

SHASTA REGIONAL ACTIVE TRANSPORTATION NETWORK

Funded with a Caltrans Sustainable Transportation Planning Grant.



SHASTA REGIONAL ACTIVE TRANSPORTATION NETWORK

June 2023

Prepared For:

Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001



Prepared By:

Kittelson & Associates, Inc.
2510 J Street, Suite 200
Sacramento, CA 95816



In Association With:

Toole Design Group
Evan Brooks Associates
AIM Consulting

Project No. 26205

CONTENTS

1.	INTRODUCTION & HISTORY	1
	Grant Application Assistance History	1
2.	PROJECT KICK OFF	3
	Kick-Off Meeting Summary	3
3.	COMMUNITY ENGAGEMENT	5
	Engagement in Redding	5
	Online Survey	7
	Engagement in Burney	7
4.	BUTTE STREET BOOGIE	9
	Project Background & Scope	9
	Existing Conditions	10
	Project Development	11
	Final Project Concept	11
5.	VICTOR IMPROVEMENT PROJECT	13
	Existing Conditions	14
	Project Development	15
	Final Project Concept	15
6.	HILLTOP IMPROVEMENT PROJECT	17
	Existing Conditions	18
	Project Development	19
	Final Project Concept	19
7.	PARK MARINA DRIVE RAPID IMPLEMENTATION PROJECT	21
	Existing Conditions	22
	Previous Engagement	23
	Project Development	23
	Final Project Concept	23
8.	CALABOOSE CREEK	25
9.	PIT RIVER TRIBE / BURNEY MUNIK' CHUN WALKING + BIKING NETWORK	27
	Project Background & Scope	27
	Existing Conditions	28
	Project Development	29
	Final Project Concept	29
10.	NEXT STEPS	31

APPENDICES

Appendix A: Engagement Documentation

Appendix B: Butte Street Boogie Concept Design

Appendix C: Victor Improvement Project Concept Design

Appendix D: Hilltop Improvement Project Concept Design

Appendix E: Park Marina Drive Rapid Implementation Project Concept Design

Appendix F: Calaboose Creek Concept Design

Appendix G: Pit River Tribe/Burney Munik'Chun Walking + Biking Network Concept Design

1. INTRODUCTION & HISTORY

The Shasta Regional Active Transportation Network (SRATN) project was led by the Shasta Regional Transportation Agency (SRTA) to aid local jurisdictions in Shasta County with project designs and the development of grant applications to build high quality walking and biking facilities. The SRATN (also known as Shasta Trunk Lines Regional Active Transportation Network for All) project's preliminary designs and public engagement were funded through a Caltrans-funded Sustainable Transportation Planning grant. Grant writing was funded with regional funds.

SRTA has long been working to advance a community driven regional vision for a connected, low-stress, intuitive active transportation network that is safe and comfortable for people of all ages and abilities. The benefits of this are many, from providing new and/or more attractive travel options to increasing access to opportunity and daily needs. SRTA provides technical assistance and works with partners to develop grant-competitive projects so local agencies may secure funding to implement those projects.

GRANT APPLICATION ASSISTANCE HISTORY

SRTA led the GoShasta Regional Active Transportation Plan in 2018 (updated in 2019), which defines the policies, programs, and projects for a safer and more connected active transportation network in Shasta County. Since then, SRTA has been working to aid local jurisdictions in public engagement, conceptual design, and grant preparation to get projects built. To date, two such rounds of assistance have been conducted (including this effort):

Sustainable Shasta | 2017-2021

This was the first round of grant application assistance, in which SRTA assisted with project development and grant applications for Active Transportation Program (ATP) Cycles 4 and 5. The following applications were submitted:

Project	Applicant	Funding Program
North Redding Active Transportation Trunk Line (NRATTTL)	Shasta County RTPA	ATP Cycle 5
Cottonwood Active Transportation Trunk Line (CATTLE)	Shasta County	ATP Cycle 5
Cottonwood Lasso Loop	Shasta County	ATP Cycle 5
West Cottonwood School Connector	Shasta County	ATP Cycle 5
Victor Avenue & Cypress Avenue Active Transportation (VCAT) Project	City of Redding	ATP Cycle 5
Turtle Bay to Downtown Gap Completion Project	City of Redding	ATP Cycle 5
California Street Bikeway Project	City of Redding	ATP Cycle 5
Ashby-to-Downtown	City of Shasta Lake	ATP Cycle 5
Ashby Road Safe Routes to School Pedestrian Improvements	City of Shasta Lake	ATP Cycle 4

Shasta Regional Active Transportation Network | 2020-2023

In the second round of grant application assistance, SRTA was able to expand the program to consider other funding sources. Assistance was provided for the Caltrans Cycle 6 Active Transportation (ATP) and Clean California call for grant applications. The following applications were submitted:

Project	Applicant	Funding Program
Butte Street Boogie	City of Redding	ATP Cycle 6
Victor Improvement Project	City of Redding	ATP Cycle 6
Hilltop Improvement Project	City of Redding	ATP Cycle 6
Park Marina Drive Rapid Implementation Project	City of Redding	ATP Cycle 6
Calaboose Creek	City of Redding	Clean California

In addition to the noted applications, project development and a field visit was conducted with the Pit River Tribe for the Pit River Tribe/Burney Munik'Chun Walking + Biking Network. SRTA also initiated engagement with both the elementary school and the junior/senior high school in Burney. Based on discussions with the Tribe, Shasta County, and Caltrans, it was determined to delay submittal of this application until a future ATP cycle when more robust design and funding strategies can be explored including coordination with Caltrans on improvements to SR 299/Main Street. Project development continues on this project, so all associated materials in this report are subject to change based on new needs identified or additional community input.

The project team also considered updating the North Redding Active Transportation Trunk Line (NRATTL) grant application from Cycle 5 for re-submittal. After conversations with the City of Redding and Caltrans, the update was put on hold to be reconsidered in a future cycle.

APPLICABLE GRANT PROGRAM DESCRIPTIONS

As noted, the SRATN project included grant application assistance for two state calls for grant applications. The programs can be described as follows:

Active Transportation Program

Since 2013, the state of California has released call for ATP grant applications every other year. Created by Senate Bill 99 and Assembly Bill 101, the program aims to achieve the following goals, as defined on the state's ATP website:

- / Increase the proportion of trips accomplished by biking and walking.
- / Increase the safety and mobility of non-motorized users.
- / Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction.
- / Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- / Ensure that disadvantaged communities fully share in the benefits of the program.
- / Provide a broad spectrum of projects to benefit many types of active transportation users.

Eligible applicants include most government agencies, tribal governments, schools, nonprofits, and others.

Eligible project types include:

- / **Infrastructure projects:** capital projects like building paths, bikeways, and walkways.
- / **Non-Infrastructure (NI) projects:** active transportation related education, encourage, and enforcement activities.
- / **Combination Projects:** projects that combine infrastructure and non-infrastructure projects.
- / **Plans:** community wide active transportation plans in disadvantaged communities.

Clean California

In 2021, the state of California announced the first call for applications for the Clean California Local Grant Program. The program is intended to provide funds to clean and beautify public spaces in underserved communities. The goals of the program are, as stated on the states Clean California website:

- / Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.
- / Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.
- / Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- / Advance equity for underserved communities.

Eligible applicants include local and regional public agencies, transit agencies, and tribal governments. Nonprofit organizations can partners with eligible applicants as sub-applicants.

Eligible project types include:

- / **Infrastructure projects:** capital projects aimed at community litter abatement and beautification.
- / **Non-infrastructure projects:** community litter abatement events and/or educational programs.

2. PROJECT KICK OFF

The first step in the SRATN process was to identify eligible projects that local jurisdictions wanted to move forward. To be eligible for funding, all projects must, at least at a conceptual level, be included in an adopted plan. GoShasta serves as the guide for future regional active transportation projects in Shasta County. The City of Redding developed a plan as part of the GoShasta planning process, and the city's projects are included in both plans. These plans served as the baseline for project identification.

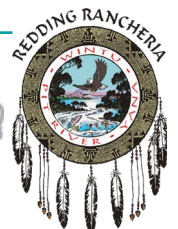
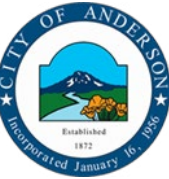
SRTA held a kick-off meeting with local partners on December 9, 2021. The meeting focused on best

practices in active transportation planning, design, and engagement strategies which could set up partners to win grants. The meeting also served as a kickstarter for ideas for potential projects which could be pursued as part of the SRATN.

In addition to the kick-off workshop, SRTA reached out to each potential partner for identification of potential projects. Two partners responded: the City of Redding and the Pit River Tribe (in conjunction with Shasta County). These conversations resulted in the projects described in this report.

Kick-Off Meeting Summary

Invitees & Potential Project Partners



Designing Impactful Active Transportation Projects

Impactful Projects...

- ✓ Close gaps & connect destinations
- ✓ Address real & perceived safety needs
- ✓ Design for people of all ages and abilities
- ✓ Make it visible through wayfinding & awareness

Provide Low-stress Connections to Destinations

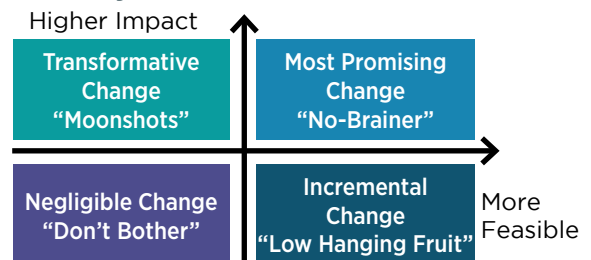
Identify destinations, barriers, & routes through public engagement

Identify low-stress networks & solutions to close gaps and cross barriers

Design context-sensitive facilities & multimodal amenities



Types of Projects

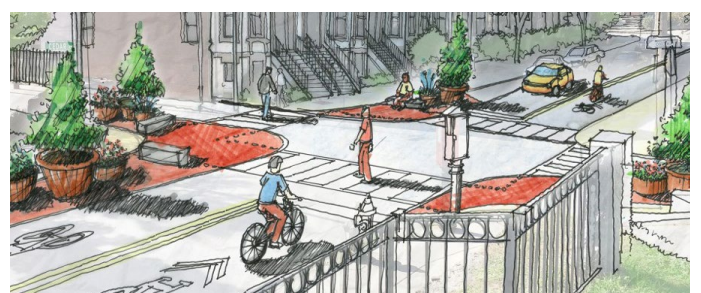


Don't Give Up at the Intersection

Intersections are frequent points of conflict

Separation between modes increases safety and comfort

Special care to be taken at major street crossings





The key to a successful application is a cohesive story explaining the need and how the project addresses it

Sundial Bridge
Credit: Toole Design

Competitive Projects + Grant Applications

Connecting Gaps

Gap Types



Physical Gaps



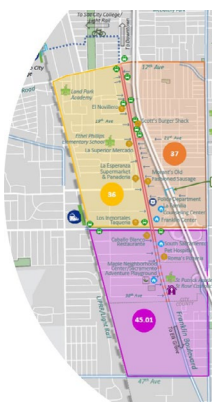
Barriers



Desire Lines

Strategies for Success

- Connect people to destinations
- Follow desire lines
- Provide access to key services
- Provide for local trips
- Bridge barriers and close gaps



Addressing Safety

The Known & Unknown



Crash History



Identified Barriers



Proven Solutions

Strategies for Success

- Plan for the most vulnerable users
- Use data-informed project development
- Prioritize projects on high-injury networks
- Implement proven & research-backed solutions
- Weave in community concerns & lived experience



Engaging the Community

Strategies for Success

- Advance community-driven projects
- Be open to changing projects to reflect community desires
- Build on previous public engagement efforts
- Partner with community groups
- Use demonstration projects to introduce ideas and build support

Community-driven projects can help uplift people and address historic underinvestment



Partner Feedback

Design Challenges

- Lack of staff time for project development and grant applications
- Geometric and design challenges, including limited right-of-way
- Outdated and rigid design standards
- Utilities, railroads, and other elements impact cost and time
- Maintenance costs

Public Engagement Challenges

- Lack of trust from the community
- Gathering productive or meaningful input
- Lack of engagement and attendance at meetings
- Poor representation & difficulty engaging hard-to-reach members

Opportunities for Demonstration Projects

The word cloud below was generated by participants.

Bike ped signal cycle
Urban greening
Bulb outs
Speed humps
Public art
Speed reduction with bulb outs, etc

Routes that allow for useful rides
Incorporating color, art, and FUN!
Protected intersection
Bike
Lanes - paint
Bicycle

Ways to reduce crosswalk distances
Infrastructure
Protected
Protected bike lanes
Flexiposts
Left turn closures
Bike corrals

3. COMMUNITY ENGAGEMENT

Engagement and consensus building are critical elements to successful, implementable projects. SRTA and all of its partners recognize this, and undertook a number of engagement efforts throughout (and prior to) the SRATN process which guided the concept design for each project. For each meeting, graphic, easy-to-understand materials were produced. To encourage engagement, efforts were location based as opposed to project based, meaning all projects in Redding were covered in each Redding engagement event, and separate engagement events were conducted in Burney. The engagement activities are summarized throughout this chapter, with a full summary in [Appendix A](#).

ENGAGEMENT IN REDDING

Four events were held in Redding which covered all projects in the city. The meetings can be summarized as follows:

Redding Active Transportation Network Expansion Community Meeting 1

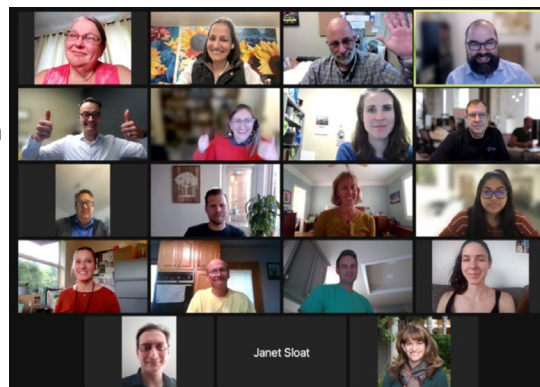
Held On: May 4, 2022 | Attendees: 19

On Wednesday, May 4th from 5:30-7:00 p.m., SRTA, in partnership with the City of Redding, Caltrans, and the Shasta County Health and Human Services Agency held a Virtual Community Meeting on Zoom. The meeting purpose was to introduce potential project areas and gather broad feedback on the walking and biking conditions, needs, and opportunities in Redding. Community members generally noted the following:

- / Lack of infrastructure makes walking and biking uncomfortable
- / A need for traffic calming
- / A need for crossing improvements at major intersextions or on major roads

Additionally, community members noted many locations in Redding where they felt the active transportation environment could be improved.

Note: Additional engagement was conducted for Park Marina Drive and Calaboose Creek prior to the SRATN project. Those engagement processes are documented elsewhere, and high-level summaries can be found in Chapters 7 and 8.



MIRO Map of Community Comments (bottom)



Meeting Attendees (top)

Manzanita School Pop Up

Held On: May 18, 2022 | All Students and Parents Invited

A pop-up engagement activity was held at Manzanita Elementary School on May 18th as part of the school's open house with City of Redding (City) and Shasta Regional Transportation Agency (SRTA) staff engaging students and parents in a discussion of the Butte Street Boogie and other Redding Active Transportation Network Projects for input on the project recommendations. As part of that pop-up event, students and parents shared the following feedback that was integrated into the design plans for the City's project recommendations:

- / Needing to slow traffic in the morning during school drop-off hours
- / Desire to address the red curb areas and driveway access at the site
- / Desire for improved crosswalks

Photos from Manzanita School Pop Up



Redding Active Transportation Network Expansion Community Meeting 2

Held On: June 1, 2022 | Attendees: 15

On Wednesday, June 1st, 2022 from 5:00pm-7:00pm, the City and SRTA held an in-person community meeting at the Community Room at the City of Redding City Hall. Members of the public were invited to review overviews of the four projects that were being considered for ATP grant applications and provide comments. All of the attendees of the meeting were supportive of the four projects.

General comments were received regarding:

- / Speeding
- / Lack of crossing opportunities along major corridors
- / Lack of infrastructure for walking and biking
- / Feeling unsafe walking or biking in the project areas.

Feedback also included requests for:

- / Native street trees for any plantings
- / Amenities like benches and bathrooms along shared-use paths for the project
- / Additional potential pedestrian crossing locations within the Butte Street Boogie project area north of Manzanita Elementary School, at Center Street & Shasta Street, and at Center Street & Yuba Street.

Photos from Community Meeting 2



Redding Active Transportation Stakeholder Meeting

Held On: June 7, 2022 | Attendees: 7

The City of Redding also conducted an outdoor stakeholder meeting with seven key active transportation advisors and stakeholders for the City in early June. This stakeholder group provided input on the project recommendations, including:

- / New retail should be adding more bike parking.
- / City hall needs more and better bike parking.
- / Park Marina is severely needed – it is dangerous, with one stakeholder almost hit the other day.
- / People avoid Victor now due to the lack of facilities.
- / Side paths on Hilltop are dangerous due to root lift and are currently very skinny.
- / The new path proposed for the Butte Street Boogie network will have to consider camping that occurs in the area.



Photo from Stakeholder Meeting

ONLINE SURVEY

A digital survey was distributed in May 2022 that invited comments about all of the projects. Responses were received for three projects as summarized below:

- / **Butte Street Boogie | 12 responses:** Respondents noted a desire for better walking and biking infrastructure, traffic calming, crossing improvements, bike parking, and connections to destinations.
- / **NRATTL | 8 responses:** Respondents noted a desire for safety improvements, accessible infrastructure, traffic calming, lighting, sidewalks, bike lanes, and some location-specific comments.
- / **Burney / Pit River | 39 responses:** Respondents noted a need for sidewalks and bike lanes, traffic calming, lighting, improvements for people with disabilities, connections across SR 299, and connections to schools. Many comments related to feeling unsafe due to lack of infrastructure.

ENGAGEMENT IN BURNEY

While engagement in Burney is ongoing, three events have been held thus far:

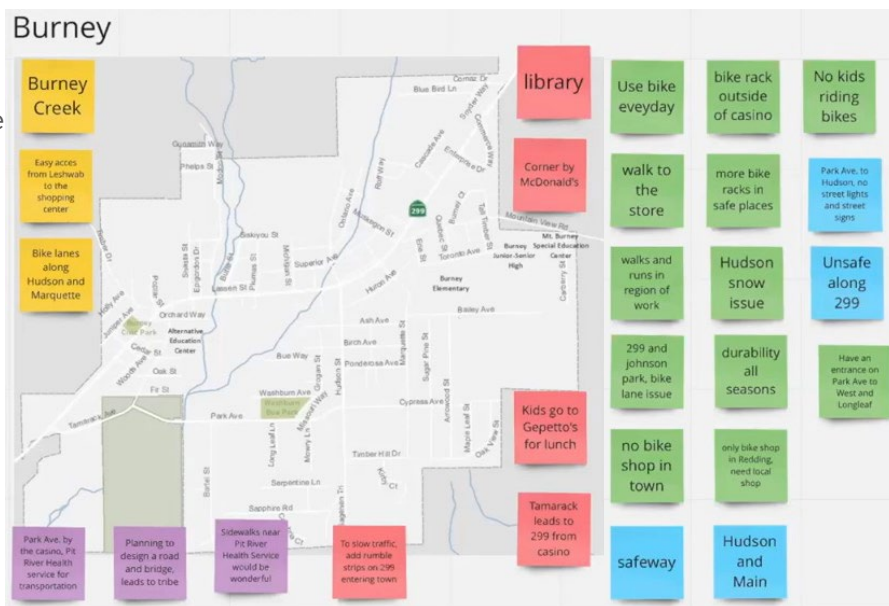
Burney / Pit River Tribe Walk & Bike Network Community Meeting 1

Held On: May 5, 2022 | Attendees: 10

On Thursday, May 5th from 5:30-7:00 p.m., SRTA, in partnership with the Pit River Tribe, Shasta County, and Caltrans held a Virtual Community Meeting on Zoom. The meeting purpose was to introduce potential project areas and gather broad feedback on the walking and biking conditions, needs, and opportunities in Burney. Community members generally noted the following:

- / Lack of infrastructure makes walking and biking uncomfortable & support for new infrastructure
- / A need for traffic calming
- / Needing a bike shop and bike parking
- / Need to plan for snowy weather and maintenance
- / A need for crossing improvements at major roads, especially State Route (SR) 299

Additionally, community members noted locations in Burney where they felt the active transportation environment could be improved.



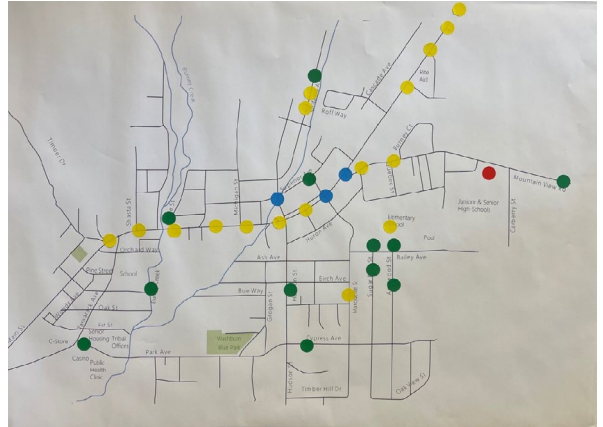
MIRO Map of Community Comments (right)

Burney / Pit River Tribe Youth Engagement

Held In: April 2022 | Responses: 314 (students & faculty)

The Pit River Tribe, Shasta County, Caltrans, and Shasta Regional Transportation Agency collaborated to implement a survey which was given in person at local schools. The survey engaged students and faculty to provide their input on their travel experience to school and how transportation could be made better. The survey found:

- / Approximately one-third of students travel to school on foot, bike, scooter, or skateboard
- / Most students and faculty walk, bike, scooter, or skateboard for recreation/transportation purposes other than travel to school, or stated they would like to if they could.
- / Key issues in active transportation noted include poor or missing sidewalks / bike lanes, unsafe crossings, lack of lighting, speeding vehicles, inattentive drivers and a need for bike racks.
- / There were many statements about people being hit or killed while walking or biking.
- / Students also mapped places where they would like to see improvements.



4. BUTTE STREET BOOGIE

The Butte Street Boogie is a low-stress, interconnected, active transportation network connecting the Magnolia and Manzanita neighborhoods of Redding to recently constructed active transportation projects in the Lakeview neighborhood and Downtown Redding. The project was named after the indirect route developed by people who regularly walk and bike through the neighborhood to avoid hills and travel along the existing low speed and volume streets.

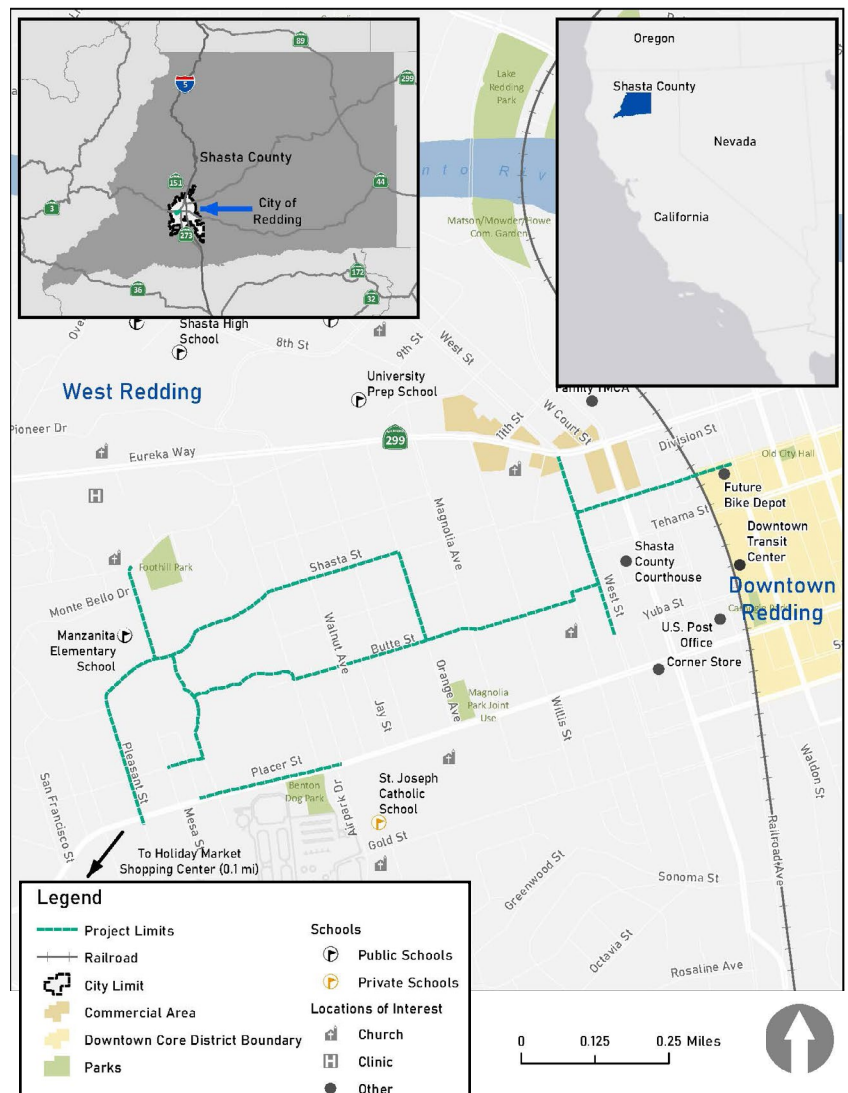
PROJECT BACKGROUND & SCOPE

The project formalizes a popular biking route through a combination of low-stress facilities including separated bikeways, shared-use paths (SUPs), and bicycle boulevards on low-speed and low-volume residential streets. Significant traffic calming and intersection improvements create a route that is safe and comfortable for people of all ages and abilities, and an alternative to high-stress arterials like Placer Street and SR 299. As shown in **Figure 1**, the proposed route is intentionally indirect and allows bicyclists to “boogie” around hills on less steep streets. The project closes 0.6 miles of sidewalk gaps and installs 27 marked crossings, 74 curb ramps, and lighting improvements to improve connectivity for people who walk and people with mobility impairments. These enhancements, combined with crossing improvements at Manzanita Elementary School, will make it safer for students to walk, bike, or roll more often.

The project connects communities to destinations through arterial crossing improvements and dedicated bicycle facilities. The project will implement a road diet and 0.25 miles of Class IV separated bike lanes on Shasta Street, connecting people to the planned and funded California Street two-way separated bike lane, Shasta Bike Depot, and Downtown E-Bikeshare program. The project enhances pedestrian and cyclist comfort across SR 299, connecting to the ATP-funded West Street improvements (recently built), Shasta High School, and the Sacramento River Trail. It also closes sidewalk gaps and connects to recently built buffered bike lanes on Placer Street, connecting disadvantaged community (DAC) residents to the Holiday Market shopping center, St. Joseph Catholic School, and Benton Dog Park.

The project’s 0.5-mile SUP creates additional low-stress connections through an existing open space. It includes a direct connection to Manzanita Elementary School and a route for people walking/biking to continue west on Placer Street, and doubles as a recreational opportunity in an underutilized open space.

Figure 1 | Butte Street Boogie Alignment & Destinations



EXISTING CONDITIONS

An analysis of the existing conditions was conducted to better understand who might use the project, how they travel, and what their needs might be. Below is a summary of the findings. Further details can be found in the [Butte Street Boogie Existing Conditions Technical Memorandum](#).

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the area around the project:

- / **Population:** approximately 7,740
- / **Median age:** between 25 and 35; approximately one-third of people are either under 18 or over 65
- / **Median Income:** \$33,316 (less than 80% of statewide median household income of \$60,188)
- / **Travel Patterns:** approximately 7.5% of people walk, bike or ride transit to work; 85% drive

Based on these findings, the entire area qualifies as a DAC under per ATP guidelines.

What is it Like to Walk, Bike, Ride Transit, & Drive?

Walking & Biking

There are no existing low-stress bicycle facilities that connect Downtown Redding to the Manzanita and Magnolia neighborhoods, although there are existing and planned facilities nearby. The sidewalks are disconnected or missing, even on higher speed roads.

Transit

Redding Area Bus Authority (RABA) Route 2W operates on Placer Street. The RABA Downtown Transit Center, on Yuba Street, is a key depot that serves rail (Amtrak) and RABA bus routes.

