/2026
BEGIN CONSTRUCTION PHASE (CONTRACT AWARD MILESTONE)	03/01/2026
END CONSTRUCTION PHASE (CONSTRUCTION CONTRACT ACCEPTANCE MILESTONE)	03/01/2028
BEGIN CLOSEOUT PHASE	03/01/2028
END CLOSEOUT PHASE (CLOSEOUT REPORT)	03/01/2029

The anticipated funding fiscal year for construction is 2026/27.

13. RISKS

None.

14. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

Program Supplement No.F064 for Federal-Aid Project No. 03-5912F15

PE Funding: \$350,000

Date: 03/29/2019

15. Project reviews

Project Manager Zachary Meisel Date 08/31/2023

16. PROJECT PERSONNEL

Zachary Meisel, Assistant Engineer (530)552-5707

17. ATTACHMENTS

A. TITLE SHEET/LOCATION MAP (1 PAGE)