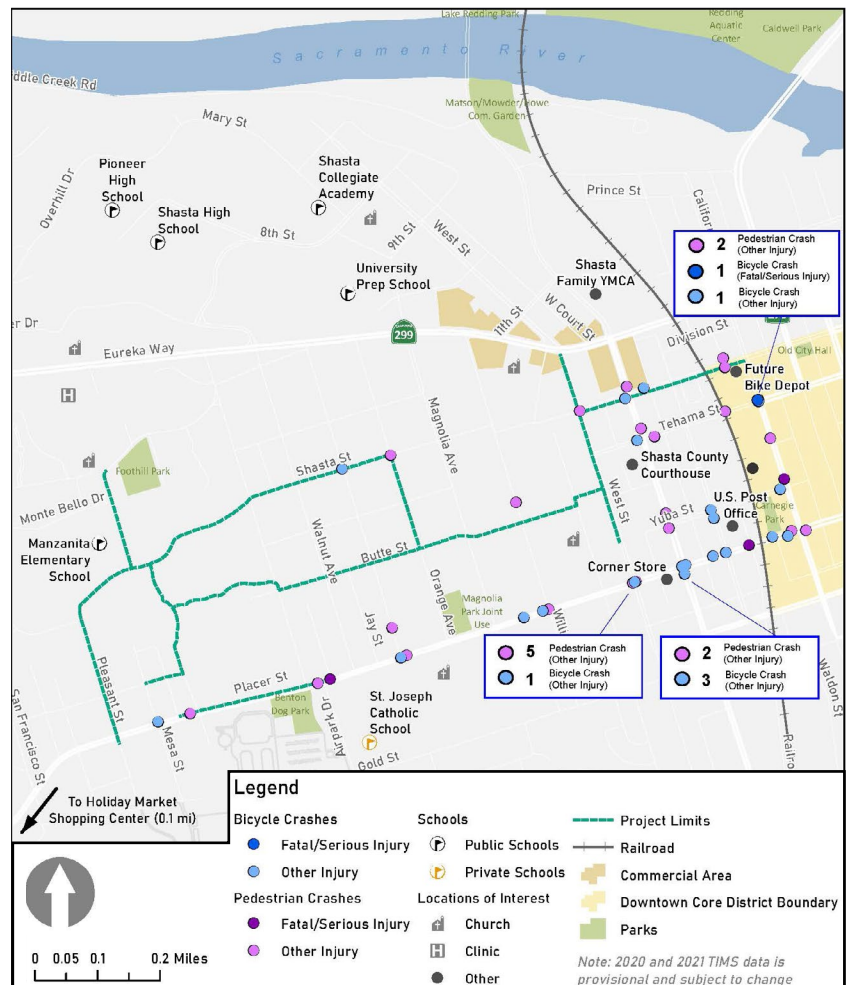
Driving

Most streets along the Butte Street Boogie network are signed 25 miles per hour (mph) or less, with the exception of Placer Street (35 mph) and West Street (35-55 mph, with speed limit increasing west of Downtown). The higher speed streets also have higher volumes and present barriers for people walking and biking. Community members noted concerns about speeding vehicles within the Magnolia and Manzanita neighborhoods, especially near Manzanita School.

Safety Findings (TIMS, 2010-2021)

- / **Ped/Bike Crashes:** >50
- / **Severity:** 3 people killed while walking, 1 severely injured while biking
- / **Concentrations of Crashes:** Downtown Redding and along Placer Street
- / **Common Types:** intersection, rail crossing
- / **Common Causes:** Vehicles fail to yield to pedestrians in crosswalk, crossing outside of crosswalk, wrong way bicycling

Figure 2 | Butte Street Boogie Crash History



PROJECT DEVELOPMENT

The Butte Street Boogie alignment was developed to formalize a biking route that many people in Redding are already utilizing for biking. Throughout the engagement process, it was determined that other improvements were needed to address walking needs and access, as well as traffic calming around Manzanita Elementary School. A full description of the project development process can be found in the **Butte Street Boogie Alignment Technical Memorandum**. It can be broken into the following phases:

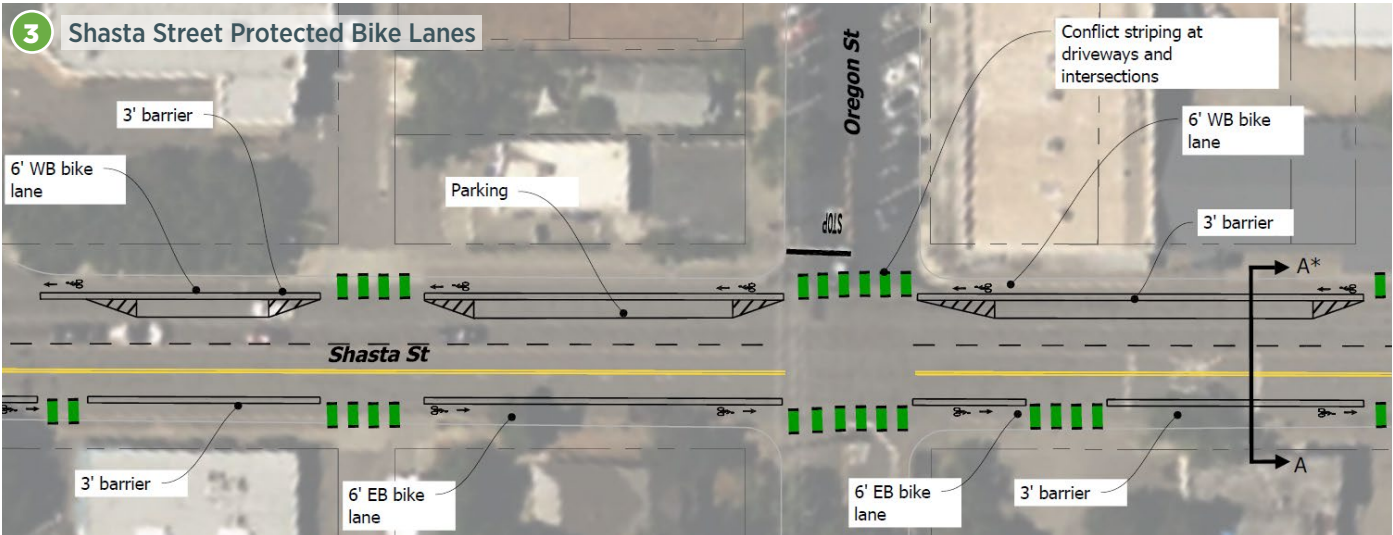
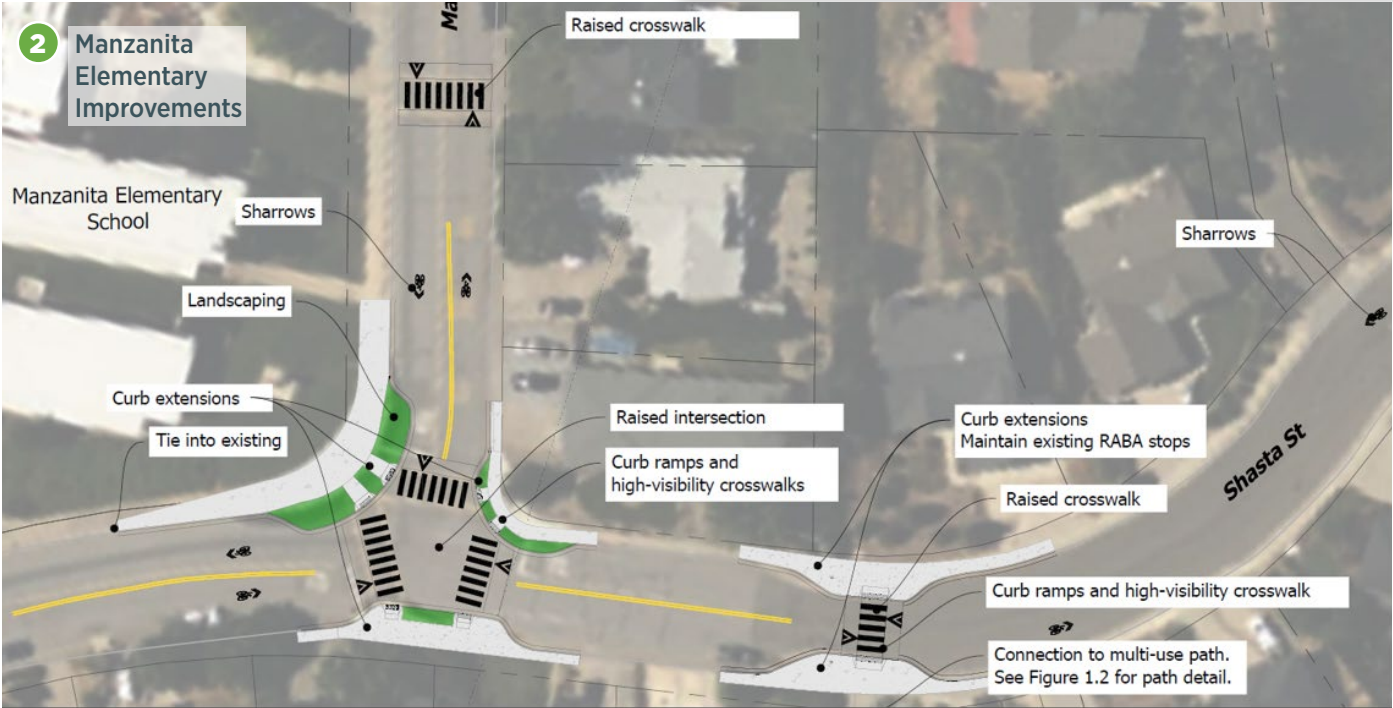
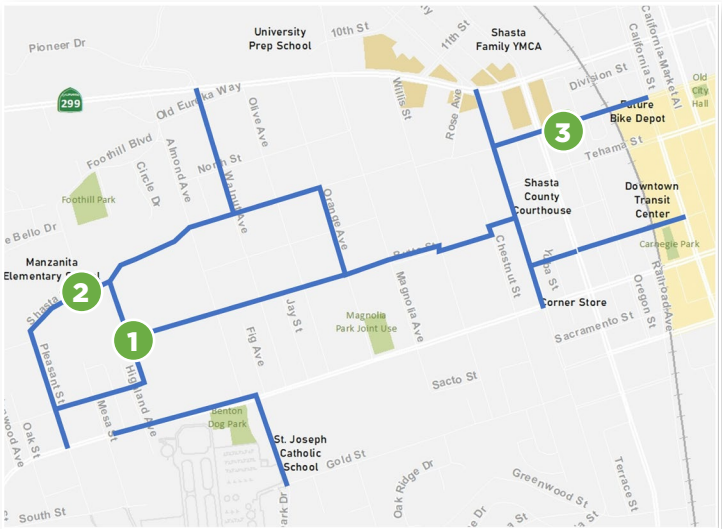
- 1. Desktop Analysis:** Every street in the neighborhood was considered for elements including route directness, traffic volumes, elevation, connectivity to destinations, potential for traffic calming, and gaps in existing infrastructure.
- 2. Field Visit & Stakeholder Discussions:** Staff from SRTA, the City of Redding, and the Consultant team conducted a field visit/bike ride along the potential alignment streets. This ride was informed by summaries of comments staff had received through community engagement, personal experience identifying the most comfortable east/west routes for biking, and comments received from the Principal at Manzanita School at a stop along the ride.
- 3. Community Engagement:** As described in **3. Community Engagement**, several community engagement events were held. In general, community members were very supportive of the project and the traffic calming elements. In this phase, the project was changed or refined based on the community engagement as follows:
 - Final selection and confirmation of alignment on Butte Street, which has a gentler grade than similar east-west routes.
 - Widening shared-use paths (SUP) to 12 feet wherever possible (from 10 feet).
 - Additional crossing locations were explored and added where possible – specifically near Manzanita Elementary School where crossings were added at the connection to the open space SUP network and north of the raised intersection.
 - The Walk audit with school stakeholders helped inform recommendations and routing for the bike network and crossing enhancements.
- 4. Final Design Refinements based on Feasibility and Stakeholder Coordination:** The final design was developed to reflect the comments heard during the community engagement phase. In this phase, the major design change included the removal of the path along Yuba Street due to right of way and security issues around the County Courthouse.

FINAL PROJECT CONCEPT

Typical images from the final conceptual design can be found in **Figure 3** and are included in full in **Appendix B**. Generally, the project alignment and features can be described as follows:

- / Class IV separated bike lanes on Shasta Street between West Street and California Street
- / Traffic calming and bike boulevard treatments along:
 - West Street between 11th Street and Yuba Street
 - Butte Street between Almond Avenue and West Street
 - Orange Avenue between Shasta Street and Butte Street
 - Shasta Street between Magnolia Avenue and Pleasant Street
 - Pleasant Street between Placer Street and Shasta Street
 - Manzanita Hills Avenue between Foothill Boulevard and Shasta Street
- / A Class I SUP through the open space connecting to Shasta Street (north), Butte Street (east), and Yuba Street (west)
- / Filling sidewalk gaps along:
 - Butte Street between Almond Avenue and West Street (in various areas)
 - Placer Street between Mesa Street and Airpark Drive
- / Sidewalk and crossing improvements throughout the project area

Figure 3 | Butte Street Boogie Typical Concepts



5. VICTOR IMPROVEMENT PROJECT

The Victor Improvement Project is a network of low-stress bikeway facilities connecting the Mistletoe neighborhoods to nearby neighborhoods, businesses, services, and amenities as shown in **Figure 4**.

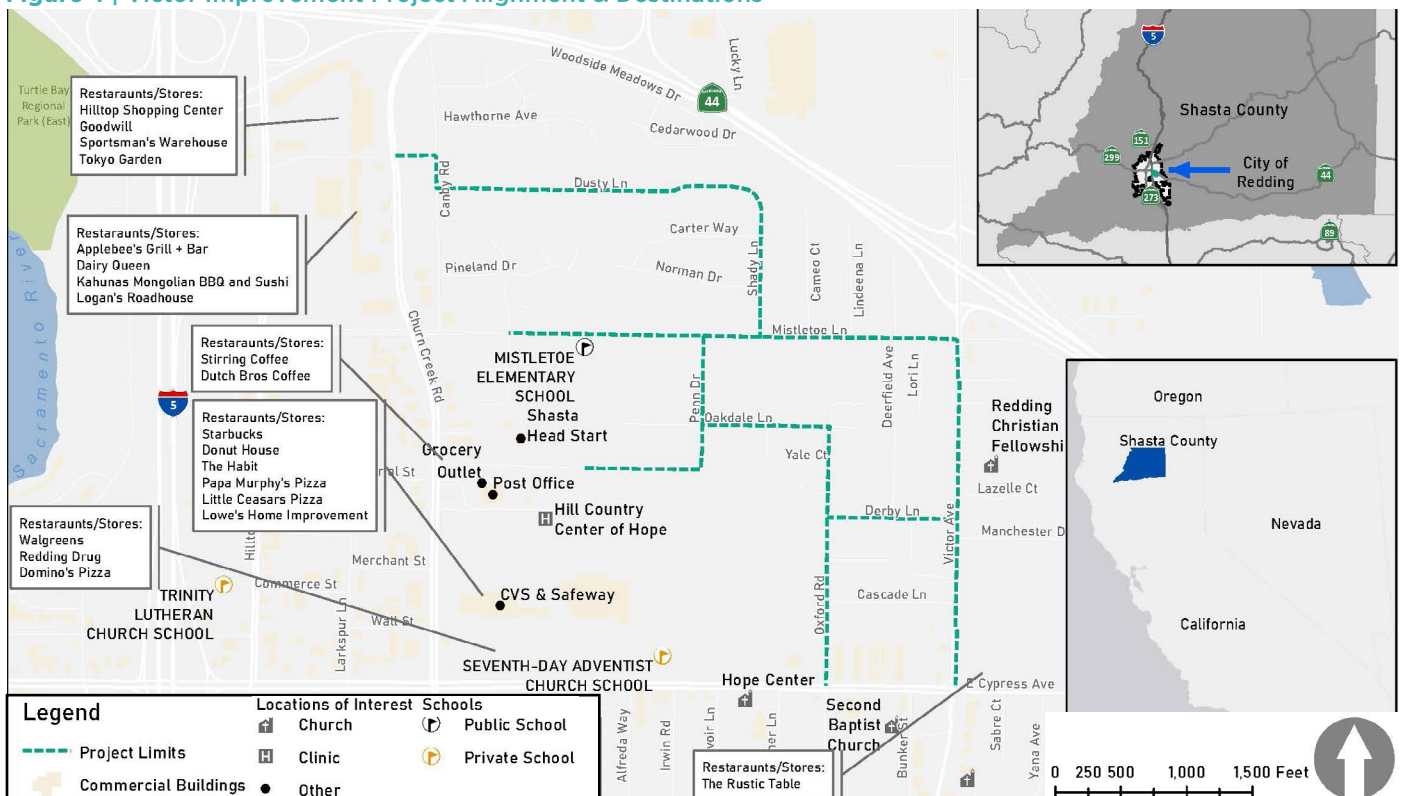
PROJECT BACKGROUND & SCOPE

The Mistletoe Community has long expressed a desire for traffic calming and improved walking and biking facilities on and connecting to Victor Avenue. The Victor Avenue Corridor Study included recommendations for a shared-use path, crossing improvements, and bike lanes on Victor Avenue and the proposed project moves these recommendations forward.

Other portions of the community have been (or are in the process of being) retrofitted to include facilities for active transportation users, such as Hartnell Avenue, Cypress Avenue, and Victor Avenue south of Cypress Avenue. This section of Victor Avenue and Mistletoe Lane have become missing gaps for active transportation users in the community. This results in residents being disconnected from safe facilities to walk, bike, or roll to essential destinations, including grocery stores, the post office, and employment opportunities. Project connectivity will allow residents within the Mistletoe community and those who live south of Cypress Avenue, near soon-to-be constructed improvements, to travel north along Victor Avenue through the low-stress bike network proposed throughout the Mistletoe community to reach services along Churn Creek Road.

The main feature of the project is a 0.86-mile SUP along the west side of Victor Avenue and the south side of Mistletoe Lane extending planned improvements funded through an ATP Cycle 5 grant on Cypress Avenue and Victor Avenue south to Hartnell Avenue. Bike lanes are also included on Victor Avenue for those who prefer biking in the street. Traffic calming and crossing improvements near Mistletoe Elementary School will make it safer for students to walk, bike, or roll to and from school. The project also includes 1.5 miles of low-stress bicycle boulevard and traffic calming treatments on Derby Lane, Oxford Road, Oakdale Lane, Penn Drive, Dusty Lane, and Canby Road. These improvements are intended to provide alternate routes to people who are not comfortable biking on higher speed and volume roads like Victor Avenue. Finally, an approximately 600-foot SUP is proposed through the existing open space south of Oakdale Lane connecting the project to another proposed SUP which is planned to be developed as part of an affordable housing development. This SUP would connect the neighborhood to the grocery stores and other retail opportunities in the southwest portion of the neighborhood.

Figure 4 | Victor Improvement Project Alignment & Destinations



EXISTING CONDITIONS

An analysis of the existing conditions was conducted to better understand who might use the project, how they travel, and what their needs might be. Below is a summary of the findings. Further details can be found in the [Victor Improvement Project Existing Conditions Technical Memorandum](#).

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the area around the project:

- / **Population:** approximately 9,234
- / **Median age:** between 25 and 35; approximately one-third of people are either under 18 or over 65
- / **Median Income:** \$57,041 (less than 80% of statewide median household income of \$60,188)
- / **Travel Patterns:** approximately 4.8% of people walk, bike or ride transit to work; 82% drive

Based on these findings, the entire area qualifies as a DAC under per ATP guidelines.

What is it Like to Walk, Bike, Ride Transit, & Drive?

Walking & Biking

There are no existing walking or biking facilities in most of the study area. Current level of traffic stress is high for people biking.

Transit

RABA Route 6S operates on Victor Avenue, and most bus stops do not have sidewalk access or comfortable places to wait for the bus. RABA also operates three routes on roads that are nearby the project network on Hilltop Road (Routes 11 and 14) and Churn Creek Road (Route 4). These routes provide connections to destinations like Mt. Shasta Mall and Downtown Redding.

Driving

Victor Avenue has speed limit signs indicating both 35 and 40 mph, although observed speeds are higher. The speed limit on Mistletoe Lane is 35 mph. Both streets see higher volumes of vehicles daily. All neighborhood streets are 25 mph with low traffic volumes.

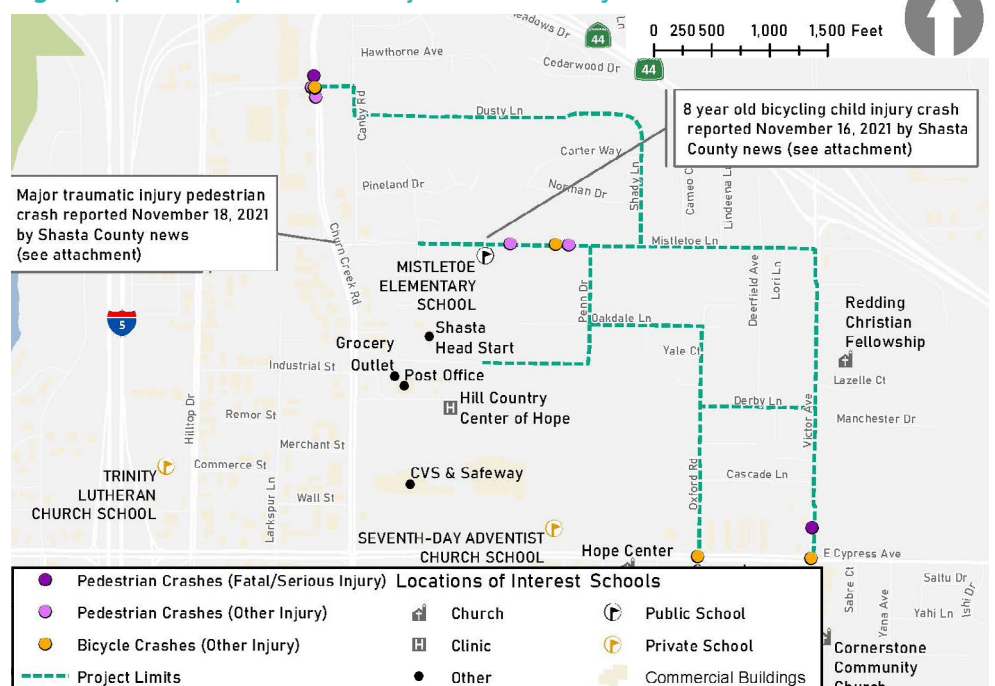


Safety Findings (TIMS, 2010-2021)

- / **Ped/Bike Crashes:** 12
- / **Severity:** 3 people severely injured while walking
- / **Concentrations of Crashes:** Near Mistletoe Elementary

Collision analysis findings support the projects recommendations to slow traffic, improve crossings, install dedicated bike facilities, and design intersections and conflict points, like driveways, to increase visibility of people who walk and bike.

Figure 5 | Victor Improvement Project Crash History



PROJECT DEVELOPMENT

The Victor Improvement Project alignment was developed to formalize a biking route that many people who bike in Redding are already utilizing. Throughout the engagement process, it was determined that other improvements were needed to address walking needs and access, as well as traffic calming in the area. A full description of the project development process can be found in the **Victor Improvement Project Alignment Technical Memorandum**. It can be broken into the following phases:

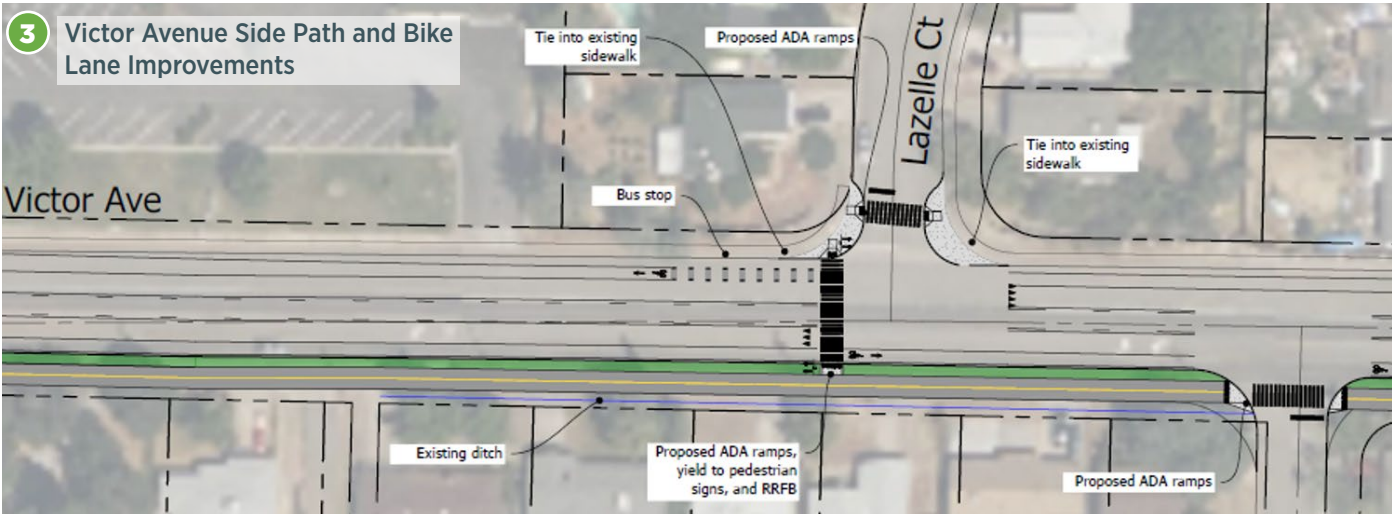
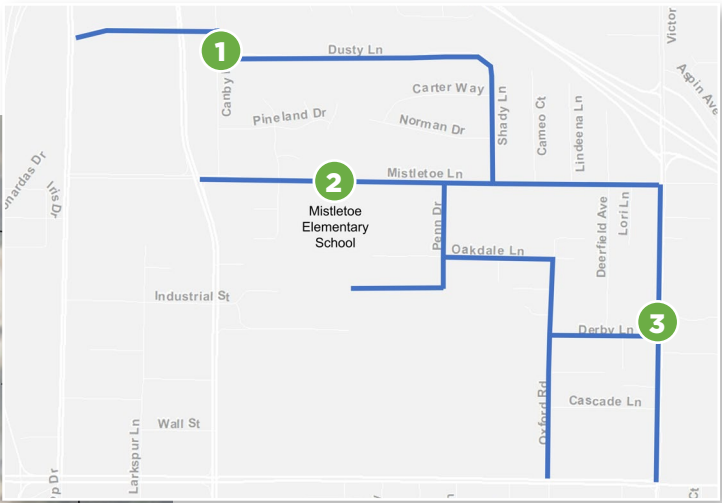
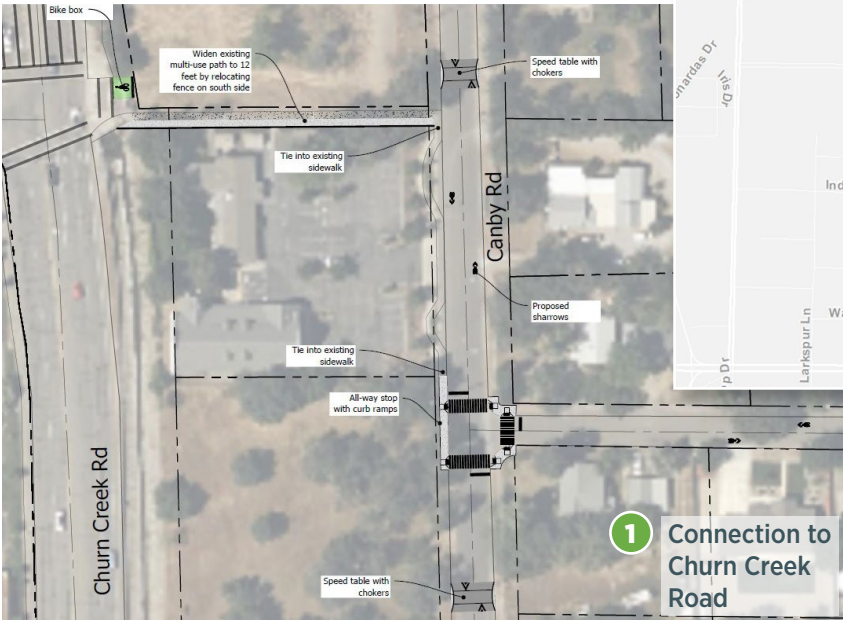
- 1. Desktop Analysis:** The Victor Avenue Corridor Improvement Study was reviewed. It recommended a SUP and bike lanes along Victor Avenue as well as several crossing improvements. The recommendations resulted in a successful application for ATP Cycle 5 funds to implement the study recommendations south of and along Cypress Avenue. The study team also reviewed updated information regarding collision data, community destinations, and other project design plans. This resulted in an initial project alignment along Victor Avenue from Cypress Avenue to Mistletoe Lane and along Mistletoe Lane from Victor Avenue to Mistletoe Elementary School. The segment along Mistletoe Lane was initially envisioned as bike lanes with sidewalk or a bike boulevard treatment.
- 2. Field Visit & Stakeholder Discussions:** Staff from SRTA, the City of Redding, and the Consultant team conducted a field visit along the potential alignment streets. This ride was informed by summaries of comments staff had received through community engagement and personal experience identifying the most comfortable routes for walking and biking. During the field visit, the team recognized that the speeds and volumes along Victor Avenue suggested a potential need for additional network improvements, as even with a separated SUP, some people may not feel comfortable biking or walking along the corridor. Changes included:
 - Low-stress network improvements on neighborhood streets south and north of Mistletoe Avenue, building off an existing road closure at Oxford Road and a new crossing being installed at Oxford Road and Cypress Avenue.
 - A second crossing near Mistletoe Elementary School due to sight distance and visibility.
 - Several SUP connections to new developments or formalizing existing connections.
- 3. Community Engagement:** As described in **3. Community Engagement**, several community engagement events were held. In general, community members were very supportive of the project and the traffic calming elements. The location of crossing improvements was confirmed. While the project initially proposed moving the crossing in front of Mistletoe Elementary School east, community engagement confirmed the existing crossing should be maintained, and a second crossing should be built to the east.
- 4. Final Design Refinements based on Feasibility and Stakeholder Coordination:** The final design was developed to reflect the comments heard during the community engagement phase. In this phase, the major design change included the removal of a suggested bike lane along Presidio Street between Hilltop Drive and Churn Creek Road, as it was discovered the street is privately owned. However, crossing improvements at Churn Creek Road and Presidio Street were maintained to provide walking, biking, and rolling access to the west.

FINAL PROJECT CONCEPT

Typical images from the final conceptual design can be found in **Figure 6** and are included in full in **Appendix C**. Generally, the project alignment and features can be described as follows:

- / Class II bike lanes along Victor Avenue from Cypress Avenue to Mistletoe Lane
- / Class I SUPs and associated crossing as follows:
 - Along Victor Avenue from Cypress Avenue to Mistletoe Lane
 - Along Mistletoe Lane from Cypress Avenue to Penn Drive
 - Through the open space connecting from Penn Drive to the proposed SUP at Del Monte Street
 - Converting the existing sidewalk at Presidio Street between Churn Creek Road and Canby Road into an SUP
- / Traffic calming and bike boulevard treatments along:
 - Oxford Road from Cypress Avenue to Oakdale Lane
 - Derby Lane from Oxford Road to Victor Avenue
 - Oakdale Lane from Penn Drive to Oxford Road
 - Penn Drive from Open Space to Mistletoe Lane
 - Shady Lane from Mistletoe Lane to Dusty Lane
 - Dusty Lane from Shady Lane to Canby Road
 - Canby Road from Dusty Lane to Presidio Street SUP
- / Crossing improvements throughout the project area

Figure 6 | Victor Improvement Project Typical Concepts



6. HILLTOP IMPROVEMENT PROJECT

The Hilltop Improvement Project (Figure 7) includes a road diet from five to three lanes while improving walking and bicycling facilities along Hilltop Drive and formalizing an existing connection to the Sacramento River Trail. The project provides a low-stress connection between the Hilltop neighborhood to the shopping, dining, and employment destinations east of I-5 and along Lake Boulevard / SR 299.

PROJECT BACKGROUND & SCOPE

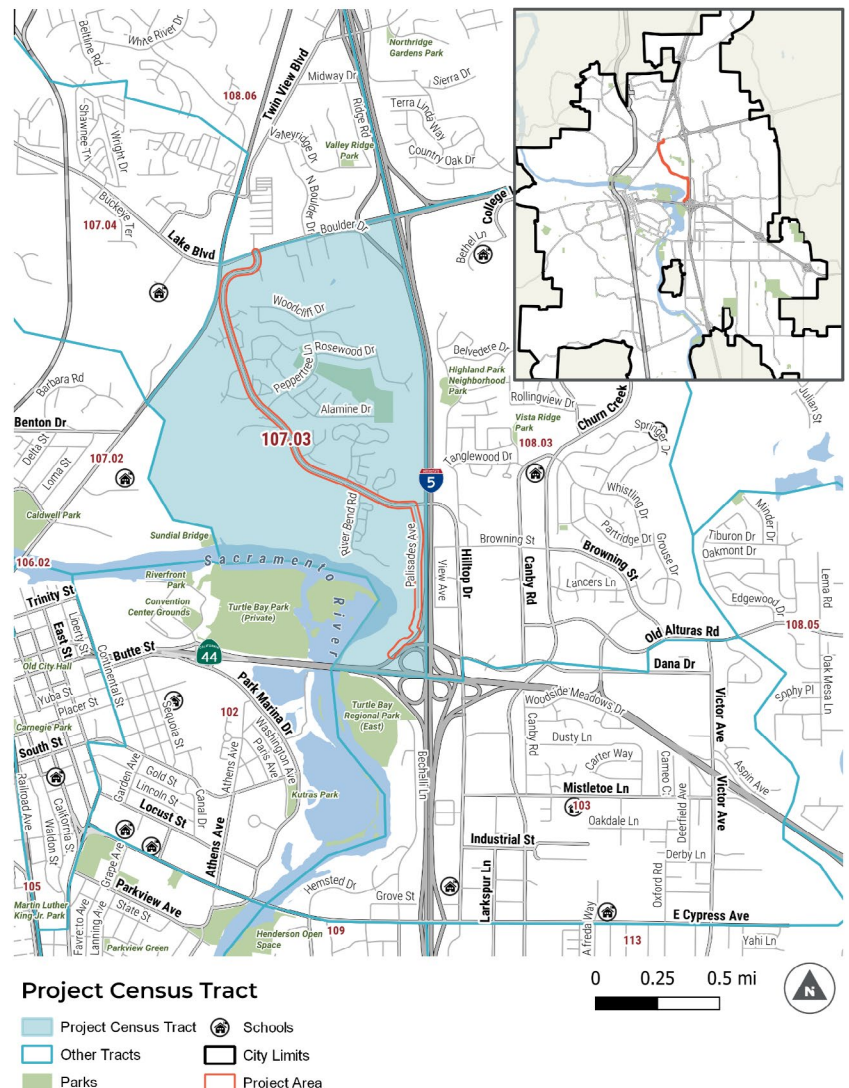
Hilltop Drive is a key multimodal connection in northeast Redding and is the only through-route in a largely residential area. Many multi-family housing units are located on Hilltop Drive, some of which is housing for seniors. Hilltop Drive is currently a five- or three-lane street (depending on the location within the corridor) with consistent Class II bicycle facilities and a narrow path on the west side of the roadway. Given its location in between Interstate 5 and State Route 273/299 (N Market Street/ Lake Boulevard) and its proximity to downtown via the Sundial Bridge, safe walking and bicycling infrastructure is vital to improving non-motorized access to destinations within and outside of the corridor area.

Hilltop Drive is a key connection in an area with few direct connections. It largely travels through a residential area, with commercial destinations to the north via Lake Boulevard / SR 299 and community and recreational destinations in the south via off-street trails. As a result, improvements for people walking and bicycling are important to establishing an interconnected active transportation system.

The Hilltop Drive Road Diet and Active Transportation Improvements project will connect people walking and bicycling to community destinations such as an elementary school, the Arboretum and botanical gardens, and the Sundial Bridge into downtown, and other trails. Connections include:

- / At the north end, where Hilltop connects with Lake Boulevard, there is an existing Class I path on Lake Boulevard (the SR 299 bikeway), as well as the planned Caltrans CAPM + complete Streets Improvements and the North Redding Active Transportation Trunk Line projects.
- / In the central part of the corridor, connections southbound toward the trail along the Sacramento River and downtown can be made from Hilltop via North River and Arboretum Loop trails.
- / Further to the east, where Hilltop approaches I-5, bicycle boulevard treatments are proposed on Palisades Avenue, and a short SUP is proposed to connect with a segment of the Palisades Trail, also paved, to create a Class I path connecting to the SR44 bikeway. The latter improvements will connect to the Dana to Downtown Bikeway. These connections lead both eastbound to the Mt. Shasta Mall and westbound to downtown Redding.

Figure 7 | Hilltop Improvement Project Alignment & Destinations



EXISTING CONDITIONS

An analysis of the existing conditions was conducted to better understand who might use the project, how they travel, and what their needs might be. Below is a summary of the findings. Further details can be found in the [Hilltop Improvement Project Existing Conditions Technical Memorandum](#).

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the area around the project:

- / **Population:** approximately 3,600
- / **Median age:** 40 years old; approximately one-third of people are either under 18 or over 65
- / **Median Income:** \$46,169 (less than 80% of statewide median household income of \$60,188)
- / **Travel Patterns:** approximately 3% of people take transit to work and none walk or bike; 98% drive

Based on these findings, the entire area qualifies as a DAC under per ATP guidelines.

What is it Like to Walk, Bike, Ride Transit, & Drive?

Walking & Biking

There are sidewalks and bike lanes along most of Hilltop Drive, although there are gaps in the facilities. Although there is a Class II bike lane, cars often park in the lane and the level of traffic stress for biking is high. There is one marked crosswalk and one new rectangular rapid flashing beacon is being constructed.

Transit

RABA Route 11 operates on Hilltop Drive, providing connections to destinations like Mt. Shasta Mall and Downtown Redding. Along Hilltop Drive, there are ten bus stops serving local residents. There are few amenities located at bus stops. Many bus stops have sidewalk access, with the exception of the bus stop at Palisades Avenue.

Driving

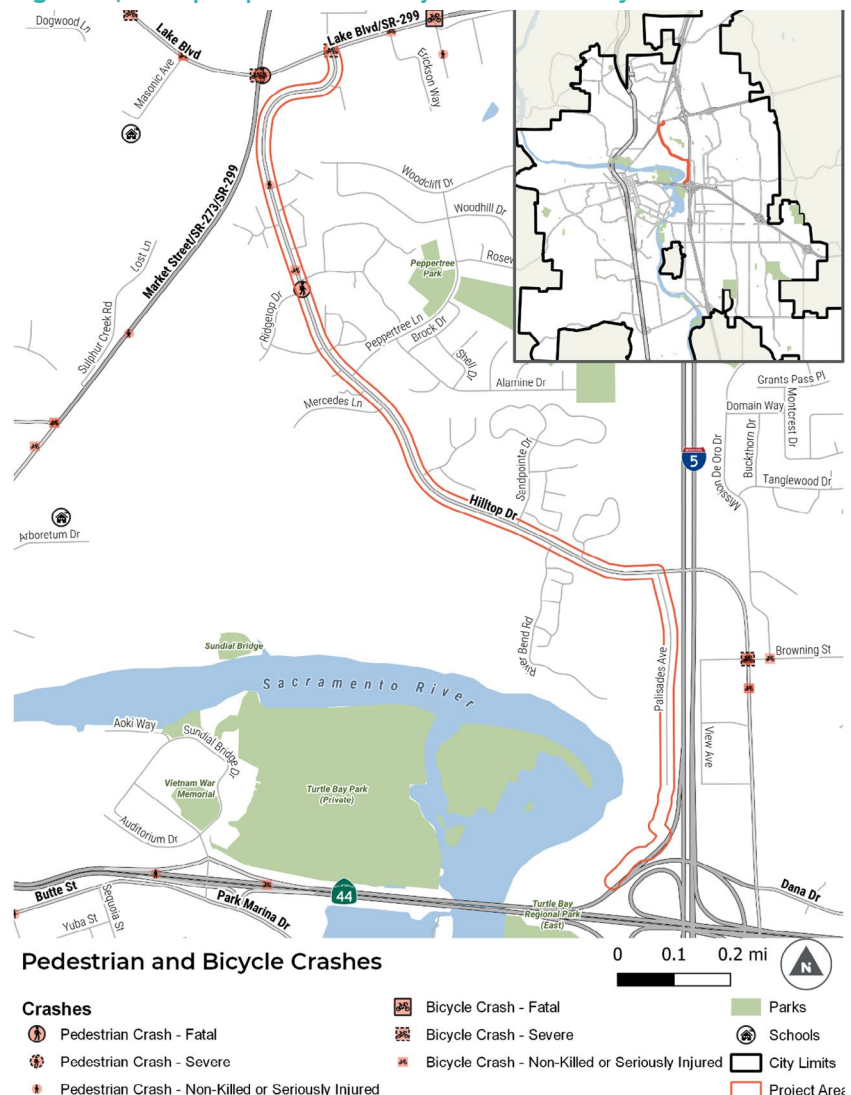
The speed limit on Hilltop Drive is 45 mph and anecdotal evidence from a field visit noted high speeds. All neighborhood streets are 10-25 mph with low traffic volumes.

Safety Findings (TIMS, 2015-2019)

- / **Ped/Bike Crashes:** 4
- / **Severity:** 1 person severely injured while biking

It should be noted that crashes have occurred on major streets that connect to Hilltop Drive. For instance, there have been three crashes at the intersection of Hilltop Drive and Browning Street, located east of the project area. Additionally, Lake Boulevard, where Hilltop Drive terminates to the north, has had eight crashes within one mile of Hilltop Drive.

Figure 8 | Hilltop Improvement Project Crash History



PROJECT DEVELOPMENT

The Hilltop Improvement Project includes a road diet, new Class IV separated bikeways, and other improvements to upgrade an existing bikeway to be safe and comfortable for people of all ages and abilities; a new SUP to connect the neighborhood to destinations; and upgrades to sidewalks and curb ramps. Throughout the engagement process, it was determined that other improvements were needed to address walking needs and access, as well as traffic calming in the area. A full description of the project development process can be found in the [Hilltop Improvement Project Alignment Technical Memorandum](#). It can be broken into the following phases:

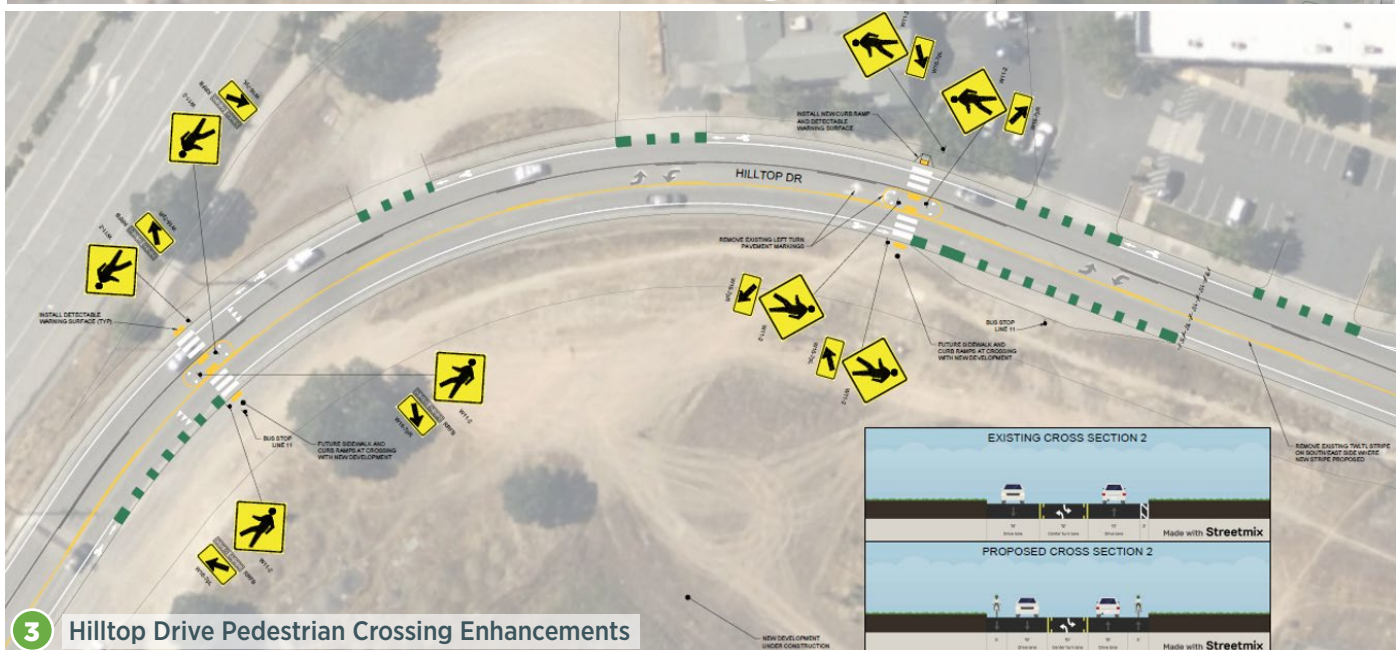
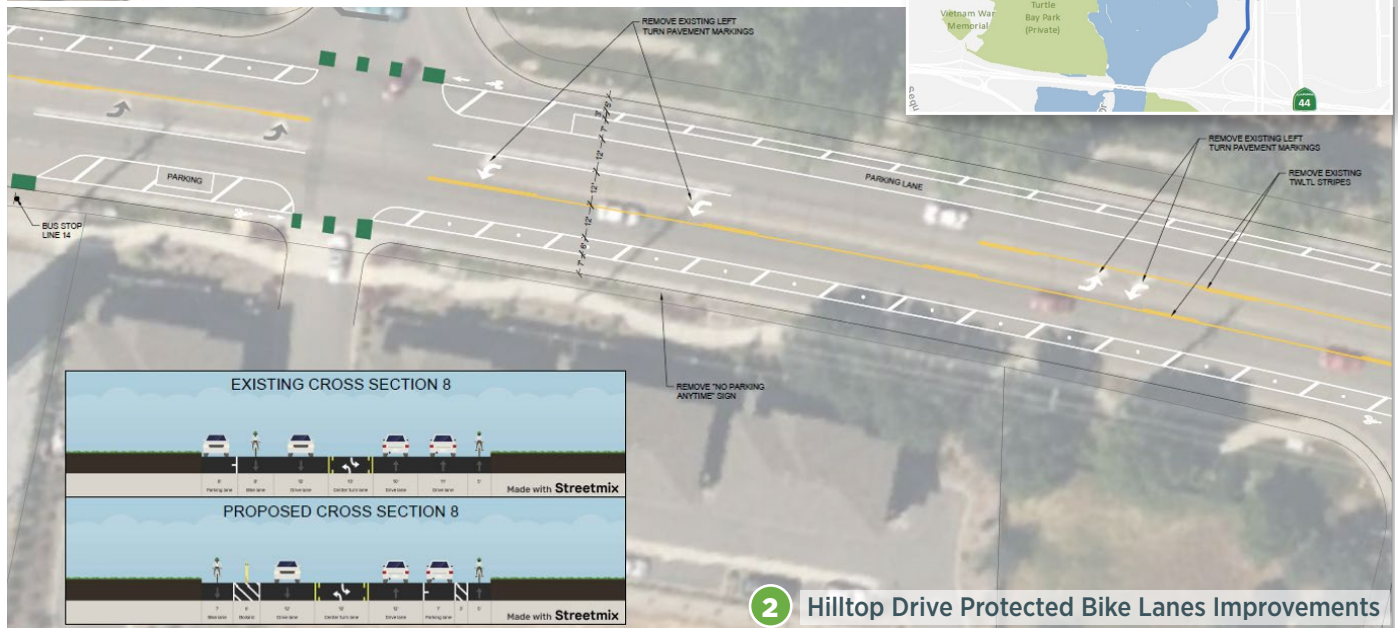
1. **Desktop Analysis:** An initial review of the existing conditions was conducted to understand traffic volumes, elevation, connectivity to destinations, potential for traffic calming, and gaps in existing infrastructure. This resulted in the identification of the corridor for a road diet and the need for sidewalk improvements.
2. **Field Visit & Stakeholder Discussions:** Staff from SRTA, the City of Redding, Caltrans, and the Consultant team conducted a field visit/bike ride along the potential alignment. This ride was informed by summaries of comments staff had received through community engagement, and personal experience biking in the area. At this point, the need for a connection east of I-5 was explored and the team looked for potential options to formalize this connection. It was determined a connection along Hilltop Drive would be difficult to implement due to right of way constraints on the overpass over I-5, and so the connection along Palisades Avenue and through the existing hiking trail to the Sacramento River Trail was considered. Additionally, the need to address sidewalk gaps and ADA deficiencies was identified in this phase.
3. **Community Engagement:** As described in [3. Community Engagement](#), several community engagement events were held. In general, community members were very supportive of the project and the traffic calming elements. No major changes occurred in this phase.
4. **Final Design Refinements based on Feasibility and Stakeholder Coordination:** The final design was developed to reflect previous phases and opportunities and constraints uncovered in the design process. The sidewalk design shifted during the project in terms of which side of Hilltop Drive the new sidewalk segments would be located on, as well as the width of the sidewalks.

FINAL PROJECT CONCEPT

Typical images from the final conceptual design and cross sections can be found in [Figure 9](#) and are included in full in [Appendix C](#). Generally, the project alignment and features can be described as follows:

- / Class IV separated bike lanes along Hilltop Drive from Highway 299 to Palisades Avenue
- / Class I SUP and associated crossing between Palisades Avenue and the Sacramento River Trail
- / Traffic calming and bike boulevard treatments along Palisades Avenue between Hilltop Drive and new SUP
- / Sidewalk and ADA curb ramp improvements throughout the project area
- / Crossing improvements throughout the project area



[illegible]

7. PARK MARINA DRIVE RAPID IMPLEMENTATION PROJECT

The Park Marina Drive Rapid Implementation Project (Park Marina Drive project) is intended to narrow and reduce travel lanes on Park Marina Drive from California State Route 44 entrance to Parkview Avenue to provide Class IV separated bike lanes along the corridor (**Figure 10**). The project upgrades existing bicycle facilities to improve comfort, while new pedestrian infrastructure creates safer crossing opportunities for pedestrians and people using mobility devices. A key aspect of the project is the focus on low cost materials that can be implemented quickly, such as bollards and striping, to have a significant impact on the corridor. By constructing the project in this way, it is possible to test a project design, evaluate it, and the modify the design in the future through formal capital projects or additional low cost treatments. The proposed “quick-build” project is a centerpiece of Redding’s effort to re-envision the corridor for active transportation in support of the Riverfront Specific Plan and Redding Active Transportation Plan. The quick-build will transform the automobile-centric corridor to provide a walking and biking environment for all ages and abilities along the scenic riverfront.

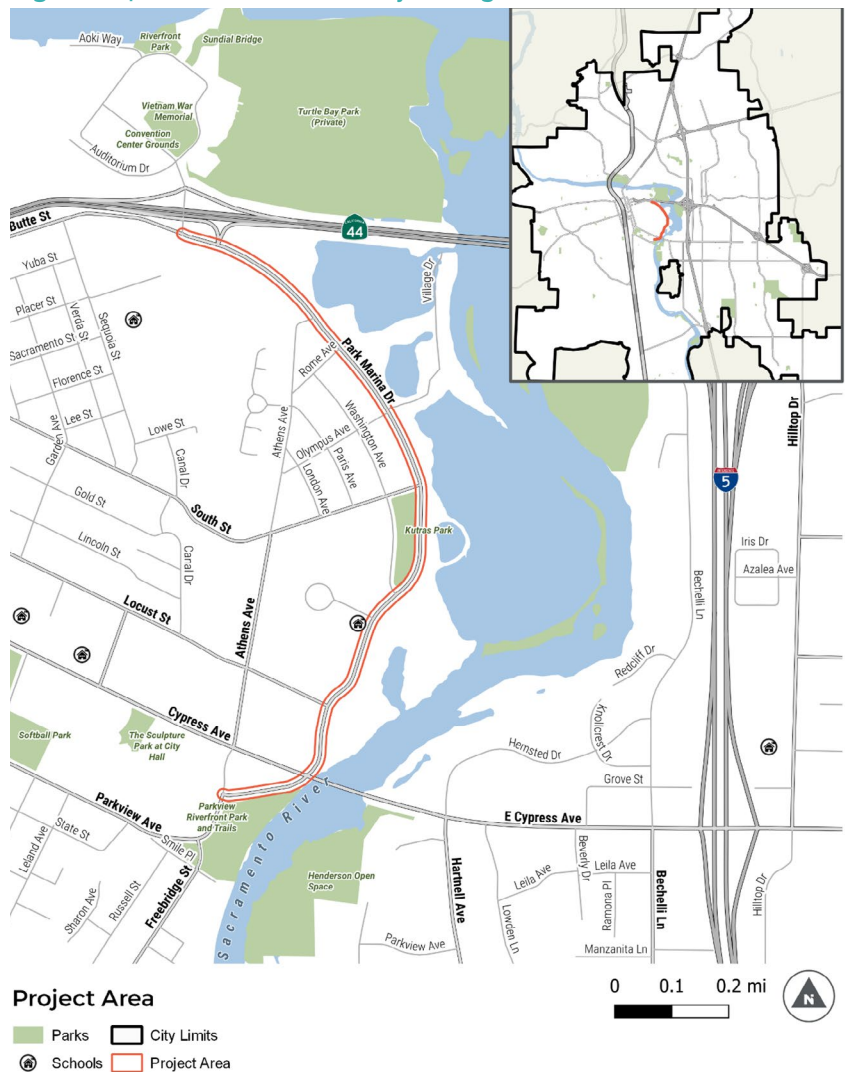
PROJECT BACKGROUND & SCOPE

Park Marina Drive is currently a three-to-five-lane road that is adjacent to downtown Redding and parallel to the Sacramento River. It is a key connector for people walking and bicycling in an area with poor street connectivity. There are currently Class II bicycle lanes along the corridor, as well as significant sidewalk and curb ramp gaps.

Significant planning has been done to define the plan, culminating in the Park Marina Drive Corridor Study, which defined many of the needs for the project. The quick-build project brings the recommendations from this study to life. The project broadens residents’ mobility options along the corridor by reducing their level-of-traffic stress walking and biking. The project connects residents to Redding’s extensive trail network and recreational opportunities within the corridor, such as Kutas Park. The corridor also offers access to retail, broadening mobility options for commuters and shoppers, as well as county and federal offices, such as the Social Security Administration.

On top of this, the project will link people on bikes to the region’s expansive low-stress bicycle network. Two low-stress bicycle routes are planned and funded to connect to this Park Marine Drive project: the Turtle Bay to Downtown Gap Completion project, which will connect Park Marine Drive to the trail network north of SR 44, and the Affordable Housing and Sustainable Communities program grant which will construct a river trail connection from the Turtle Bay Exploration Park to Downtown. Improvements for walking and biking on Park Marina Drive will improve access to existing transit stops on the corridor. Safer crossing opportunities will allow residents to safely access a transit stop on the other side of the street, while low-stress bicycle infrastructure promotes multi-modal trips to destinations near and far.

Figure 10 | Park Marina Drive Project Alignment & Destinations



EXISTING CONDITIONS

An analysis of the existing conditions was conducted to better understand who might use the project, how they travel, and what their needs might be. Below is a summary of the findings. Further details can be found in the [Park Marina Drive Existing Conditions Technical Memorandum](#).

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the area around the project:

- / **Population:** approximately 2,458
- / **Median age:** 45 years old; approximately one-third of people are either under 18 or over 65
- / **Median Income:** \$48,452 (less than 80% of statewide median household income of \$60,188)
- / **Travel Patterns:** approximately 7% of people walk or bike and none take transit; 86% drive

Based on these findings, the entire area qualifies as a DAC under per ATP guidelines.

What is it Like to Walk, Bike, Ride Transit, & Drive?

Walking & Biking

There are sidewalks and bike lanes along most of Park Marina Drive, although there are gaps in the facilities. There are no low-stress crossing opportunities for people walking or biking, and most intersections lack marked crosswalks and accessible infrastructure. Although there is a Class II bike lane, level of traffic stress for biking is high.

Transit

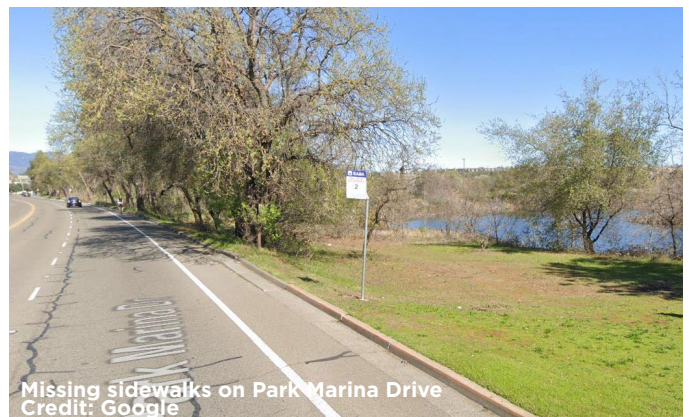
RABA Route 2E operates on Park Marina Drive, providing service throughout Downtown Redding. Along Hilltop Drive, there are three bus stops serving local residents. There are few amenities located at bus stops and there are no sidewalk connections to the stop at Olympus Avenue/Village Drive.

Driving

The speed limit on Park Marina Drive is 35 MPH and anecdotal evidence from a field visit noted high speeds. All neighborhood streets are 25 MPH with low traffic volumes.

Safety Findings (TIMS, 2015-2019)

There was one crash involving someone walking and none involving people biking between 2015-2019. The crash occurred at the intersection of Park Marina Drive and Parkview Avenue. Vehicle volumes and speeds likely deter people from walking and biking because existing infrastructure does not make people feel safe. High access to private vehicles and auto oriented land uses may also influence people to drive instead of walk or bike.



PREVIOUS ENGAGEMENT

The City of Redding and Shasta Living Streets conducted significant engagement regarding Park Marina Drive in advance of the SRATN.

Meetings held include:

- / November 18, 2020: Visioning Workshop (1 hour)
- / November 20, 2020: Group 1 Zoom Meeting (20 minutes)
- / November 20, 2020: Group 2 Zoom Meeting (40 minutes)
- / November 20, 2020: Group 3 Zoom Meeting (30 minutes)
- / August 11, 2021: Community Workshop Breakout Meeting 1 (1.5 hours)
- / August 11, 2021: Community Workshop Breakout Meeting 2 (1 hour)

Identified needs include:

- / Need for safety, comfort, and accessibility improvements to Park Marina Drive
- / Desire for traffic calming
- / Desire for multimodal connections to Downtown Redding
- / Importance of safe routes for residents and visitors using the soon-to-launch Downtown E-Bikeshare system
- / Supporting safe, comfortable connections to major catalyst development projects
- / Desire to connect Park Marina Drive to the Downtown low-stress active transportation facilities

PROJECT DEVELOPMENT

The Park Marina Drive project includes a road diet, new Class IV separated bikeways, and other improvements to upgrade an existing bikeway to be safe and comfortable for people of all ages and abilities. A full description of the project development process can be found in the [Park Marina Drive Project Alignment Technical Memorandum](#). It can be broken into the following phases:

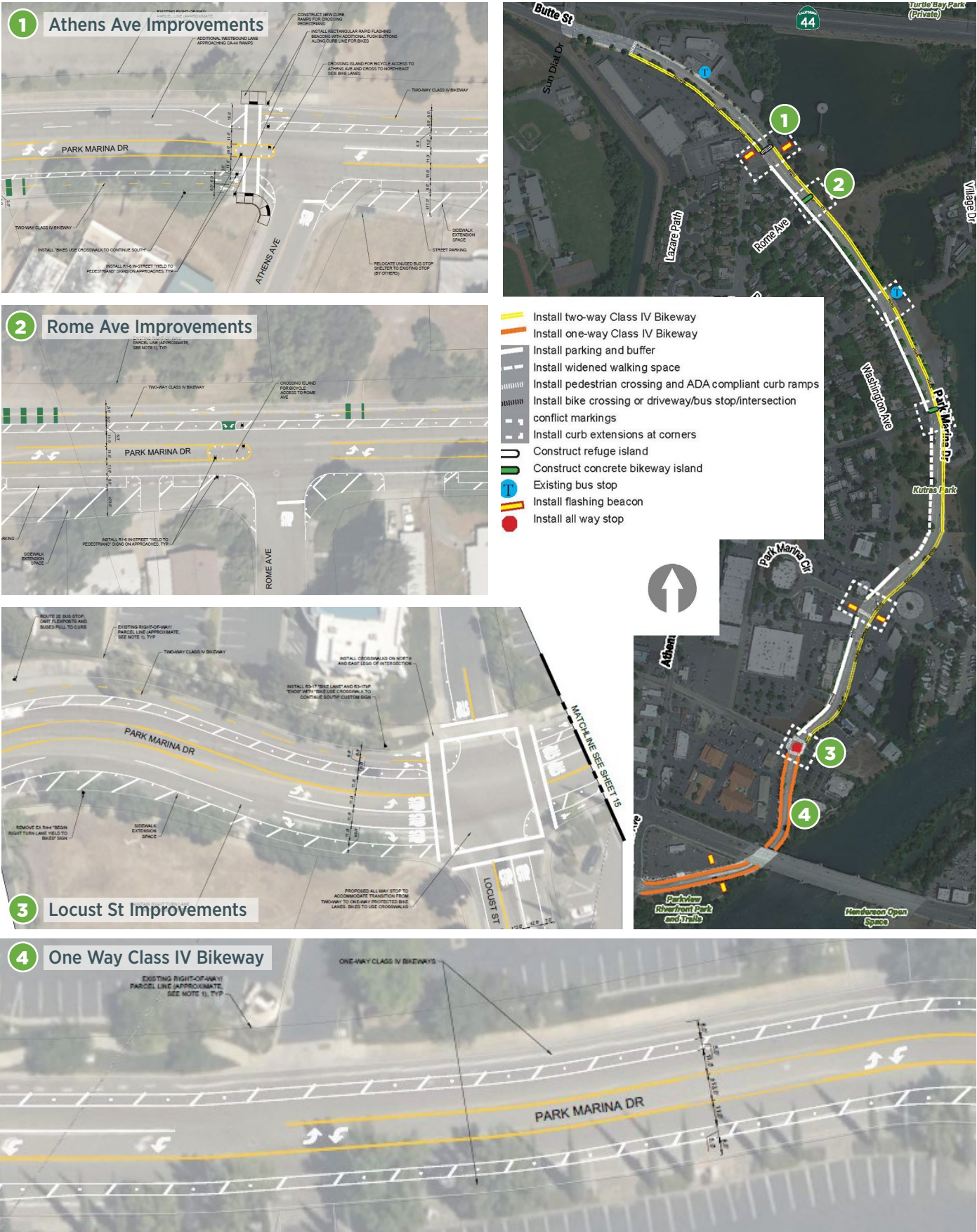
1. **Desktop Analysis:** The Park Marina Drive Corridor study was evaluated to understand recommendations and needs in the area. This resulted in the identification of the corridor for a road diet and the need for sidewalk improvements.
2. **Field Visit & Stakeholder Discussions:** Staff from SRTA, the City of Redding, and the Consultant team conducted a field visit/bike ride along the potential alignment. This ride was informed by summaries of comments staff had received through community engagement, and personal experience biking in the area. At this point, discussion was held regarding the need for new crossings and the most comfortable design for the crossing at SR 44.
3. **SRATN Community Engagement:** As described in [3. Community Engagement](#), additional community engagement indicated continued support for the project. No major changes occurred in this phase.
4. **Final Design Refinements based on Feasibility and Stakeholder Coordination:** The final design was developed to reflect previous phases and opportunities and constraints uncovered in the design process. Project changes throughout the grant application process were minimal. Minor changes included switching the two-way Class IV bikeway from the north side of Park Marina Drive to the south side between the CA-44 on-ramps and Athens Avenue. The change was made to accommodate two westbound lanes (rather than one) that feed the CA-44 on ramps.

FINAL PROJECT CONCEPT

Typical images from the final conceptual design and cross sections can be found in [Figure 11](#) and are included in full in [Appendix D](#). Generally, the project alignment and features can be described as follows:

- / Class IV two-way separated bikeway on the southbound side from the northern limits to Athens Avenue and on the northbound side from Athens Avenue to Locust Street
- / Class IV one-way separated bikeways from Locust Street to Parkview Avenue
- / A widened walking space from South Street to north of Park Marina Circle
- / Rapid flashing beacons at Athens Avenue, Park Marina Circle, and the steps accessing Cypress Avenue
- / Pedestrian crossings with ADA accessible ramps at SR 44, Athens Avenue, Park Marina Circle, and Locust Street
- / Curb extensions for corners at intersections with Athens Avenue, Rome Avenue, Olympus Avenue, South Street, Washington Street, Park Marina Circle, Locust Street, and Parkview Avenue

Figure 11 | Park Marina Drive Project Typical Concepts & Cross Sections

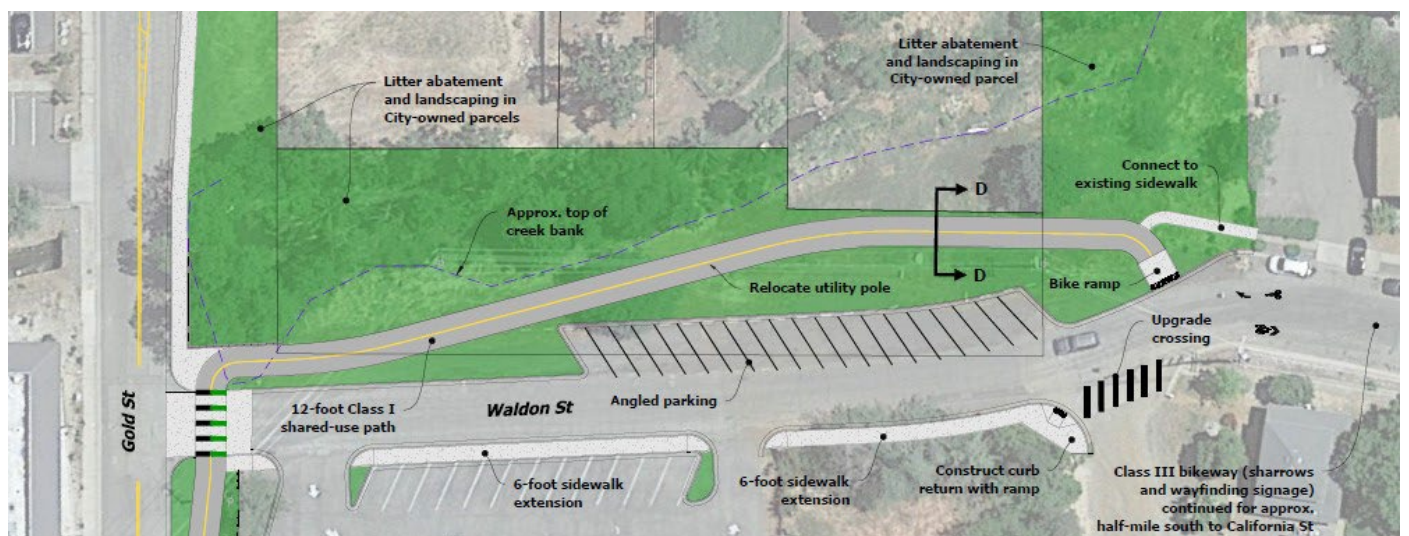
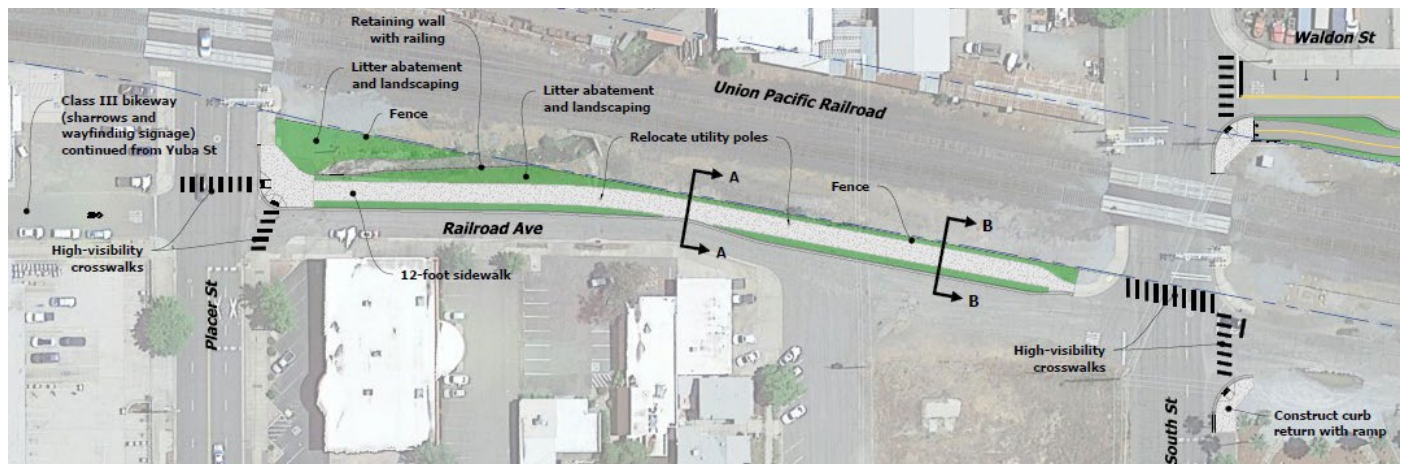
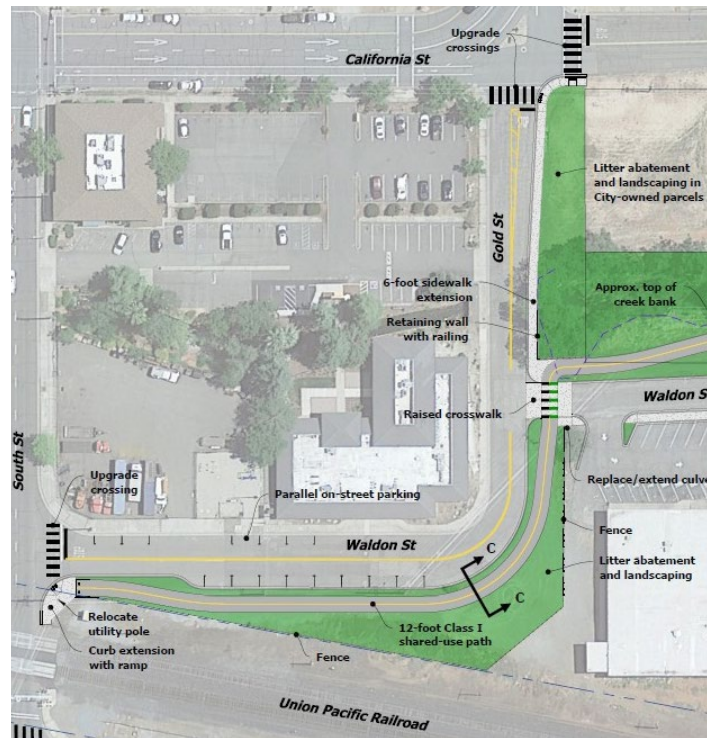


8. CALABOOSE CREEK

SRTA assisted the City of Redding in developing concept design plans for improvements at Calaboose Creek for a Clean California Grant Application. The City led the analysis, engagement, and application development for the project. Because of this, a full project development summary is not included in this report. The project can be summarized as follows, with typical images from the final conceptual design and cross sections found in **Figure 12** and included in full in **Appendix F**:

- / Class I SUP between Placer Street and Lincoln Street
- / Crosswalk improvements along the alignment and a raised crosswalk at Waldon Street and Gold Street
- / Six-foot sidewalks along Waldon Street and Gold Street
- / Class III bikeway marking and signage from Lincoln Street to California Street along Waldon Street
- / Litter abatement, beautification, and landscaping along the project alignment

Figure 12 | Calaboose Creek Typical Concepts
(cont'd on next page)





9. PIT RIVER TRIBE / BURNEY MUNIK'CHUN WALKING + BIKING NETWORK

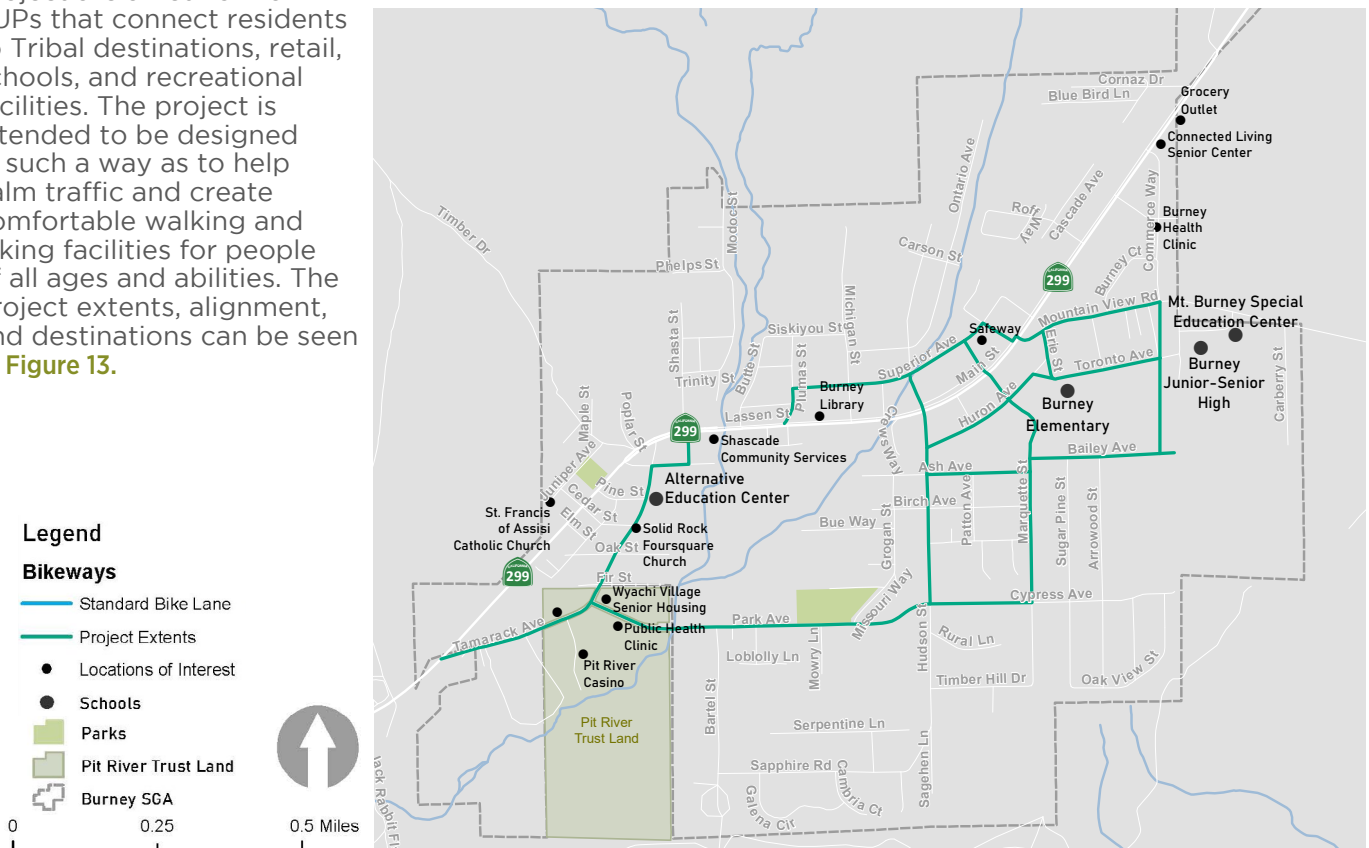
The Pit River Tribe/Burney Munik'Chun Walking + Biking Network is a community-wide project to create a low-stress, interconnected, active transportation network in Burney. The word Munik'Chun means "All My Children" and was chosen by the Pit River Tribe for the project. This is a fitting name, as the project will address locations where children have been involved in crashes and connects homes to tribal facilities, several schools, recreational facilities, and other essential destinations to serve the Tribe children and the broader Burney community. The first phase of the project includes a network of shared-use path (SUP) facilities throughout the community, associated crossing improvements, and traffic calming. Caltrans is currently planning to stripe buffered bike lanes along SR 299/Main Street as part of an upcoming resurfacing project. Discussions with Caltrans are underway to determine the feasibility of including additional active transportation projects along SR 299/Main Street as part of a Phase 2 of the Munik'Chun Walking + Biking Network. As such, the Munk'Chun Walking + Biking Network is still in active development, and subject to change as new needs are identified or community input is received.

PROJECT BACKGROUND & SCOPE

The Pit River Tribe, Shasta County Public Works, and Burney community have expressed a desire for traffic calming and better walking and biking facilities. Part of this desire stems from crashes which resulted in the deaths and serious injuries of people on foot or using mobility devices, including Tribal Elders. Additionally, residents have noted difficulties getting to retail and community destinations on foot. Students are also unable to access the schools and recreational facilities comfortably on foot or bike. There are currently very few sidewalks or multimodal facilities on most of the local streets, and SR 299/Main Street lacks comfortable crossings. In 2012, the Pit River Tribe/Burney Bicycle and Walkway Plan was created, which identified a baseline network for walking and biking improvements. However, the plan is yet to be implemented. The Pit River Tribe/Burney Munik'Chun Walking + Biking Network builds off the 2012 plan while also introducing more recent best practices in active transportation planning and design in a context-sensitive manner.

The main features of the project are a network of SUPs that connect residents to Tribal destinations, retail, schools, and recreational facilities. The project is intended to be designed in such a way as to help calm traffic and create comfortable walking and biking facilities for people of all ages and abilities. The project extents, alignment, and destinations can be seen in **Figure 13**.

Figure 13 | Pit River Tribe/Burney Munik'Chun Walking + Biking Network Project Alignment & Destinations



EXISTING CONDITIONS

An analysis of the existing conditions was conducted to better understand who might use the proposed improvements, how they travel, and what their needs might be. Below is a summary of the findings.

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the study area:

- / **Population:** approximately 3,965
- / **Median age:** 35 years old; almost half of people are either under 18 or over 65
- / **Median Income:** \$45,875 (less than 80% of statewide median household income of \$60,188)
- / **Travel Patterns:** approximately 3% of people walk or bike and none take transit; 94% drive

Based on these findings, the entire area qualifies as a DAC per ATP guidelines.

What is it Like to Walk, Bike, Ride Transit, & Drive?

Walking & Biking

There are no existing low-stress bicycle facilities in the study area, although Caltrans is initiating the striping of a Class II buffered bike lane along SR 299/Main Street. Sidewalks are disconnected or missing, even on higher speed roads. There are very few safe and comfortable crossings.

Transit

RABA operates the Burney Express bus connecting Burney to Downtown Redding along SR 299. The bus runs three times a day in the morning, afternoon, and evening. There is no service on weekends and some holidays.

ShastaConnect also provides door to door on-demand transit service for residents the Intermountain Area including Burney, Cassel, Fall River, and McArthur.

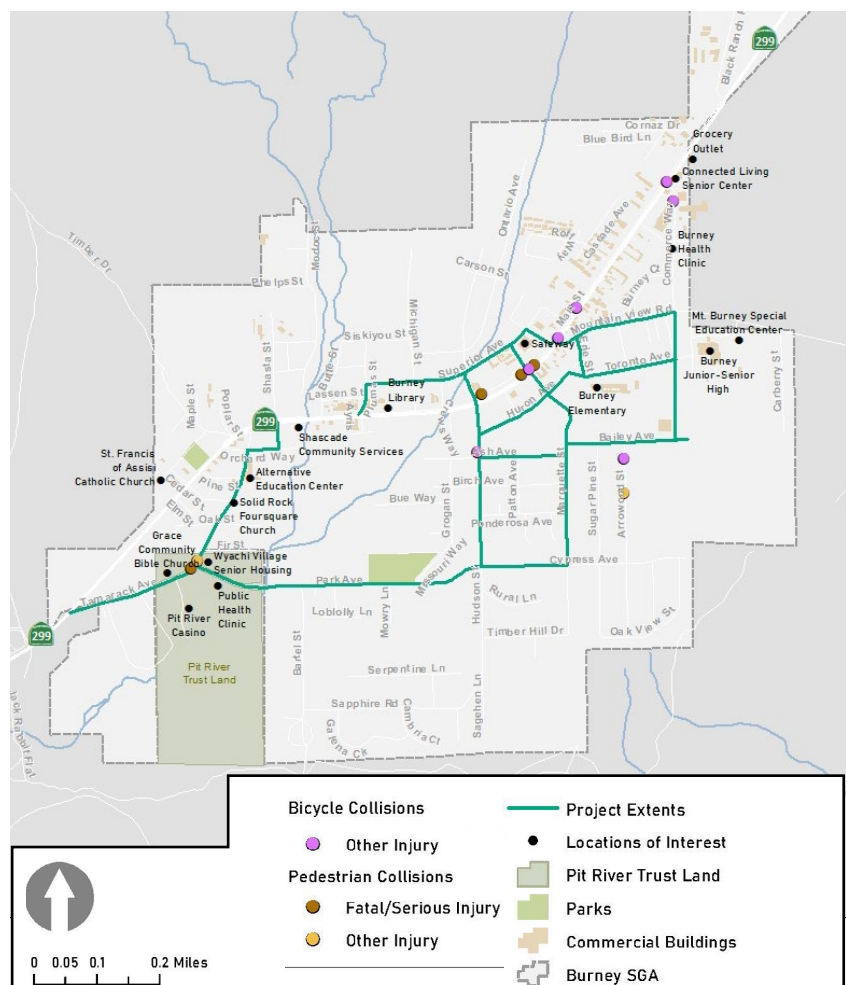
Driving

The speed limit along SR 299/Main Street is 55 MPH outside of Burney and reduces to 30 MPH within the town, and anecdotal evidence from a field visit noted high speeds. All other streets are 25 MPH. Tribal staff and residents noted drivers sometimes cut through local streets to avoid SR 299/Main Street, and stated drivers often exceed the speed limit on these streets.

Safety Findings (TIMS, 2010-2021)

- / **Ped/Bike Crashes:** 13
- / **Severity:** 2 people killed and 2 people seriously injured while walking, none killed or seriously injured while biking
- / **Concentrations of Crashes:** Along SR 299/Main Street and at the intersection of Tamarack Avenue and Park Avenue
- / **Common Causes:** Crossing outside of crosswalk and speed related crashes

Figure 14 | Pit River Tribe/Burney Munik'Chun Walking + Biking Network Project Crash History



PROJECT DEVELOPMENT

The Munik'Chun Walking + Biking Network was developed to formalize the improvements planned in the Pit River Tribe/Burney Bicycling and Walkway Plan. Throughout the engagement process, addressing walking needs for Tribal Elders and students walking or biking to destinations or schools were identified as critical, as well as managing speeds on the community's local streets and enhancing pedestrian crossings. A full description of the project development process can be found in the [Munik'Chun Walking + Biking Network Alignment Technical Memorandum](#). It can be broken into the following phases:

- 1. Desktop Analysis:** Every street in the community was considered for elements including route directness, traffic volumes, elevation, connectivity to destinations, potential for traffic calming, and gaps in existing infrastructure. However, the community's previously developed plan was used as a focus to build on prior community engagement and needs identification.
- 2. Field Visit & Stakeholder Discussions:** Staff from SRTA, the Shasta County Public Works, the Pit River Tribe, and the Consultant team conducted a half-day design charrette and field visit along the potential alignment streets. This charrette and walk audit was informed by summaries of comments staff had received through community engagement, personal experience identifying the most comfortable routes for walking and biking, and comments received during the audit.
- 3. Community Engagement:** As described in [3. Community Engagement](#), several community engagement events were held. In general, community members were very supportive of the project and the traffic calming elements. In this phase, the project was changed or refined based on the community engagement as follows:
 - Final selection and confirmation of the alignments following Tamarack Avenue and Park Avenue including relocation of enhanced pedestrian crossings to better align with planned improvements by the Pit River Tribe and other feedback.
 - Widening shared-use paths (SUP) to 10-12 feet wherever possible (from 8 feet).
 - Additional crossing locations were explored and added where possible – specifically near Burney Elementary and Junior/Senior Schools.
 - Additional detail was developed to ensure the design of the SUPs throughout the community would not interfere with snow removal operations and ensure stormwater drainage was appropriately accounted for given current drainage concerns.
 - The design charrette, walk audit, and school specific outreach helped inform recommendations and routing for the bike network and crossing enhancements.
- 4. Final Design Refinements based on Feasibility and Stakeholder Coordination:** The final design was developed to reflect the comments heard during the community engagement phase. In this phase, the major design change included the removal of the paths outside the County's right of way due to right of way concerns and potential security access concerns regarding the paths connections to the community's schools. The stormwater drainage designs were also updated to reflect comments received from Shasta County Public Works.

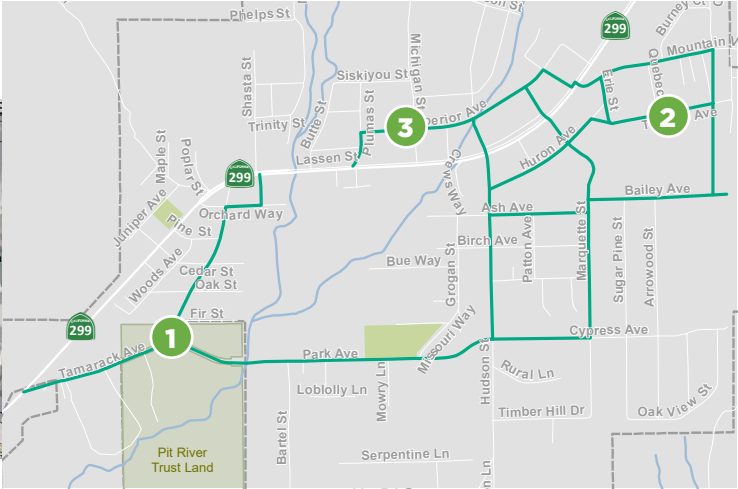
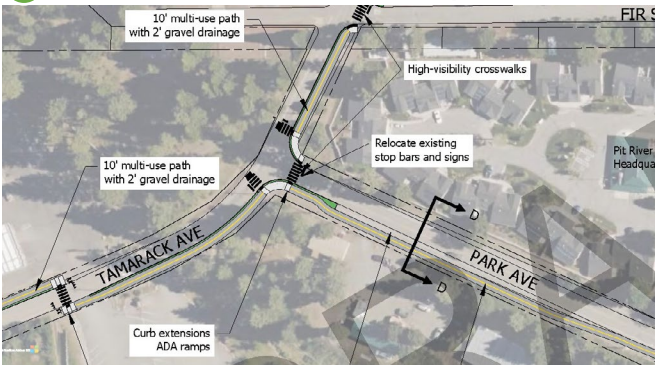
FINAL PROJECT CONCEPT

Typical images from the final draft conceptual design can be found in [Figure 15](#) and are included in full in [Appendix G](#). Generally, the project alignment and features can be described as follows:

- / Class I shared use paths on the following corridors: Tamarack Avenue, Park Avenue/Cypress Avenue, Hudson Street, Ash Street, Marquette Street, Huron Avenue, Mountain View Street, Toronto Avenue, Bailey Avenue, as well as additional short connections between these primary corridors
- / Two Class I SUPs through Burney Elementary and Junior/Senior Schools right of way to connect between Toronto Avenue and Bailey Avenue to facilitate safe routes to both schools for students walking or biking
- / Sidewalk infill and a Class III bikeway network north of SR 299/Main Street along Hudson Street, Superior Avenue, and Plumas Street
- / Curb extensions and intersection tightening with enhanced crosswalk markings and rectangular rapid flashing beacons (where needed) to facilitate pedestrian crossings and calm traffic along all project corridors.

Figure 15 | Munik’Chun Network Typical Concepts

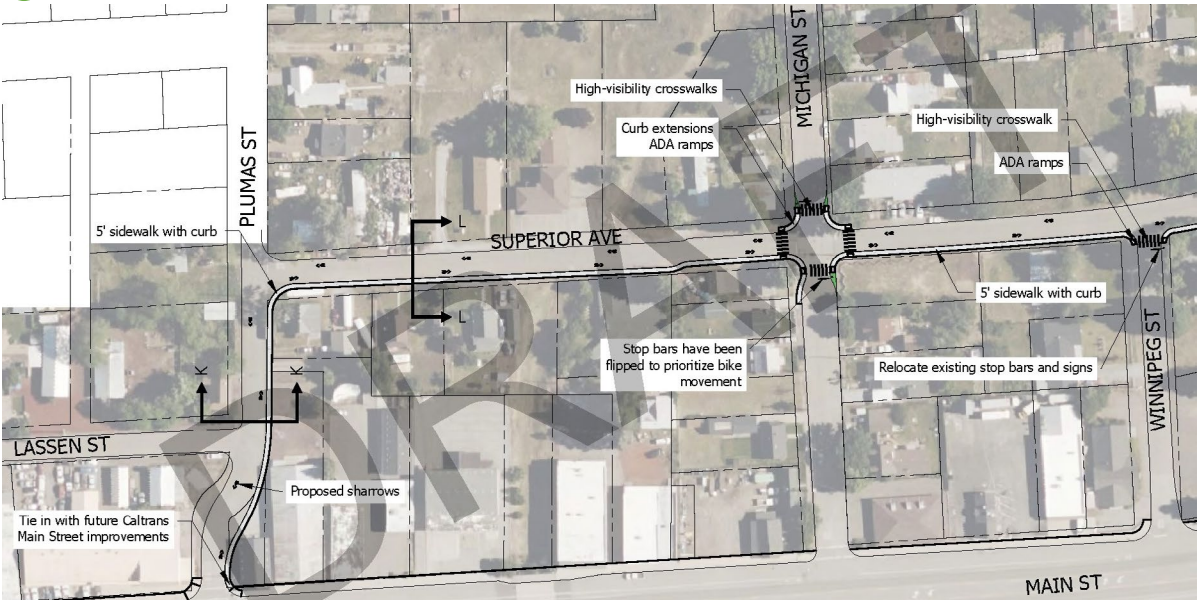
1 Tamarack and Park Avenue SUP Improvements



2 Burney School SUP Improvements



3 North Bike Route and Sidewalk Improvements



10. NEXT STEPS

The next steps for the SRATN project can be summarized as follows:

- / **Continued Project Development:** as noted previously, the Pit River Tribe/Burney Munik'Chun Walking + Biking Network project is ongoing. The Pit River Tribe and partners will continue to refine project design and materials for future grant applications and are expected to expand the project with a Phase 2 to include SR 299/Main Street and connections to other regional facilities..
- / **Awarded Projects | Final Design & Construction:** for projects awarded funding, final design and construction will occur based on the schedules defined in the grant applications. TThese phases may require minor refinements to design elements based on conditions identified in final design. Both the Victor Avenue Improvement and Butte Street Boogie projects were awarded funding for implementation in ATP Cycle 6.
- / **Projects Not Awarded | Reassessment:** for projects not awarded funding, the City of Redding and SRTA will reevaluate the projects to determine whether the projects will be updated and resubmitted or funded through other sources. The Calaboose Creek project is currently seeking funding as part of the Clean California Local Grant Program Cycle 2.
- / **Continued Community Engagement:** for all projects, engagement will be ongoing. For projects awarded funding, engagement opportunities are defined in the grant applications, including education campaigns, engagement during final design to refine features, engagement during construction to keep people informed, and engagement post construction to help people learn how to use the new infrastructure.
- / **New Projects:** several new projects have been identified for potential project development, including the continuation of the Victor Improvements project north of SR 44, evaluating a multimodal bridge over Interstate 5 at Hilltop Avenue, and multimodal enhancements on the South SR 273 corridor.. These projects will be developed for future grant application cycles and will require new engagement efforts. SRTA will continue to coordinate with partners in the region to identify potential future project opportunities.



APPENDIX A

Engagement Documentation

Redding Active Transportation Network Expansion Virtual Community Meeting – May 5, 2022 Meeting Summary

Introduction:

On Wednesday, May 4th from 5:30-7:00 p.m., the Shasta Regional Transportation Agency (SRTA) in partnership with the City of Redding, , Caltrans, and the Shasta County Health and Human Services Agency held a Virtual Community Meeting for the Redding Active Transportation Network Expansion. Below is a list of project team members that were in attendance:

- Zach Bonnin, City of Redding
- Keith Williams, Shasta Regional Transportation Agency
- Michael Kuker, Shasta Regional Transportation Agency
- Matt Braughton, Kittleson & Associates
- Chris Romano, Kittleson & Associates
- Kristen Lohse, Toole Design
- Katie DeMaio, AIM Consulting
- Fionna Ferreras, AIM Consulting
- Dan Bartleson, Evan Brooks Associates



Community Meeting Attendees

A total of 10 community members attended the Virtual Open House via Zoom.

The objective of the virtual Community Meeting is to get the communities thoughts on opportunities and challenges to improve walking and biking around the City of Redding. The agencies are working collectively to increase transportation options, connect neighborhoods, and support local and regional goals.

About the Project:

Shasta Regional Transit Agency's purpose for this network project and meeting is to prepare grant-competitive strategies and improvements for the local roadway network in order to: Increase safety and mobility for all modes of travel, enhance public health, increase the number of walking and biking trips, ensure underrepresented communities fully share in project benefits.



Meeting Format, Objectives, and Purpose

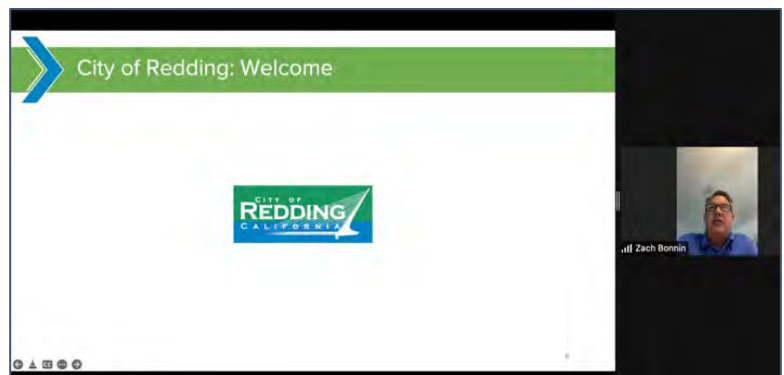
The meeting was held online through Zoom. First, Katie DeMaio with AIM Consulting welcomed

attendees, went through a zoom orientation, and introduced the project team and agenda. Next Katie introduced a live “Let's Meet You” poll where the participants were asked a series of three questions with the results below:

- What brings you to the City of Redding?
 - Results: 6 community members responded that they lived in the area
- Aside from driving, how do you get around the City of Redding
 - Results: 3 community members responded that they walked, 2 walked, and 1 only drive
- What would encourage you to walk and bike to your destinations?
 - Results: 3 voted for slowing down cars/vehicle traffic, 2 voted for better or more complete sidewalks; 3 voted for better or more complete bike lanes, and 2 for better lighting

City of Redding Welcome:

Katie next introduced Zach Bonnin from the City of Redding for a short welcome. Zach talked about the importance of improving the transportation network in the community and what safer transportation could look like. He talked about how the City approaches projects like this and what fits the grant application process the best. He talked about gathering the stakeholder input



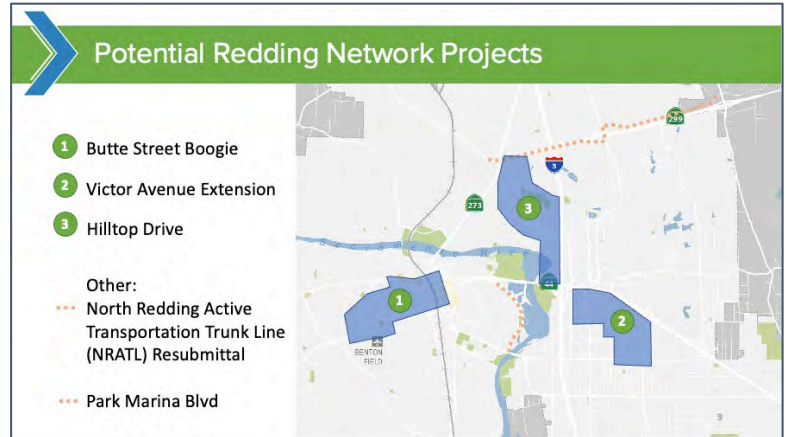
that will be presented here today and talking to the community about the zones and applications the City plans to put forward this year. He is looking forward to the input to help build a better application and overall transportation network. Finally, he talked about the importance of creating better connections throughout the neighborhoods to both help slow speeds but also as a trail facility access.

Project Information:

The program next turned to Keith Williams from SRTA who explained the overall project background, goals, and information. Much of this section was focused on how SRTA gets projects, identified from planning efforts and what makes them grant-ready. He explained the background of the Active Transportation Program and how the grant funding is competitive for transportation projects. Keith's goal is to help identify projects that increase safety, public health, and the number of people walking and biking. Finally, he explained the process for grants starting with public engagement, then moving to context-appropriate designs, addressing safety issues and goals through the public input putting into context how important meetings like these are for input. Keith ended by encouraging community members to reach out to him directly after the meeting to share stories and experiences with transportation around town, personal stories direct from the community will really support this grant effort.

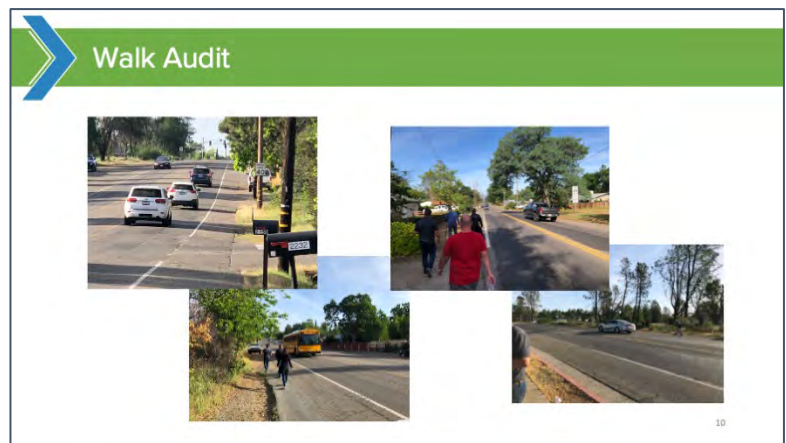
Potential Redding Network Projects

Keith then introduced Matt Braughton from Kittleson & Associates to talk about the potential Redding network projects and them being neighborhood-focused. He pointed out the three current projects and neighborhoods including Butte Street Boogie, Victor Avenue Extension, and Hilltop Drive. He also mentioned they are still collecting input for two other projects: North Redding Active Transportation Trunk Link (NRATL) and Park Marina Boulevard. All comments on any of these projects are welcome during the meeting.



Community Engagement:

Matt next explained what the project team has been up to with the City of Redding. He explained that they conducted an all-day walk audit with community members and stakeholders in the area. They were able to get out and see some of the larger roads like Victor Ave to understand some of the current conditions and what can be improved. He also explained that the project team visited the local schools to understand what better network can be provided to get children to and from school safely.



Current Conditions in the City of Redding

The next few slides from Matt's presentation highlighted the current conditions in the City both identified by the students and through the walk audit with stakeholders. He highlighted some of the improvements the City has made already while also mentioning room for improvements including:

- New walking and biking facilities are being built
- Neighborhood streets could make comfortable connections with small changes
- Some school crossings can be enhanced
- Major street crossing pose challenges for people walking and biking
- There are sidewalk gaps that limit walking connections

Potential Network of Projects in the City of Redding:

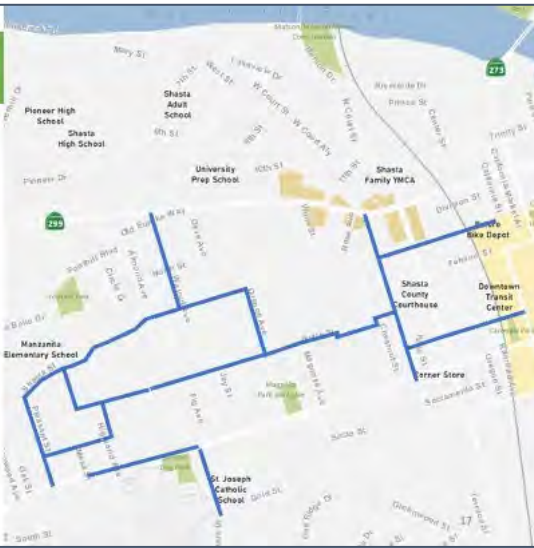
Matt then showed a series of slides highlighting the current active transportation network projects, talking about the current conditions of what they saw and what potential improvements could look like.

Butte Street Boogie



Butte Street Boogie

- Slowing traffic to make it comfortable to bike in the street.
- Formalizing an existing route.
- Filling sidewalk gaps.
- Adding crosswalks and curb ramps.
- Connecting to:
 - Schools
 - Downtown
 - Transit & Bike Centers
 - Regional Biking Connections



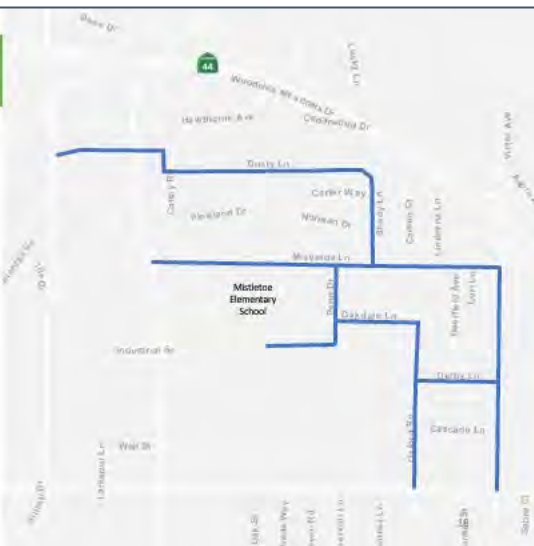
The first neighborhood is Butte Street Project which looks at neighborhood greenways primarily with additional connection points. Its focus is to slow traffic to make it more comfortable to bike in the street, how to formalize the existing route, fill in sidewalk gaps, and add crosswalks and curb ramps. The focus of this project is to provide connections to schools, downtown, transit & bike centers as well as regional biking connections.

Victor Ave



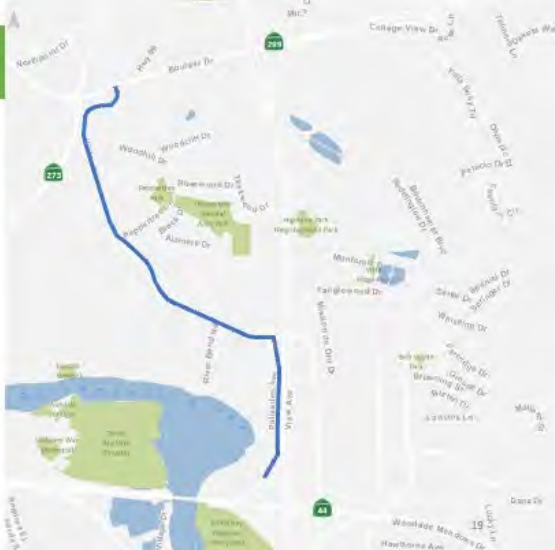
Victor Avenue

- Extending planned path and traffic calming on Victor.
- Slowing traffic on Mistletoe for school crossings.
- Creating comfortable connections on neighborhood streets.
- Filling sidewalk gaps.
- Adding crosswalks and curb ramps.
- Connecting to:
 - Schools
 - Shopping / Dining
 - Regional Biking Connections
 - Transit



For the Victor Avenue neighborhood project, the goal is to extend the current project by extending the planned path and traffic calming south on Victor. Potential improvements will slow traffic on Mistletoe for school crossings, create comfortable connections on neighborhood streets, fill sidewalk gaps, and add crosswalk and curb ramps creating those connections to local destinations in the neighborhood.

Hilltop Drive





Hilltop Drive

- Creating more comfortable space for people biking.
- Slowing traffic to benefit all users.
- Linking neighborhoods.
- Connecting to:
 - Schools
 - Shopping / Dining
 - Senior housing
 - Transit
 - Regional Biking Connections

Matt turned the program over to Kristen Lohse from Toole Design to talk about the Hilltop Drive project and the work her team has put into it so far. Kristen explained the Hilltop neighborhood project has similar themes to the prior projects. This area already has bike lanes and walking paths but there is room for improvements to make them more comfortable for people biking and walking. The goal is to slow traffic to benefit all networks and help better link neighborhoods. This project will extend north all the way down Hilltop and create a neighborhood bikeway to connect to local trails and roadways.

Other ADT Projects





Other ATP Projects

- North Redding Active Transportation Trunk Line (NRATTL)
 - Resubmittal of previous application
- Park Marina Drive
 - Ongoing project, significant engagement already conducted
 - Pilot project to inform prior outreach

Matt highlighted the other ATP projects that they are looking for input including the North Redding Active Transportation Trunk Link (NRATTL) that is currently resubmitting of its previous application and on Park Marina Drive to help with the ongoing project, and help the City apply

for a pilot project to inform prior outreach and engagement to find what is the ideal solution for this important project.

Map Activity/Question & Answer Session

To get an understanding of the public's thoughts on the active transportation network potential Katie DeMaio from AIM Consulting came back to facilitate a map activity using a MIRO map. Questions were asked to the community and each answer was populated on the map into the section corresponding to the questions. Below is a summary of the results.



Miro Map Comments –

Question: Do you walk or bike? If not, why?

- Parking in bike lanes is a problem.
- I walk or run in my neighborhood on trails.
- I currently only drive because of the distance from the airport
- A younger community member shared that the bus routes running in circles rather than north/south and east/west made getting to locations around town difficult.
- Many students that attend Manzanita live on the north side of 299, we need slower vehicles and more crossings on Eureka Way to connect neighborhoods and schools with other neighborhoods and schools north of Eureka Way and River Trail.
- oh yes! Parking in bike lanes- even City of Redding, REU vehicles do it and I just don't think some people know not to do it
- The new Hill Country Clinic off Churn Creek could use a bus connection.
- Especially on Sundays!!
- Can we change the timing signal westbound on Shasta at Court?

Question: What are some key places you would like to travel to on foot or bike, or that you think others might want to travel to?

- Hilltop and Lake Blvd.
- Bridge
- Concerns about secure bike parking and lack of bike lanes
- Drowning St.
- Eastside road
- Getting to Pine Street – Safeway
- Crossing the railroad tracks on Placer St.
- Sidewalks are incomplete on Mistletoe, and they change sides. It is difficult when walking or biking because the sidewalk disappears partway through.
- Diagonal parking on Tehama and Oregon is not friendly to cyclists. I make my kids use the sidewalk on those streets and then that runs into issues for sight distance.
- more neighborhood streets closed to "through traffic" around the butte area would be nice- not totally closed to cars, but discouraging cut through helps
- Manzanita school. Lots of car traffic making it difficult for kids to walk and bike
- I walk to Trader Joe's and occasionally up to the Hilltop entrance to Turtle Bay.
- more neighborhood streets closed to "through traffic" around the butte area would be nice- not totally closed to cars, but discouraging cut through help
- Extend what's been done at Eastside and Polk south. Just make it more pleasant with paint and landscaping - lots of transient activity now as there are no eyes on that area
- Excited that Hilltop is listed in the projects. Improved sidewalks and bike lanes will allow us to walk/bike more to Lake Blvd (Raley's/Starbucks/etc.) and to Trader Joe's and connect to the trail behind Best Buy.
- For curb ramps, senior residents have mentioned that the entries are often narrow and difficult to turn into.
- Yes, grocery stores and fresh fruits and veggies within walking distance of downtown would be great
- I'm new to Redding and was shocked to find out I can't get to Sacramento easily unless I drive... and even that's not easy... I have to get to the East Coast often and driving 2 hours to park a car and pay for many days and then drive back 2 hours after a long flight is one reason I would leave Redding :(
- Bike Lanes- Court Street, Shasta Street, Pine Street
- The whole hilltop area is very scary to bike or ride around!

Question: Are there areas where you feel unsafe biking or walking? Be specific: what makes you feel unsafe about these places?

- As a side, I really like biking down the new Market Street in both directions. Super slow, hardly any traffic.
- Stripping not consistent
- Placer St. is challenging to cross when not at a light.
- Trails through open space linking Placer to Butte St. Boogie, school, market

- A better route to Anderson. 273 has a good shoulder for most of it but lots of cars and high speeds.
- Center Street/Riverside is great. Victor improvement needs to go through to Old Alturas. Mistletoe doesn't get you on a travel path forward. Old Alturas gets you to Browning to the Dana To downtown
- South of the I5 Bridge on Hilltop is very scary for cyclists. They have to merge over to avoid a right-turn lane into a shopping center. Drivers are coming down the hill (south) very fast.
- A crosswalk on Hilltop at the SRT would really make the area more walkable.
- Crossing Churn Creek for east/west is a problem. The bridge on Old Alturas is narrow. Churn Creek/Bonnyview is narrow with high traffic and going to get worse.
- Diagonal parking on Tehama and Oregon is not friendly to cyclists. I make my kids use the sidewalk on those streets and then that runs into issues for sight distance.
- Hilltop Dr in front of senior development is a mess right now.
- Not in our focus areas, the last section of sidewalk on Canby approaching the Browning/Canby intersection is missing. I see many people trying to navigate a very narrow stretch of pavement to the sidewalk further up. It also needs lighting.
- Butte Street Boogie--walking over the railroad crossing Downtown is very uncomfortable, no sidewalk connectivity.
- Timing of light on Shasta and Court
- In downtown Taheima to Sacramento trail, the timing of light is long on Shasta and Court
- For downtown residents, they have mentioned issues with the transition from the high center of the road to curb ramps (nearly tipping their motorized chairs).
- A sign at Mt. Shasta Mall where Dana to DT Trail starts is needed. Not a friendly, welcoming area near Chick Fillet where the trail starts. The trail starts next to the drive-thru! Yikes!
- Few ways to get to the grocery stores near the new apartments in downtown
- Park Marina Drive could use more crosswalks. A lot of pedestrians dart across the street to get to Park Marina Plaza.
- Mistletoe
- Bulb outs at Shasta and Manzanita Hills near Manzanita school were not conservative enough. The intersection is still way too big (possibly for busses??) but lots of students walk this intersection

Question: Are there any places or locations where you or someone you know has had a near miss or crash?

- Shasta and Pine
- The Crossing of South Market Street (273) from California to Dangelo (I think that is the name) is the scariest part of my bike commute to work. After that, I take the neighborhood streets to Eastside to work. Eastside has FAST cars and I get honked At Mesa and Placer the curb does not dip down so you can't exit or enter the sidewalk if you're on wheels

- A lot of people I know do not feel comfortable traveling to or on the corner of California and Yuba.
- California Street, downtown
- Better crossing/bikeways to get to grocery stores like WinCo, Costco, Target, and Trader Joes. I can get along 44 from downtown via the river trail, but once on the east side of Redding- how can I safely get to WinCo without riding on sidewalks?
- A sign at Mt. Shasta Mall where Dana to DT Trail starts is needed. Not a friendly, welcoming area near Chick Fillet where the trail starts. The trail starts next to the drive-thru! Yikes!
- They have also mentioned scooters and bikes on the sidewalk.
- I think it's generally the construction and people around the area at night, especially during events. There is heavy vehicle and foot traffic on both streets. traveling along yuba towards deja vu
- Tons of people speed through olive
- The railroad is a scary road to bike or walks on and I never bike there, but a lot of people do and it's really hard to pass a person in a car without going left of the centerline
- Walking across the intersection of Shasta & Pine in Downtown Redding is a great place to get hit by a car. Drivers don't expect peds to be crossing the street and often don't watch for them.
- I mentioned this earlier, but the transition from the curb ramp. The most difficult was reported to be at Shasta St/California St. by the NAPA.

Transit and Housing Question: Do you know of anyone in assisted living. How do they get around?

- I see seniors walking along with Canby to and from the Canby/Browning intersection.
- Make ebikes super accessible! I know programs are coming, so any way we can support those programs (bike share, rebates) makes a difference in mobility
- As a younger person who moved here, that's a major improvement that could be made- a shuttle, bus, rideshare type mobility!
- South of cypress
- cheapest in town

Potential Improvements

After the informative map activity, Matt Braughton brought the group back together to talk about what potential improvements could look like around the Burney area and polled the community members to see if they support these improvements.

- Sidewalks/Side Paths and Curb Ramps
 - LIVE POLL: 9 community members were in support of new sidewalks and curb ramps
- Crossing Improvements
 - LIVE POLL: 2 community members saw trails/recreation access as the greatest need for crossing improvements while 7 saw the need for it on near major roadways (Eureka Way or Cypress Ave)

- Traffic Calming and Bike Routes
 - LIVE POLL: 9 community members were in support and 1 opposed traffic calming improvements
- Off-Street Paths, Buffered Bike Lanes, Separated Bike Lanes
 - No comments were put in the chat from community members

Next Steps

The meeting came to conclusion with the project team encouraging the public to reach out to them with any questions or concerns, and highlighting the next steps as follows:

- As soon as possible:
 - Send us additional thoughts on the proposed improvements
 - Send us accounts of close-calls or crashes with vehicles and people walking/biking on or near project corridors
 - Contact us for a video interview regarding these close-calls/crashes or how walking and biking will improve your life
- Preparation of project drawings and initial grant writing
- Stakeholder meetings on project details
- Reveal public-informed designs for final comments
- Wrap up grant writing, expert panel review, and submit applications

Virtual Community Workshop

Aim your phone's camera here to register.

MAY 5

5:30-7:00 PM

Enter the URL below in web browser to register:
bit.ly/ReddingATN

FOCUS AREAS:

- Lake Blvd.
- Collyer Dr.
- Hilltop Dr.
- Park Marina Dr.
- Victor Ave.
- Mistletoe Lane
- Downtown - West - Central - Redding

CITY OF REDDING ACTIVE TRANSPORTATION NETWORK EXPANSION

The City of Redding, Caltrans and the Shasta Regional Transportation Agency are collaborating to increase transportation options, connect neighborhoods, and support city and regional goals. We ask for your thoughts on opportunities and challenges to improve walking and biking in Redding.

OUR GOALS:

Increase safety and mobility	Enhance public health	Increase the number of walking and biking trips	Ensure underrepresented communities fully share in project's benefit
------------------------------	-----------------------	---	--

Questions? Contact Fionna Ferreras: fferreras@aimconsultingco.com or (916) 442-1168

Workshop Flyer



Shasta County
Health & Human
Services Agency



Pit River Tribe/Burney Walking and Biking Network
Virtual Community Meeting
May 4, 2022 | 5:30- 7:00 p.m.

Pit River Tribe/Burney Walking and Biking Network Virtual Community Meeting – May 4, 2022 Meeting Summary

Introduction

On Wednesday, May 4th from 5:30-7:00 p.m., the Shasta Regional Transportation Agency (SRTA) in partnership with the Pit River Tribe, County of Shasta, Caltrans, and the Shasta County Health and Human Services Agency held a virtual community meeting for the Pit River Tribe/Burney Walking and Biking Network. Below is a list of project team members that were in attendance:

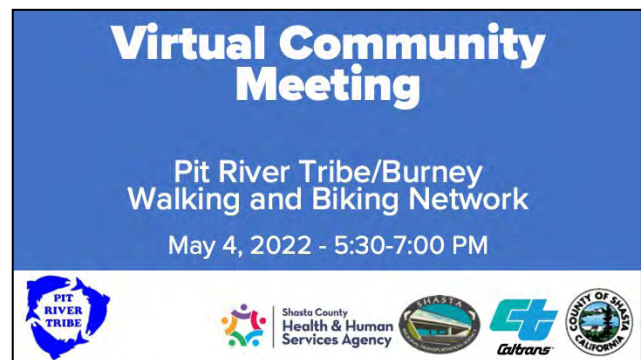
- Herb Quinn, Pit River Tribe
- Keith Williams, Shasta Regional Transportation Agency
- Michael Kuker, Shasta Regional Transportation Agency
- Matt Braughton, Kittleson & Associates
- Chris Romano, Kittleson & Associates
- Katie DeMaio, AIM Consulting
- Fionna Ferreras, AIM Consulting
- Dan Bartleson, Evan Brooks Associates

A total of 17 community members attended the Virtual Open House via Zoom.

The objective of the meeting was to gather community feedback on challenges and opportunities that would improve walking and biking in Burney. The agencies were working collectively to increase transportation options, connect neighborhoods, and support local and regional goals.

Project Description

Shasta Regional Transit Agency's purpose for this network project and meeting was to prepare grant-competitive strategies and improvements for the local roadway network in order to: increase safety and mobility for all modes of travel, enhance public health, increase the number of walking and biking trips, ensure underrepresented communities fully share in project benefits.



Meeting Format, Objectives, and Purpose

The meeting was held online through Zoom. First, Katie DeMaio with AIM Consulting welcomed attendees, went through a zoom orientation, and introduced the project team and agenda. Next Katie introduced a live "Let's Meet You" poll where the participants were asked a series of three questions with the results below:

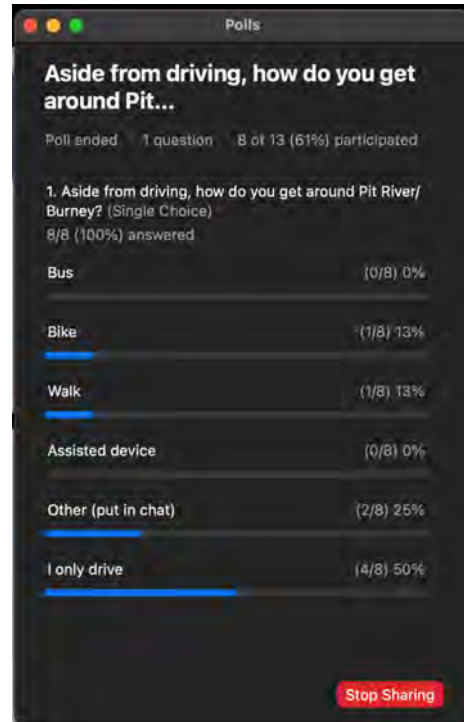


Shasta County
Health & Human
Services Agency



Pit River Tribe/Burney Walking and Biking Network
Virtual Community Meeting
May 4, 2022 | 5:30- 7:00 p.m.

- What brings you to Pit River/Burney
- Aside from driving, how do you get around Pit River/Burney?
- What would encourage you to walk and bike to your destinations?





Shasta County
Health & Human
Services Agency



Pit River Tribe/Burney Walking and Biking Network
Virtual Community Meeting
May 4, 2022 | 5:30- 7:00 p.m.

Pit River Tribe Welcome

Katie next introduced Herb Quinn from the Pit River Tribe for a short welcome. Herb talked about the importance of improving the transportation network in the community and what safer transportation could look like. He mentioned previous work on the Pit River Tribe/Burney Bicycle Walkway Plan and how improvements like these are already making the community a better place to travel around. He is looking forward to working with SRTA on this grant application.

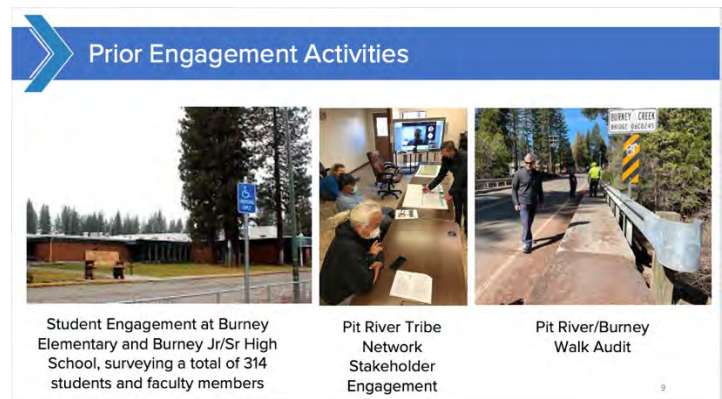


Project Information

The program then turned to Keith Williams from SRTA who explained the overall project background, goals, and information. Much of this section was focused on how SRTA gets projects, identified from planning efforts and what makes them grant-ready. He explained the background of the Active Transportation Program and how the grant funding is competitive for transportation projects. Keith's goal is to help identify projects that increase safety, public health, and the number of people walking and biking. Finally, he explained the process for grants starting with public engagement, then moving to context-appropriate designs, addressing safety issues and goals through public participation, putting into context how important meetings like these are for input. Keith ended by encouraging community members to reach out to him directly after the meeting to share stories and experiences with transportation around town, personal stories direct from the community will really support this grant effort.

Prior Engagement Activities

Keith then introduced Matt Braughton from Kittleson & Associates to talk about prior engagement activities for the network projects so far. Matt explained that they started with the student population at the local schools where we were able to engage over 300 faculty and students at the two schools. Students shared many comments including a story of a student's mom who was hit on Hudson street and emphasized the importance of having continuous facilities to help connect them to schools, stores, and friends' homes. In addition, we held a full-day walk audit for the Pit River Tribe Network where we were able to walk around the community and talk about what design processes could be implemented for improvement.



Current Conditions in Burney

The next few slides from Matt's presentation highlighted the current conditions in Burney both identified by the students and through the walk audit with stakeholders.



Shasta County
Health & Human
Services Agency



Pit River Tribe/Burney Walking and Biking Network
Virtual Community Meeting
May 4, 2022 | 5:30- 7:00 p.m.

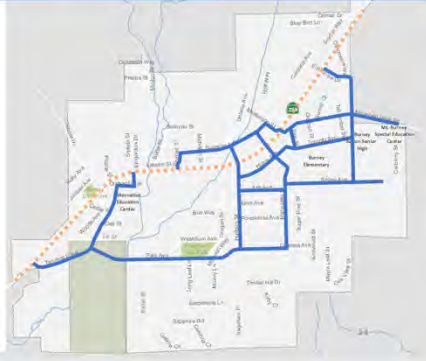
- There are no sidewalks and drivers sometimes speed
- Street crossings are limited and/or uncomfortable
- Desire lines and informal paths for walking and biking routes
- Limited uncomfortable crossings. Speeding drivers. No sidewalks and uncomfortable bike lanes with no separation from vehicles on SR299/Main St.

Potential Network of Projects in Burney

Matt then showed in a slide the opportunities to add sidewalks, slow traffic to make it comfortable to bike in the street, add crosswalks and curb ramps, formalize existing paths, connect to different tribal and community destinations, and upcoming Caltrans-Improvements to State Route 299/Main Street.

Potential Network of Projects in Burney

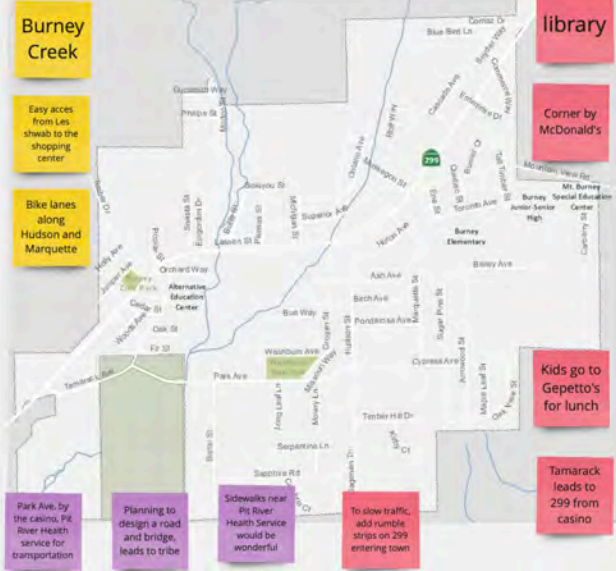
- Adding sidewalks.
- Slowing traffic to make it comfortable to bike in the street.
- Adding crosswalks and curb ramps.
- Formalizing existing paths.
- Connecting to:
 - Tribal and Community Destinations
 - Schools and Healthcare
 - Senior and Affordable Housing
 - Bus Stops
- Upcoming Caltrans improvements to State Route 299/Main Street.



Map Activity/Question & Answer Session

To get an understanding of the public's thoughts on the active transportation network potential Katie DeMaio from AIM Consulting came back to facilitate a map activity using a MIRO map. Questions were asked to the community and each answer was populated on the map into the section corresponding to the questions. Below is a summary of the results.

Burney



Use bike everyday	bike rack outside of casino	No kids riding bikes
walk to the store	more bike racks in safe places	Park Ave. to Hudson, no street lights and street signs
walks and runs in region of work	Hudson snow issue	Unsafe along 299
299 and Johnson park, bike lane issue	durability all seasons	Have an entrance on Park Ave to West and Longleaf
no bike shop in town	only bike shop in Redding, need local shop	
safeway	Hudson and Main	



Shasta County
Health & Human
Services Agency



Pit River Tribe/Burney Walking and Biking Network
Virtual Community Meeting
May 4, 2022 | 5:30- 7:00 p.m.

Miro Map Comments

Question: Do you walk or bike? If not, why?

- Use a bike every day
- Bike rack outside of the casino
- No kids riding bikes
- Walk to the shore
- More bike racks in safe places
- Walks and runs in the region of work
- Hudson snow issue
- 299 and Johnson Park, bike lane issue
- Durability all season
- Have an entrance on Park Avenue to West and Longleaf
- No bike shop in town
- Only bike shop in Redding, need a local bike shop

Question: What are some key places you would like to travel to on foot or bike, or that you think others might want to travel to?

- Easy access from Les Schwab to the shopping center
- Bike lanes along Hudson and Marquette
- Burney Creek

Question: Are there areas where you feel unsafe biking or walking? Be specific: what makes you feel unsafe about these places?

- Park Avenue to Hudson, no streetlights and street signs
- Unsafe along 299
- Safeway
- Hudson and Main

Question: Are there any places or locations where you or someone you know has had a near miss or crash?

- To slow traffic, add rumble strips on 299 entering town
- Kids go to Gepetto's for lunch
- Tamarack leads to 299 from casino
- Corner by McDonald's
- Library

Transit and Housing Question: Do you know of anyone in assisted living. How do they get around?

- Planning to design a road and bridge, leads to the tribe
- Park Avenue by the casino, Pit River Health service for transportation
- Sidewalks near Pit River Health Service would be wonderful
- Wyachi Village near store & casino – elder went uphill in wheelchair and driver coming out of casino hit the woman



Shasta County
Health & Human
Services Agency



Pit River Tribe/Burney Walking and Biking Network
Virtual Community Meeting
May 4, 2022 | 5:30- 7:00 p.m.

Zoom Chat Comments –

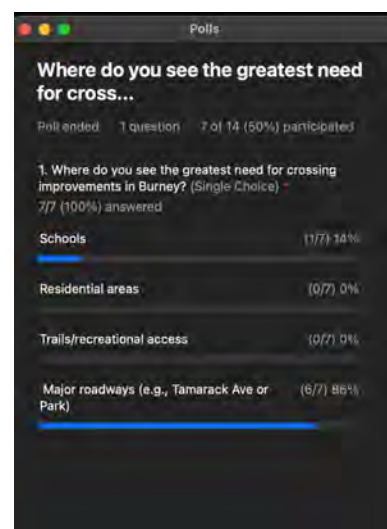
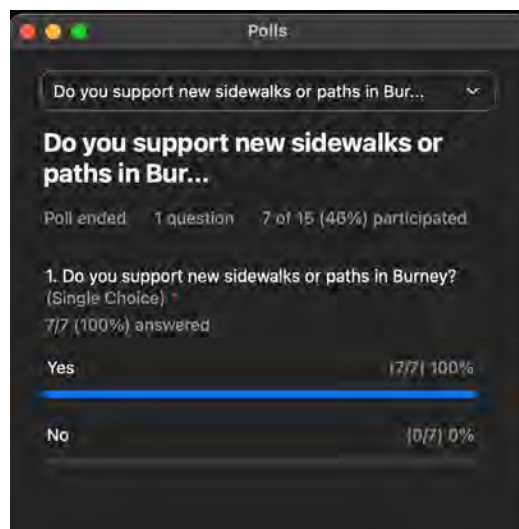
Map comments/General locations people would like to see improved:

- Easy access from Les Schwab to the shopping center across the street
- Bike lanes along Hudson Park and Marquette
- Unsafe along/across 299
- I concur that Park is a little scary
- I think the corner by McDonald's is unsafe. People pull out onto 299 like they are trying to race traffic. Would love to see a stoplight there.
 - o I agree, I've seen people pull out quickly in front of others, maybe misjudging the speed
- I don't know if the lights in town have sensors for bikes
- Sidewalks near Pit River Health Service would be wonderful!
- To slow traffic, add rumble strips on 299 entering the town, starting after Jack Rabbit Flat
- Buffered lanes on 299
- Park Ave from Cameron to Hudson – fast traffic and no streetlights or signs
- Tamarack Ave where cars go fast to get to the casino or the gas station where it is the cheapest in town

Potential Improvements

After the informative map activity, Matt Braughton brought the group back together to talk about what potential improvements could look like around the Burney area and polled the community members to see if they support these improvements.

- Sidewalks/Side Paths and Curb Ramps
- Crossing Improvements
- Traffic Calming and Bike Routes
- Off-Street Paths, Buffered Bike Lanes, Separated Bike Lanes





Shasta County
Health & Human
Services Agency



Pit River Tribe/Burney Walking and Biking Network
Virtual Community Meeting
May 4, 2022 | 5:30- 7:00 p.m.



Next Steps

The meeting came to conclusion with the project team encouraging the public to reach out to them with any questions or concerns, and highlighting the next steps as follows:

- As soon as possible:
 - Send us additional thoughts on the proposed improvements
 - Send us accounts of close-calls or crashes with vehicles and people walking/biking on or near project corridors
 - Contact us for a video interview regarding these close-calls/crashes or how walking and biking will improve your life
- Preparation of project drawings and initial grant writing
- Stakeholder meetings on project details
- Reveal public-informed designs for final comments
- Wrap up grant writing, expert panel review, and submit applications



Workshop Flyer

Burney High School Survey

1. Do you live in Burney?

☐ Yes ☐ No

2. In general, how do you get where you need to go?

	I use it	I don't but would like to.	I don't use it, and I'm not interested.
Driving (yourself)			
Biking			
Walking			
Scootering or Skateboarding			
Bus			

3. On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.



☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5



☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5



☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5



☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

4. At the Burney Junior/Senior High School, which mode of transportation do you most witness your students currently using to get to school? (Select all that apply)

- ☐ Car with parents or driving themselves
- ☐ Bike
- ☐ Walk
- ☐ Bus
- ☐ Other:

5. When you are walking and biking around Burney, what issues do you encounter? (Select all that apply)

- ☐ This doesn't apply to me. I don't walk or bike in the area.
- ☐ Cars drive too fast and don't stop for me.
- ☐ The road isn't comfortable (For example: Not enough bike lanes on my way to destinations).
- ☐ Security (For example: Not enough bike racks at my destinations).
- ☐ It's too dark in winter or at night.
- ☐ I'm worried about my physical safety (such as crashes or injuries).
- ☐ The places I want to go to are too far to bike, or it takes too long by bike.
- ☐ None of the above. Walking and bicycling in Burney is easy, safe, convenient, and affordable.
- ☐ Other: _____

6. What transportation issues do you see or hear students encounter? (Select all that apply)

- ☐ Cars drive too fast and don't stop for me.
- ☐ The road isn't comfortable (For example: Not enough bike lanes on my way to destinations).
- ☐ Security (For example: Not enough bike racks at my destinations).
- ☐ It's too dark in winter or at night.
- ☐ I'm worried about my physical safety (such as crashes or injuries).
- ☐ The places I want to go to are too far to bike, or it takes too long by bike.
- ☐ None of the above. Walking and bicycling in Burney is easy, safe, convenient, and affordable.
- ☐ Other: _____

7. Which of the following places do you visit at least twice a month? (Select all that apply)

- ☐ Safeway
- ☐ Mt. Burney Coffee
- ☐ Gepetto's Pizza
- ☐ Subway
- ☐ Mcdonald's
- ☐ Burney Pool
- ☐ Burney Skate Park (Bailey Park)
- ☐ Alpine Drive-In
- ☐ Mudslingers
- ☐ Burney Bowl

8. Which improvements will have the biggest impact improving biking and walking in your area? (Select your top 2)

- ☐ Fix broken sidewalks and create more sidewalks
- ☐ Bike paths (off of the road)
- ☐ Barriers between cars and bicycles
- ☐ More bike lanes
- ☐ Speed bumps
- ☐ Street lights
- ☐ Crosswalk enhancements
- ☐ Other: _____

Burney High School Survey

1. In general, how do you get where you need to go?

	I use it	I don't but would like to.	I don't use it, and I'm not interested.
Driving (yourself)			
Biking			
Walking			
Scootering or Skateboarding			
Bus			

2. On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.



☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5



☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5



☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5



☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

3. When you walk in Burney, what issues do you experience? (select all that apply)

- ☐ This doesn't apply to me. I don't walk around.
- ☐ Cars drive too fast or don't stop for me when crossing the street.
- ☐ There are not enough safe places to cross the street.
- ☐ There are not enough sidewalks, or sidewalks are broken.
- ☐ It's too dark in winter or at night.
- ☐ I'm worried about my physical safety (such as crashes or injuries).
- ☐ The places I want to go to are too far to walk.
- ☐ None of the above. Walking in Burney is easy, safe, and convenient.

4. When you bike in Burney, what issues do you experience? (Select all that apply)

- ☐ This doesn't apply to me. I don't bike around.
- ☐ Cars drive too fast and don't stop for me.
- ☐ The road isn't comfortable (For example: Not enough bike lanes on my way to destinations).
- ☐ Security (For example: Not enough bike racks at my destinations).
- ☐ It's too dark in winter or at night.
- ☐ I'm worried about my physical safety (such as crashes or injuries).
- ☐ The places I want to go to are too far to bike, or it takes too long by bike.
- ☐ None of the above. Walking and bicycling in Burney is easy, safe, and convenient.

5. Because of walking and biking issues, I have trouble getting to (select all that apply):

- ☐ School
- ☐ Parks, playground
- ☐ Work or job interviews
- ☐ Family or friends
- ☐ Fun activities like movies, shopping or sports
- ☐ Other: _____
- ☐ None of the above. I don't have trouble getting to where I need to go.

6. Which of the following places do you visit at least twice a month? (Select all that apply)

- ☐ Safeway
- ☐ Mt. Burney Coffee
- ☐ Gepetto's Pizza
- ☐ Subway
- ☐ Mcdonald's
- ☐ Burney Pool
- ☐ Burney Skate Park (Bailey Park)
- ☐ Alpine Drive-In
- ☐ Mudslingers
- ☐ Burney Bowl

7. Which improvements will have the biggest impact improving biking and walking in your area? (Select your top 2)

- ☐ Fix broken sidewalks and create more sidewalks
- ☐ Bike paths (off of the road)
- ☐ Barriers between cars and bicycles
- ☐ More bike lanes
- ☐ Speed bumps
- ☐ Street lights
- ☐ Crosswalk enhancements
- ☐ Other: _____



HOW I GET AROUND



Think about how you get to school! Draw or write your answers in the boxes below.

HOW DO YOU GET TO SCHOOL?

WHO ARE YOU WITH WHEN YOU GO TO SCHOOL?

CIRCLE ALL THE THINGS YOU SEE ON YOUR WAY TO SCHOOL



CIRCLE HOW YOU FEEL ON YOUR WAY TO SCHOOL:



Happy



Sad



Scared



Excited

DRAW A PICTURE OF YOU ON YOUR WAY TO SCHOOL



SHASTA REGIONAL ACTIVE TRANSPORTATION NETWORK

Pit River Tribe Active Transportation Network
Grant Charrette

April 7, 2022

Introductions

- **Name**
- **Role in the Community**
- **Biggest Challenge to Walking and Biking**



A large, stylized teal graphic element consisting of several concentric, curved lines that sweep from the bottom right towards the top right, partially overlapping the text.

Active Transportation Planning & the ATP Grant Program

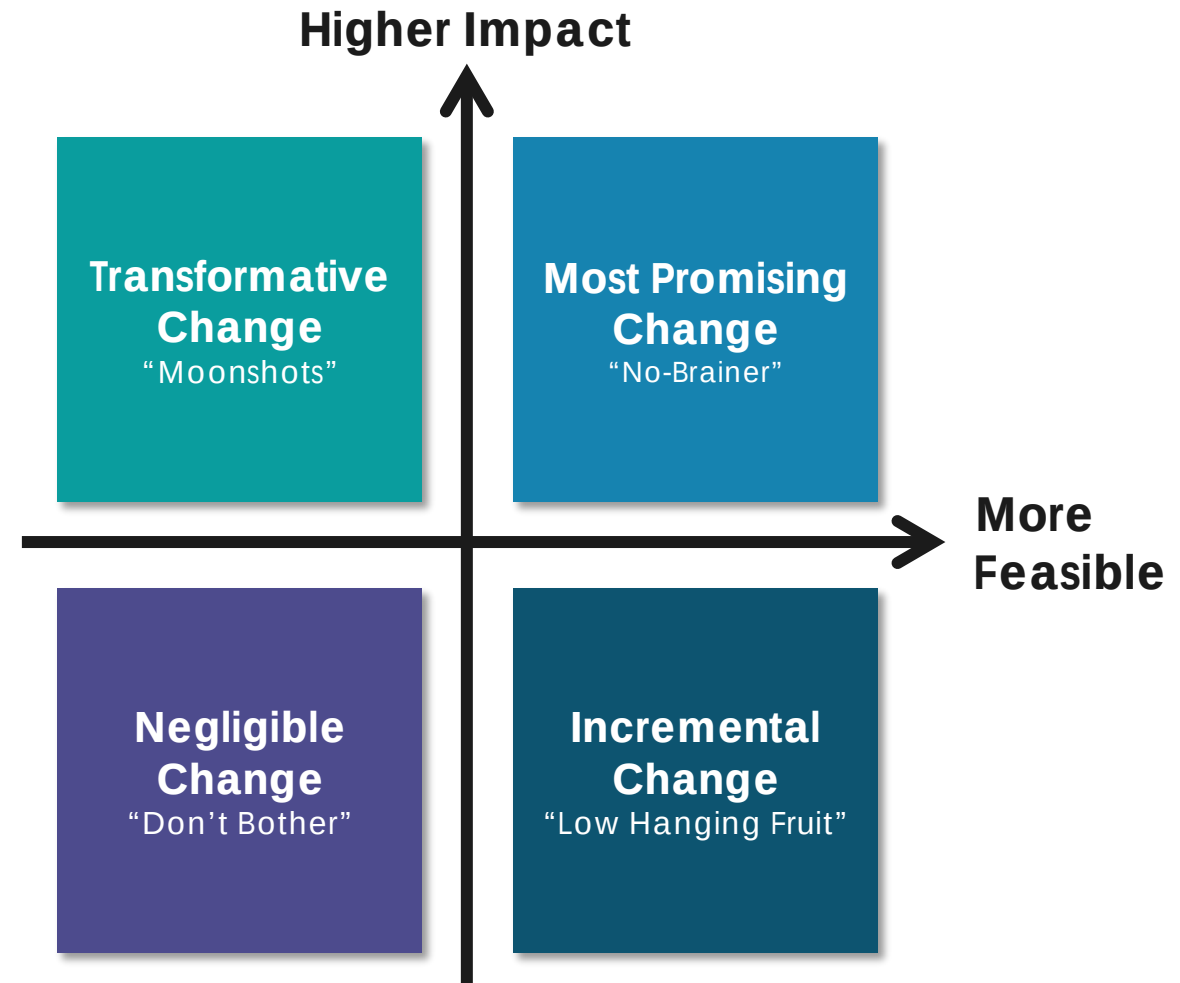
Impactful Projects

Closing gaps and
connecting destinations

Addressing safety needs

Designing for all ages and
abilities

Make it visible (wayfinding
and awareness)





Planning for People of All Ages and Abilities

Types of Bikeways: Shared Use Paths (Class 1)



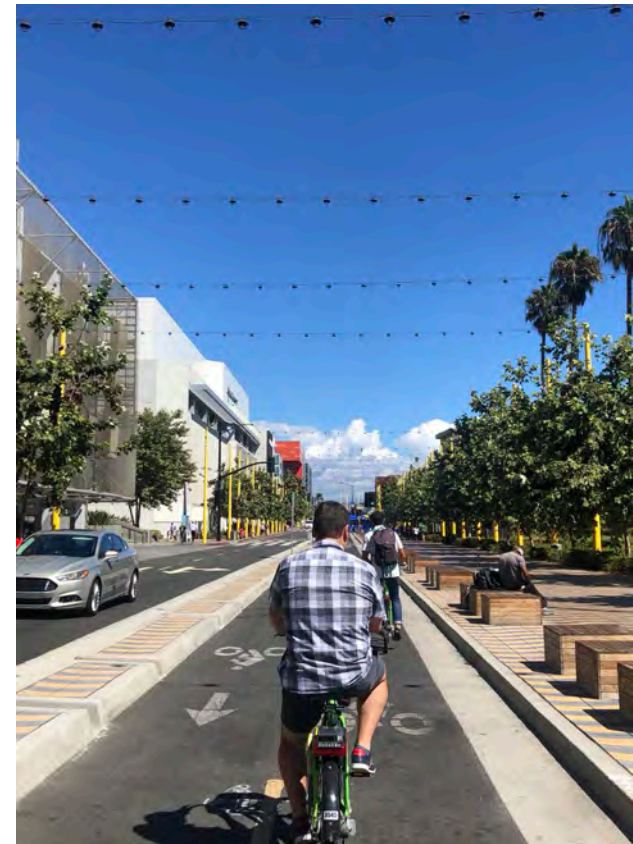
Types of Bikeways: Bike Lanes (Class 2)



Types of Bikeways: Bike Boulevards (Class 3)



Types of Bikeways: Protected Bikeways (Class 4)



ATP Scoring Criteria

1: Disadvantaged Communities (DAC) (10 Pts)

- Focused on demographics; median HH income, health impacts
- Discussion re: engagement with community
- Describe how the project benefits the community

2: Potential to Increase Users (38 Pts)

- Project Needs & how solutions address them
- Extra points for benefit to students

3: Potential to Reduce Collisions (20 Pts)

- Crash history OR safety need – why are people not biking now?
- How improvements address those needs

4: Public Participation & Planning (10 Pts)

- Strong engagement + documentation required
- Project should reflect community desires
- Ongoing outreach

5: Context Sensitive/Innovation (5 pts)

- Discuss how solutions fit the community context
- Discuss innovative treatments

6: Transformative Projects (5 pts)

- Aspects of the aspect which will transform the multimodal environment

7: Scope & Plan Consistency and Cost Effectiveness (7 Pts)

- Estimate, scope, project schedule, and engineer's checklist.

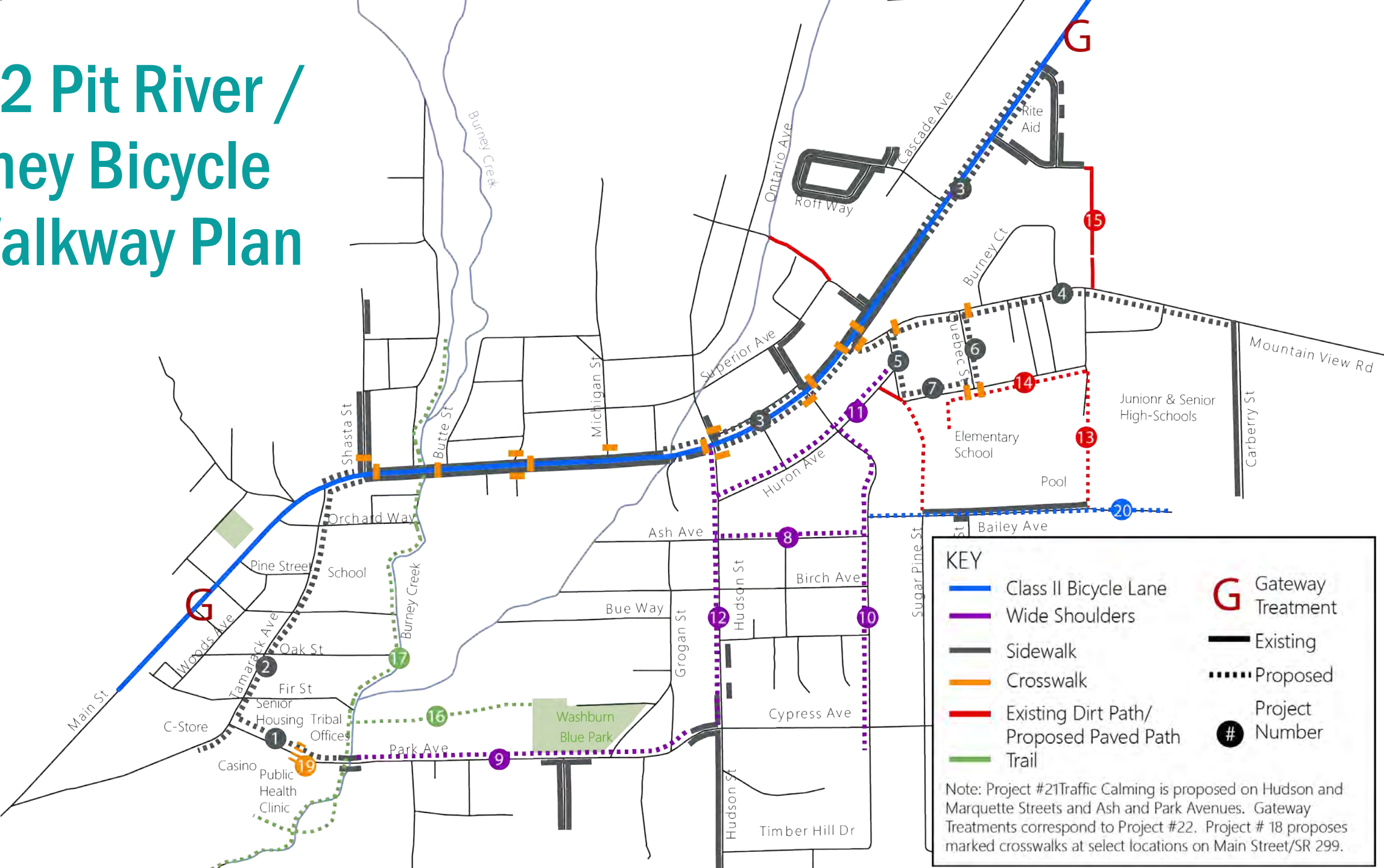
8: Cost Effectiveness (5 Pts)

- Leveraging funds: $\geq 20\%$ is required to gain full points.

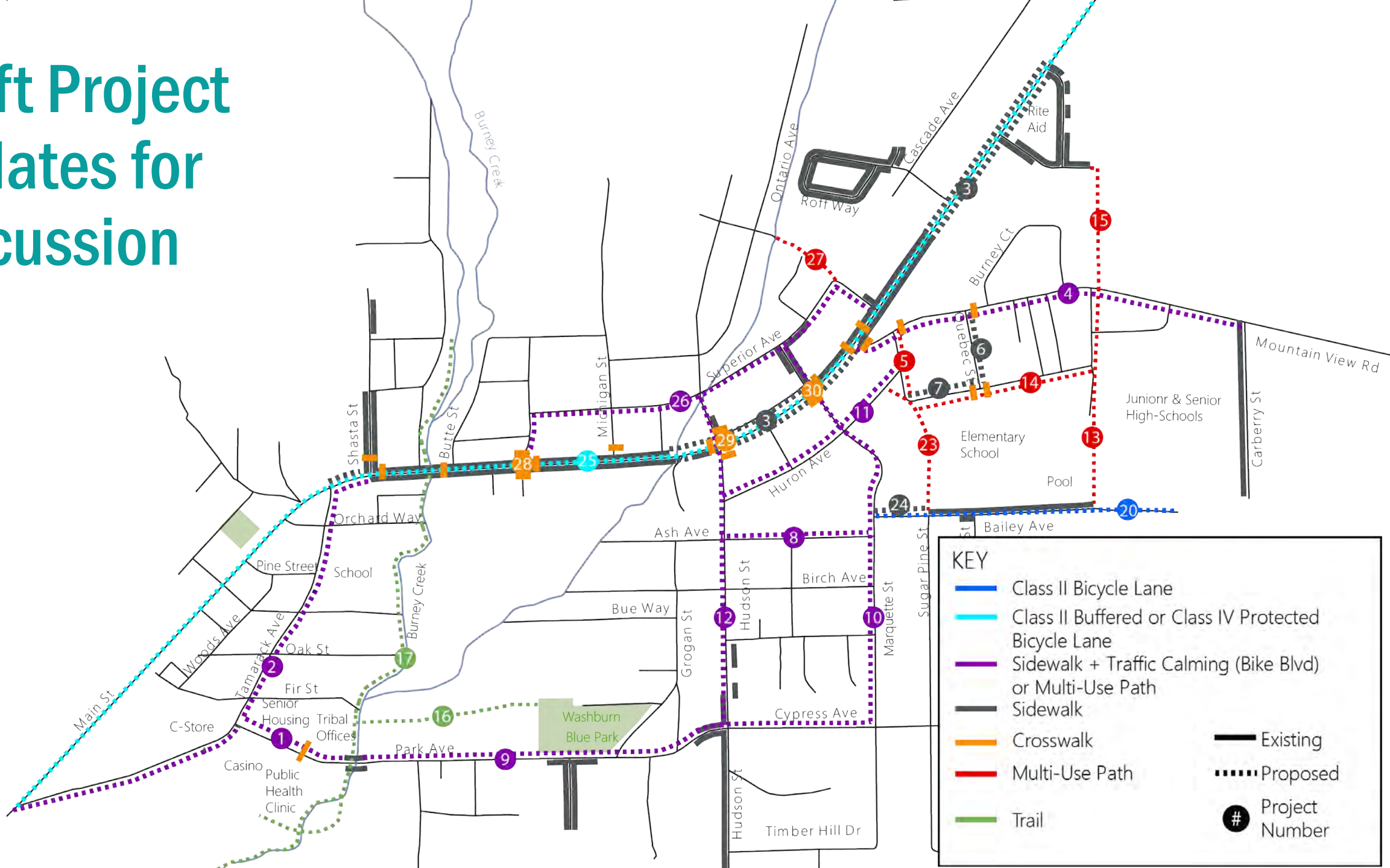
A large, teal-colored curved graphic element that starts from the bottom right and sweeps upwards and to the left, partially framing the text.

Designing the Walking & Biking Network You Want to Achieve

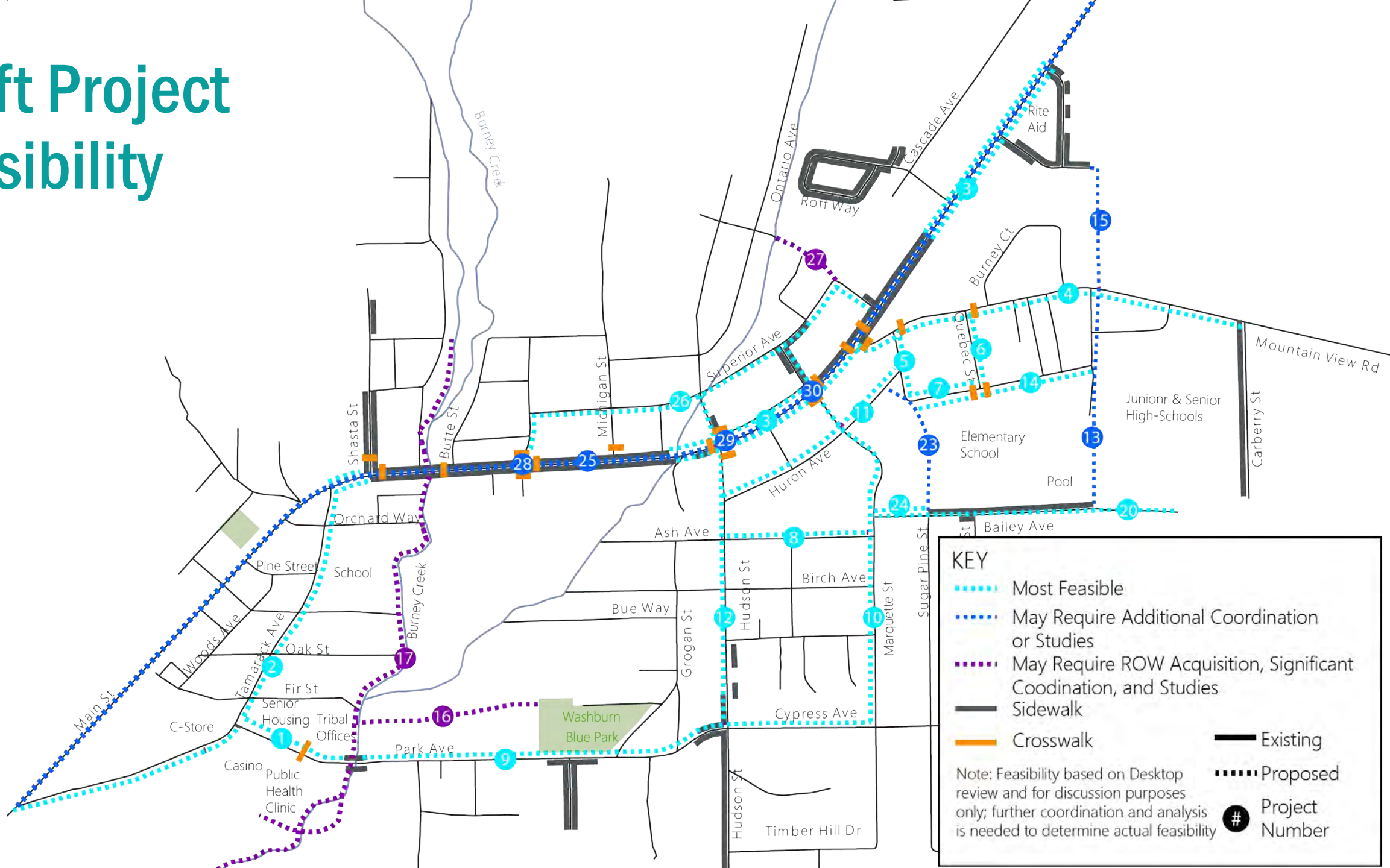
2012 Pit River / Burney Bicycle & Walkway Plan



Draft Project Updates for Discussion



Draft Project Feasibility



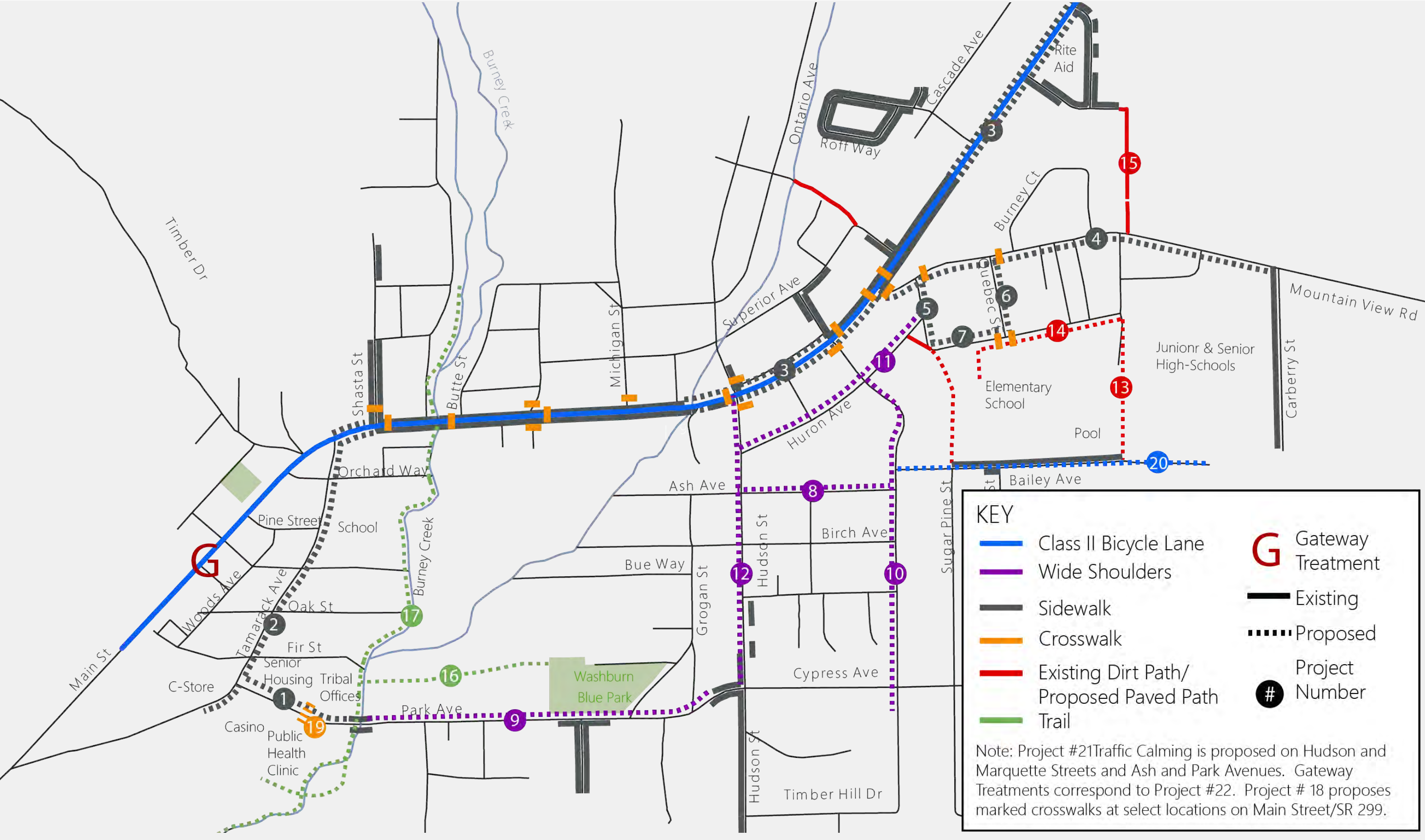


Thank you!

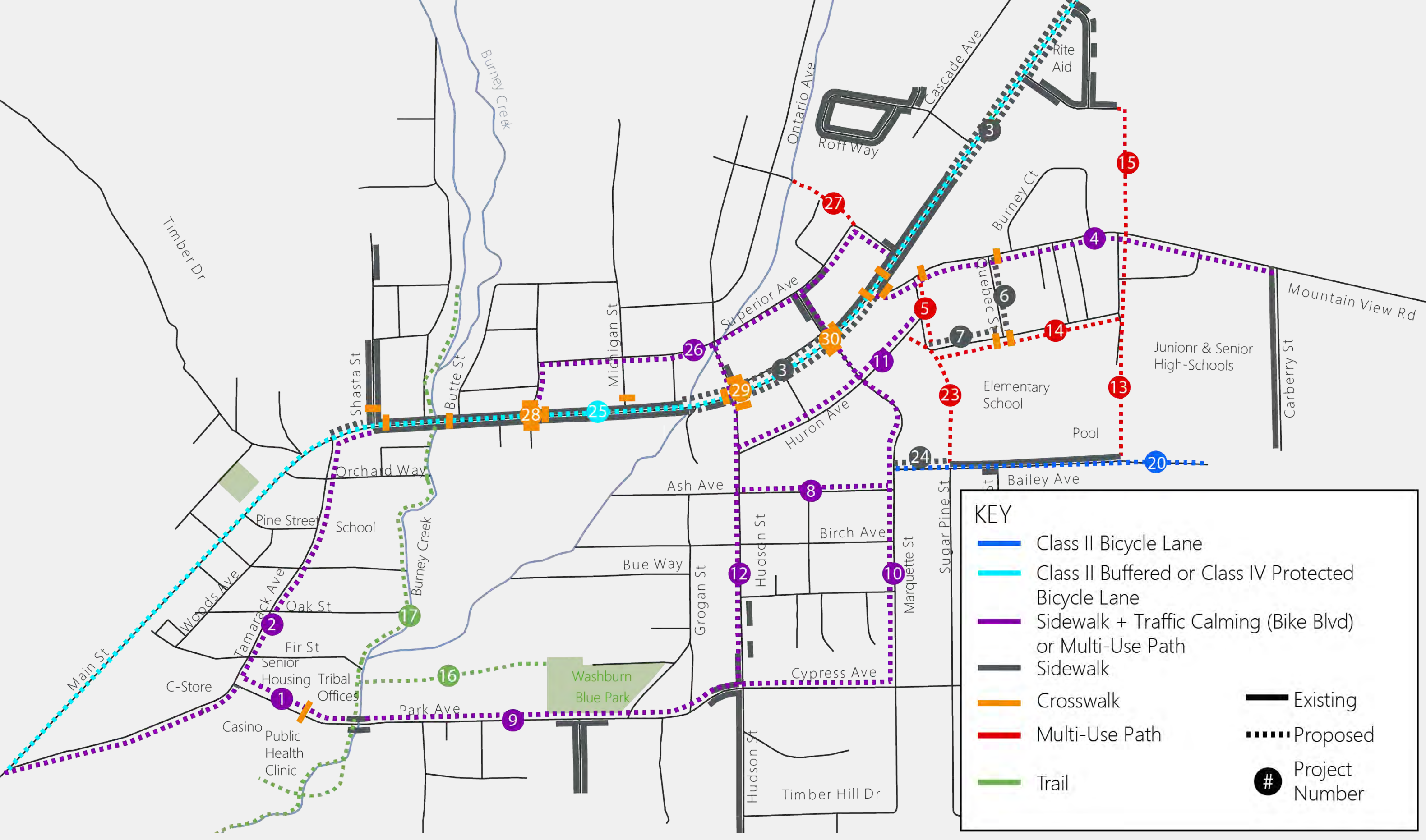
- **Keith Williams, MS, MCRP, AICP**
- SRTA Project Manager
- kwilliams@sрта.ca.gov
- 805.458.6130

- **Matt Braughton, RSP**
- Consultant Project Manager
- mbraughton@kittelerson.com
- 916.822.5351

2012 Pit River / Burney Bicycle & Walkway Plan



Draft Project Updates for ATP Grant Application



Projects

Mark Your Top 3 Projects:

Must Have

Not Needed

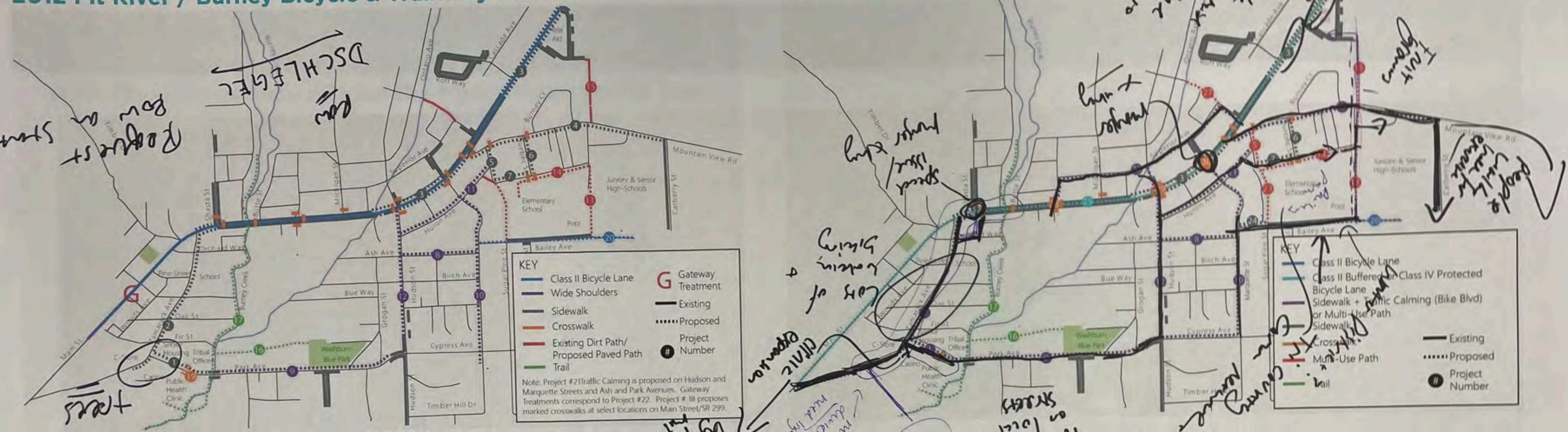
#	Limits	2012 Plan Project	2022 ATP Grant Proposed Project	Priority (Dot)	Comments	#	Limits	2012 Plan Project	2022 ATP Grant Proposed Project	Priority (Dot)	Comments	#	Limits	2012 Plan Project	2022 ATP Grant Proposed Project	Priority (Dot)	Comments
1	Park Ave between Tamarack Ave and Burney Creek	Sidewalk	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path			11	Huron Ave between Hudson and Erie St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Superior Ave			21	Traffic Calming: Hudson St, Marquette St, Ash Ave, Park Ave	Other	Not needed; incorporated into other projects		
2	Tamarack Ave between Convenience Store and Main St	Sidewalk	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Main St			12	Marquette St between Cypress Ave and Main St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path			22	Gateway Treatments: Main St/City Limits	Other			
3	Main St gap closures	Sidewalk	Sidewalk			13	Extension of Tall Timber Lane between Schools	Class I Bike Path	Multi-Use Path; extend to Mountain View Road to connect to Project 15			23	Extension of Sugar Pine St to Erie St	N/A - New Project	Multi-Use Path		
4	Mountain View Road between Main and Carberry St	Sidewalk	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path			14	Elementary to Junior/ Senior High Schools	Class I Bike Path	Multi-Use Path & Extend to Huron Ave			24	Bailey Ave from Marquette St to Sugar Pine St	N/A - New Project	Sidewalk		
5	Erie St	Sidewalk	Multi-Use Path			15	Formalize Path from Junior/Senior High-Schools to Main St	Class I Bike Path	Multi-Use Path			25	Main St from Tamarack Ave to Black Ranch Road	N/A - New Project	Buffered or protected bike lanes		
6	Quebec St	Sidewalk	Sidewalk			16	Washburn Bue Park to Burney Creek Trail	Trail	Trail			26	Plumas St from Main St to Superior Ave; Superior Ave Between Plumas St to Marquette St	N/A - New Project	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
7	Toronto Ave between Erie and Quebec St	Sidewalk	Sidewalk			17	Burney Creek	Trail	Trail			27	Carson St to Macinac St	N/A - New Project	Multi-Use Path		
8	Ash Ave between Hudson and Marquette St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path			18	Along Main St/SR 299	Crosswalk	Crosswalks already exist at most of these St, could be upgraded as part of new project 25			28	Main St at Plumas St	N/A - New Project	Crossing Improvement (RRFB or HAWK)		
9	Park Ave between Burney Creek and Hudson St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Hudson St			19	Park Ave at Tribal Administration Building	Crosswalk	Already Implemented as RRFB - How is it Working?			29	Main St at Hudson St	N/A - New Project	Crossing Improvement (Visibility)		
10	Marquette St between Park Ave and Main St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Superior Ave			20	Bailey Ave between Marquette St and Tall Timber Lane	Class II Bike Lanes	Class II Buffered Bike Lanes			30	Main St at Marquette St	N/A - New Project	Crossing Improvement (RRFB or HAWK)		

Use The Dots to Mark & Label the Places Important to You!



Other Comments

Draft Project Updates for ATP Grant Application

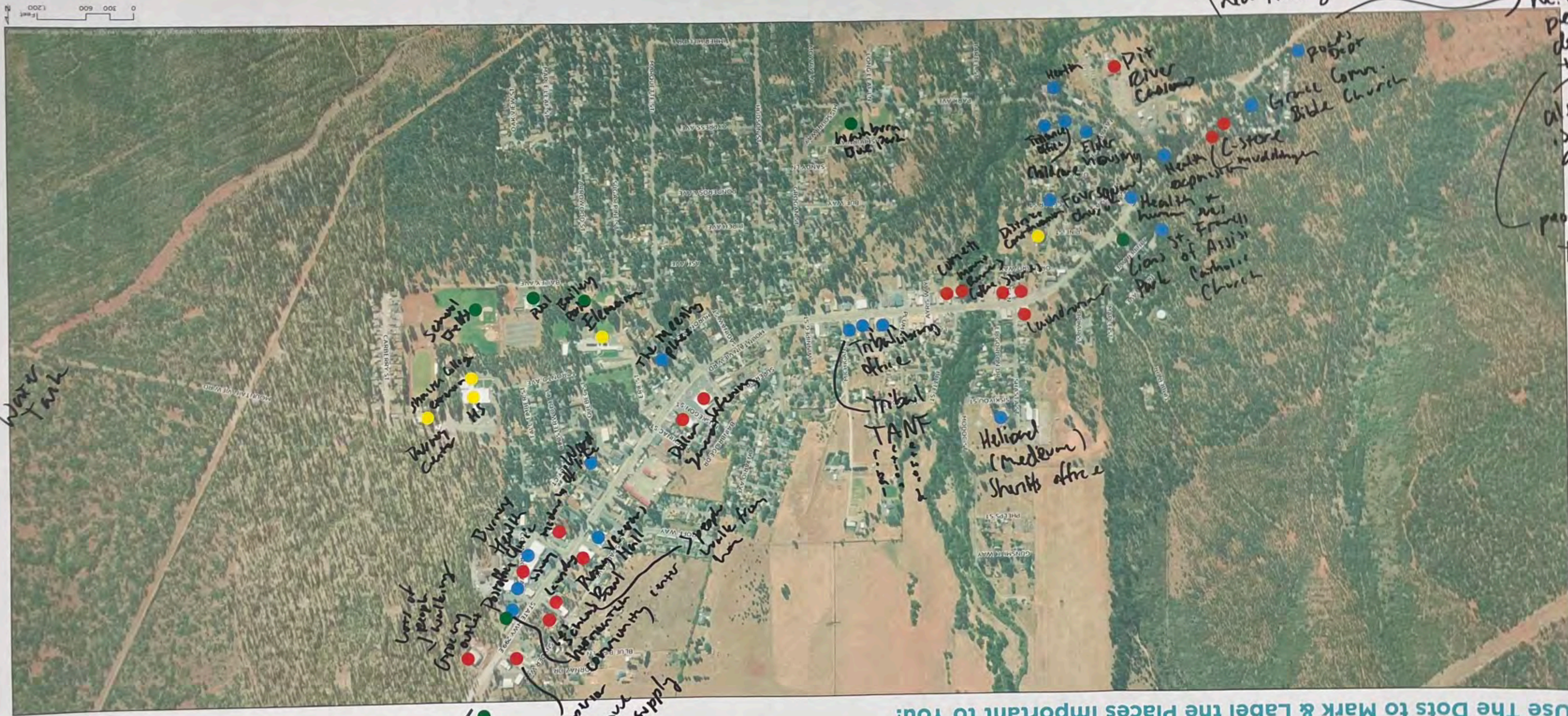


Mark Your Top 3 Projects: ● Must Have ● Not Needed

Mark Your Top 3 Projects: ● Must Have ● Not Needed					
#	Limits	2012 Plan Project	2022 ATP Grant Proposed Project	Priority (Dot)	Comments
1	Park Ave between Tamarack Ave and Burney Creek	Sidewalk	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
2	Tamarack Ave between Convenience Store and Main St	Sidewalk	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Main St		
3	Main St gap closures	Sidewalk	Sidewalk		
4	Mountain View Road between Main and Carberry St	Sidewalk	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
5	Erie St	Sidewalk	Multi-Use Path		
6	Quebec St	Sidewalk	Sidewalk		
7	Toronto Ave between Erie and Quebec St	Sidewalk	Sidewalk		
8	Ash Ave between Hudson and Marquette St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
9	Park Ave between Burney Creek and Hudson St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Hudson St		
10	Marquette St between Park Ave and Main St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Superior Ave		
11	Huron Ave between Hudson and Erie St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Superior Ave		
12	Marquette St between Cypress Ave and Main St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
13	Extension of Tall Timber Lane between Schools	Class I Bike Path	Multi-Use Path; extend to Mountain View Road to connect to Project 15		
14	Elementary to Junior/Senior High Schools	Class I Bike Path	Multi-Use Path & Extend to Huron Ave		
15	Formalize Path from Junior/Senior High-Schools to Main St	Class I Bike Path	Multi-Use Path		
16	Washburn Bue Park to Burney Creek Trail	Trail	Trail		
17	Burney Creek	Trail	Trail		
18	Along Main St/SR 299	Crosswalk	Crosswalks already exist at most of these St, could be upgraded as part of new project 25		
19	Park Ave at Tribal Administration Building	Crosswalk	Already Implemented as RRFB - How is it Working?		
20	Bailey Ave between Marquette St and Tall Timber Lane	Class II Bike Lanes	Class II Buffered Bike Lanes		
21	Traffic Calming: Hudson St, Marquette St, Ash Ave, Park Ave	Other	Not needed; incorporated into other projects		
22	Gateway Treatments: Main St/City Limits	Other			
23	Extension of Sugar Pine St to Erie St	N/A - New Project	Multi-Use Path		
24	Bailey Ave from Marquette St to Sugar Pine St	N/A - New Project	Sidewalk		
25	Main St from Tamarack Ave to Black Ranch Road	N/A - New Project	Buffered or protected bike lanes		
26	Plumas St from Main St to Superior Ave; Superior Ave Between Plumas St to Marquette St	N/A - New Project	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
27	Carson St to Macinac St	N/A - New Project	Multi-Use Path		
28	Main St at Plumas St	N/A - New Project	Crossing Improvement (RRFB or HAWK)		
29	Main St at Hudson St	N/A - New Project	Crossing Improvement (Visibility)		
30	Main St at Marquette St	N/A - New Project	Crossing Improvement (RRFB or HAWK)		

MAPPING EXERCISE: Destinations

Use The Dots to Mark & Label the Places Important to You!



0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 2500 2600 2700 2800 2900 3000 3100 3200 3300 3400 3500 3600 3700 3800 3900 4000 4100 4200 4300 4400 4500 4600 4700 4800 4900 5000 5100 5200 5300 5400 5500 5600 5700 5800 5900 6000 6100 6200 6300 6400 6500 6600 6700 6800 6900 7000 7100 7200 7300 7400 7500 7600 7700 7800 7900 8000 8100 8200 8300 8400 8500 8600 8700 8800 8900 9000 9100 9200 9300 9400 9500 9600 9700 9800 9900 10000

Other Comments

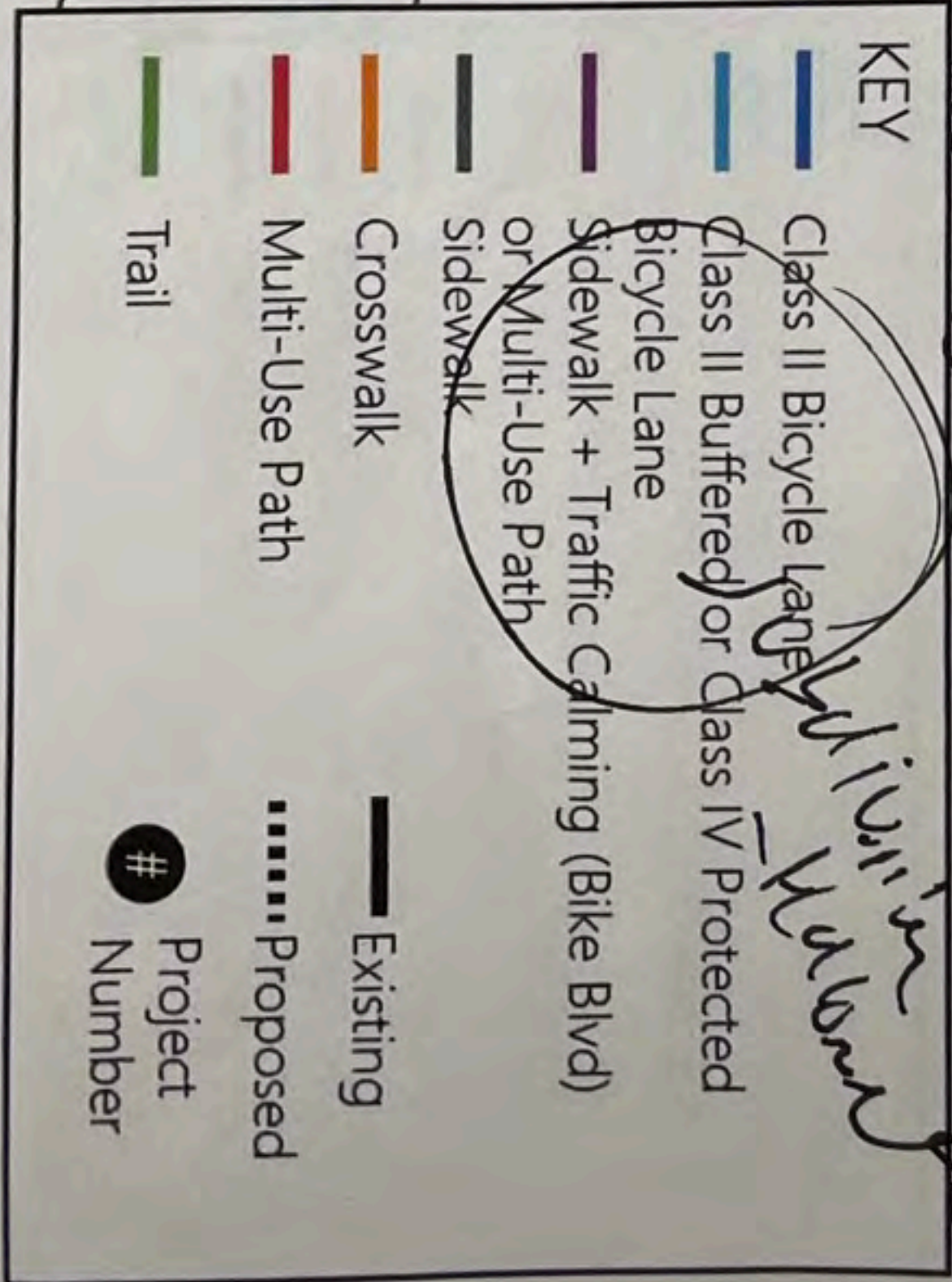
Tribal Elections at Vets Hall
Community Events at Vets Hall
Parking Issues when meetings held at Tribal lands too.
Limited parking when events occur.

people do bike there
also there is a bar truck
people also cross to housing here.

- store piles snow in
- people walk all over
- side walks not plowed in winter - buildings too it so nothing.
- side shoulders - snow is stacked here
- people have to
- driving could potentially plow (circular)

Handwritten notes:

- give love as ed, to
- new.
- like a
- loopholes



Will George & Mary
 John Mark - safety

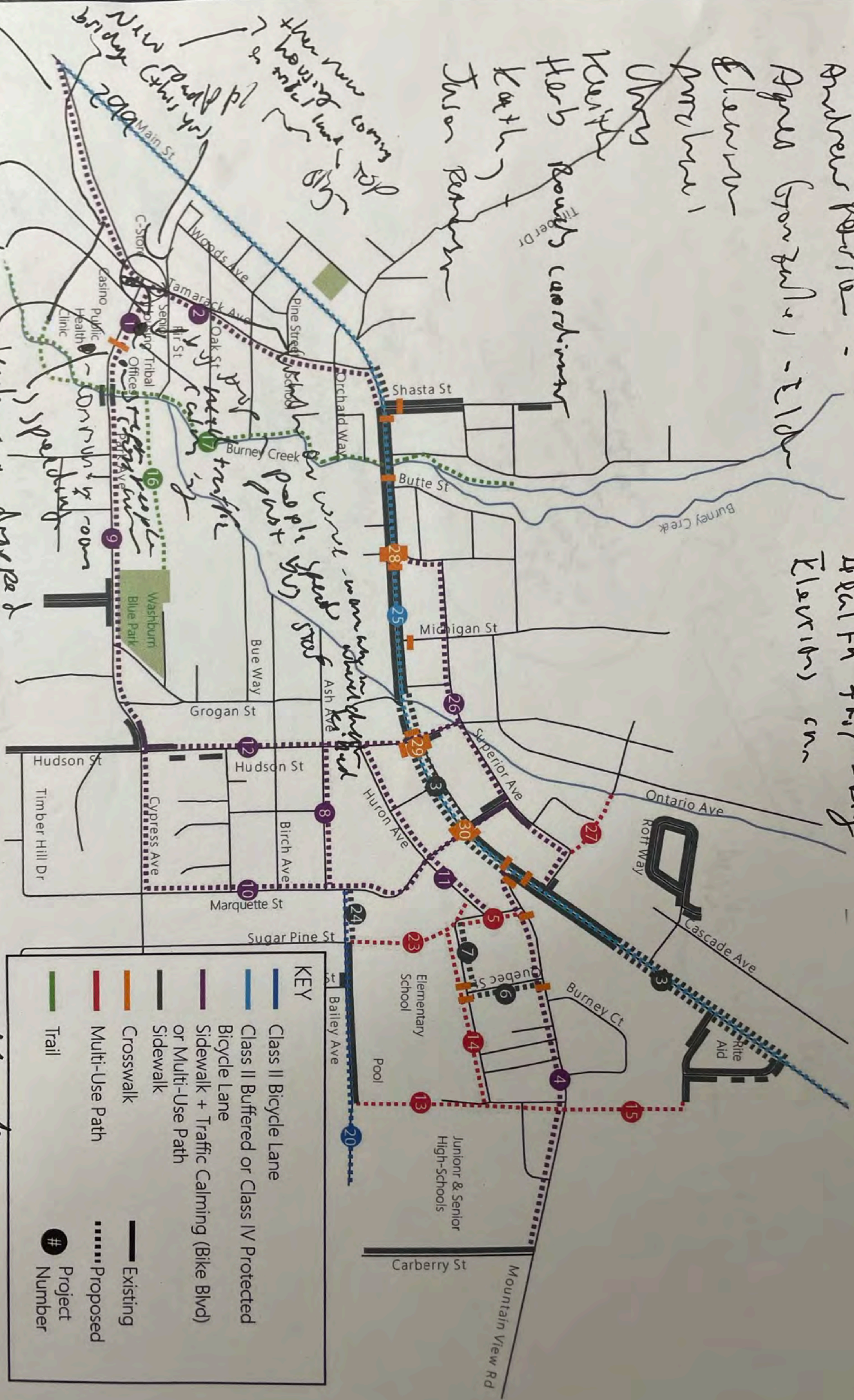
Andrew Davis - Elder
 Agnes Gonzalez - Elder

Elaine
 Barbara

Shirley
 Keith
 Herb Beach (Coordinator)

Kath
 Tina Pearson

Side walk - snow removal concern?
 parking @ Tribal court
 Health fair - big
 Election on

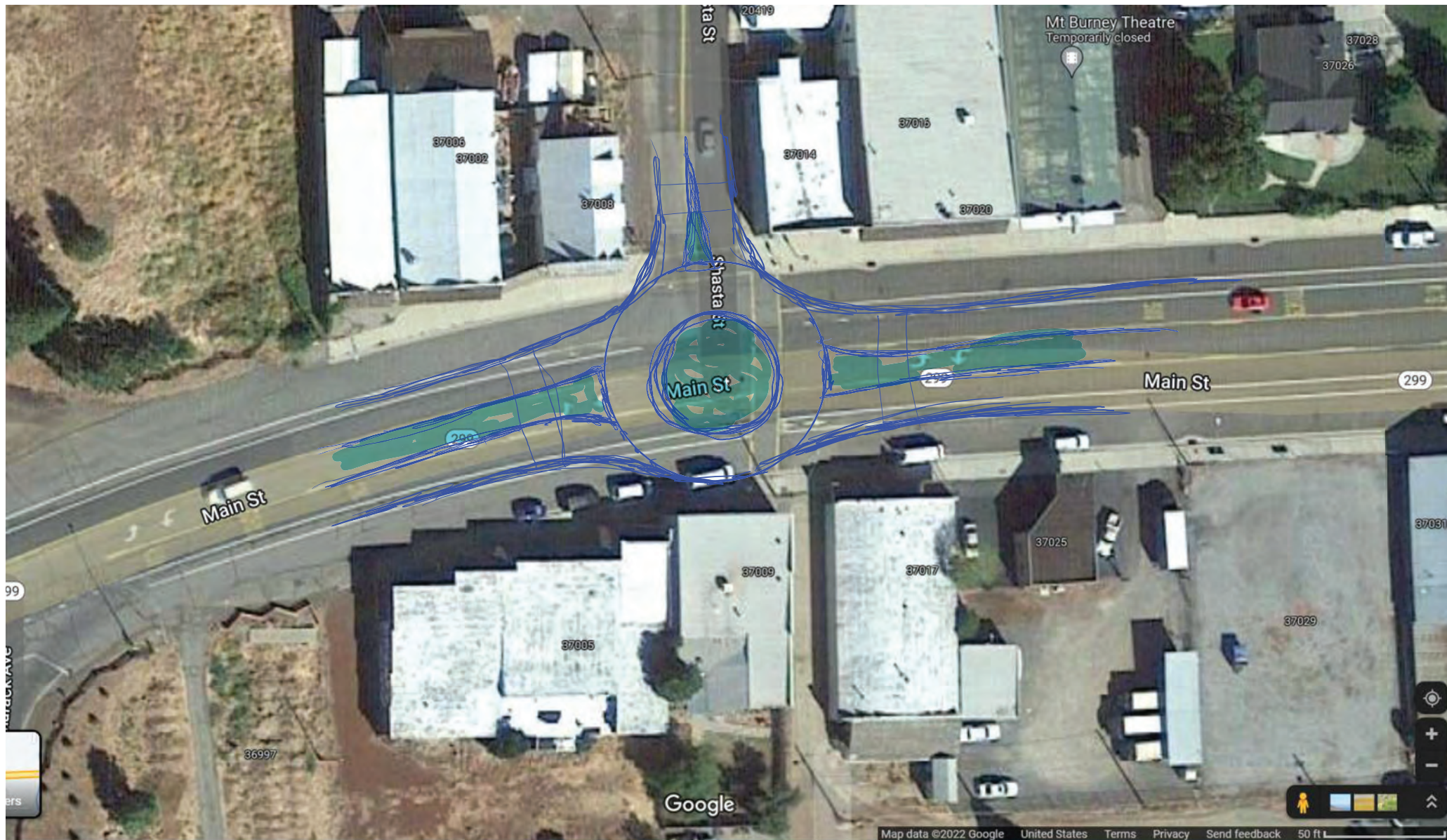


cars get dropped
 Cigar & some cars
 should be some way off
 shoulders & cars
 will be across to highway
 after school

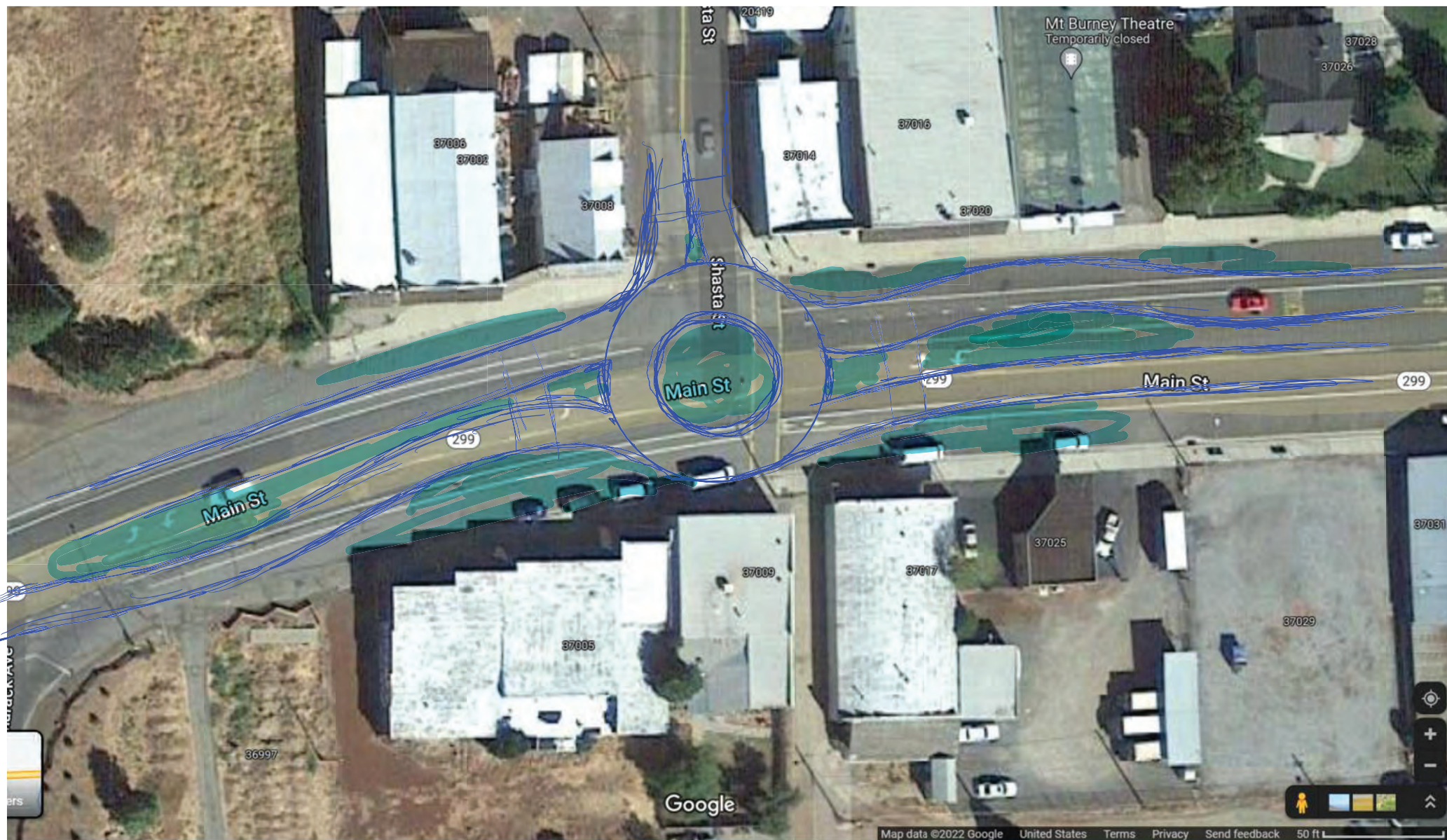
heavy traffic when
 I-5 is closed - people
 road - break more



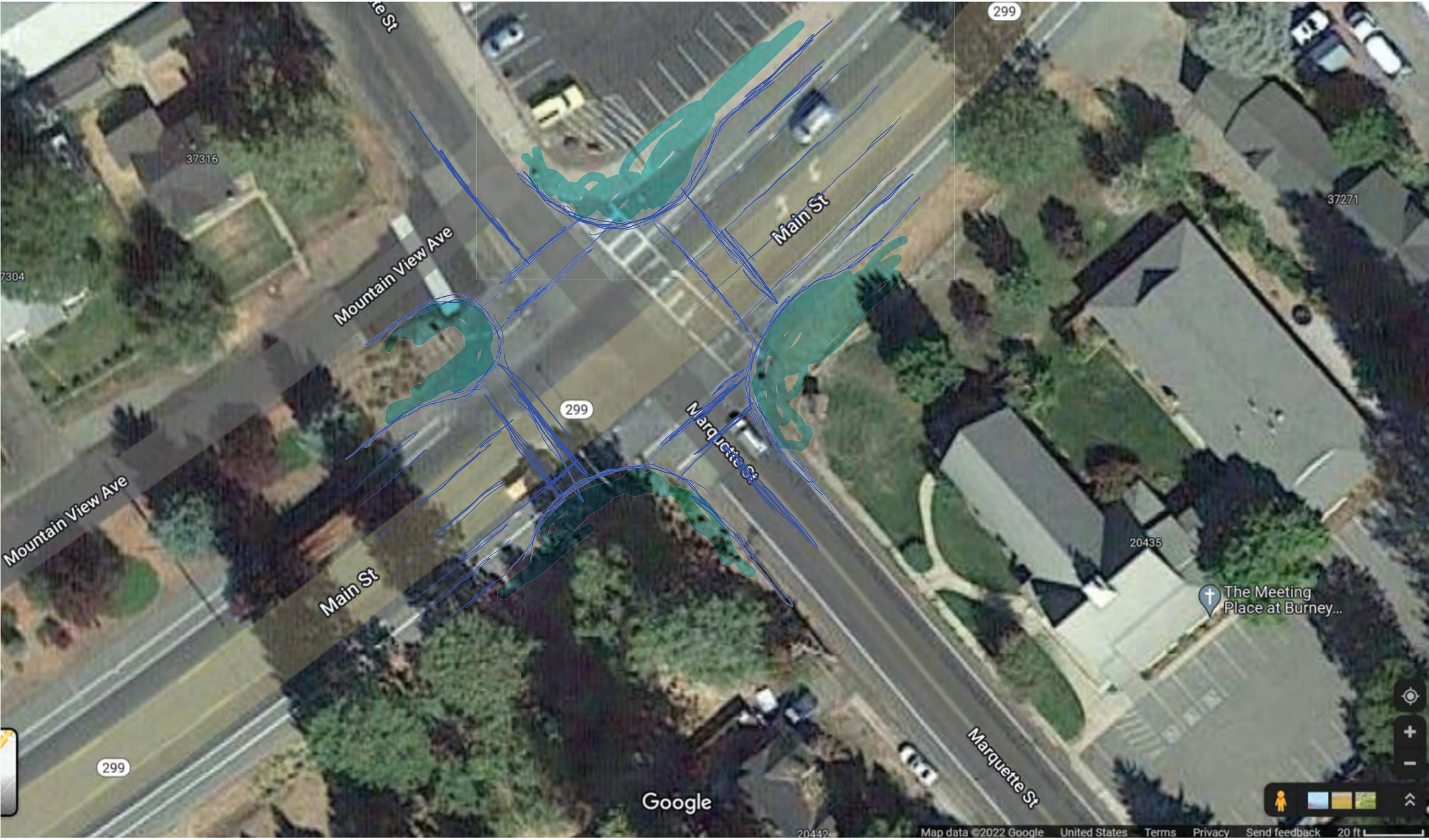
90-95 foot mini-roundabout

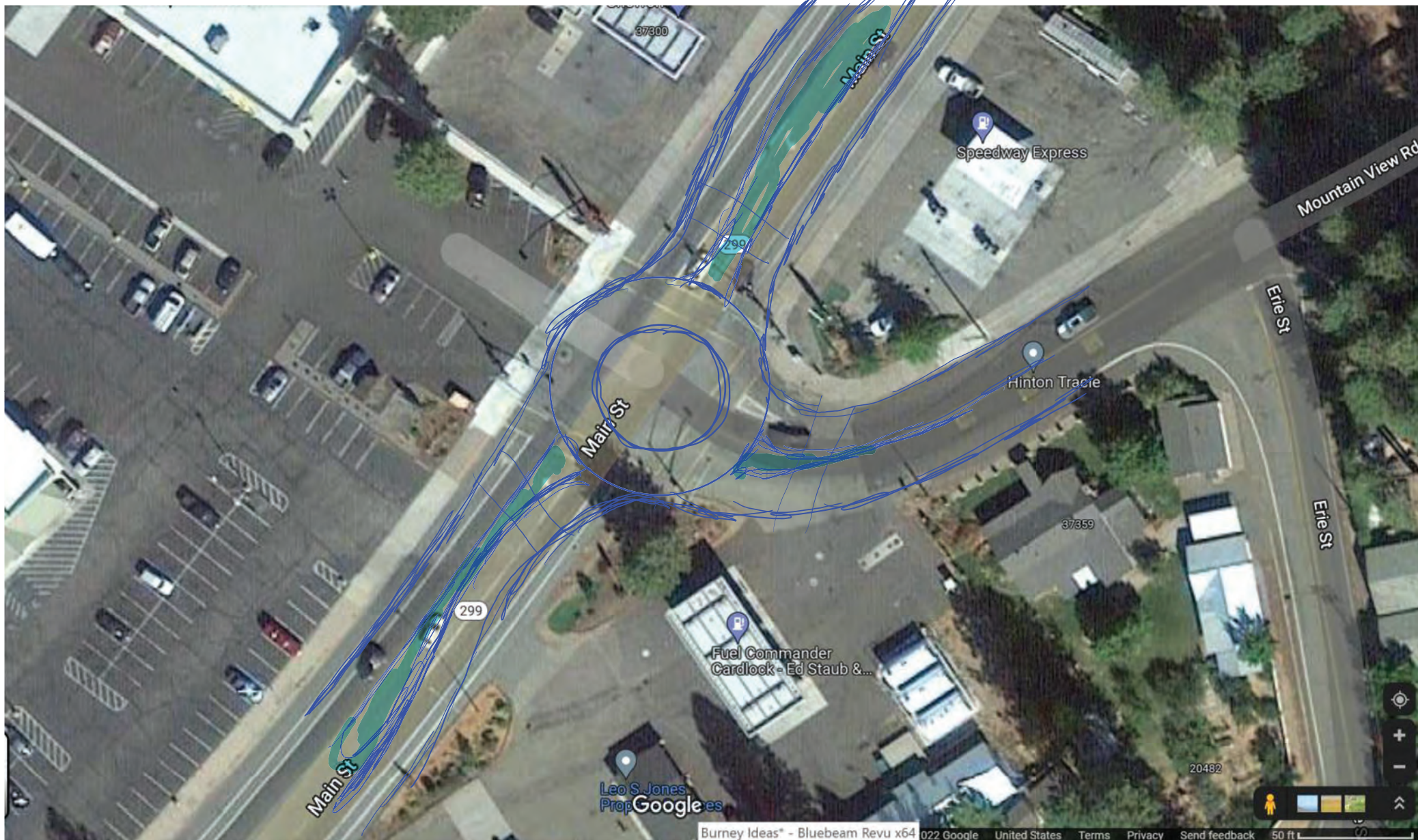


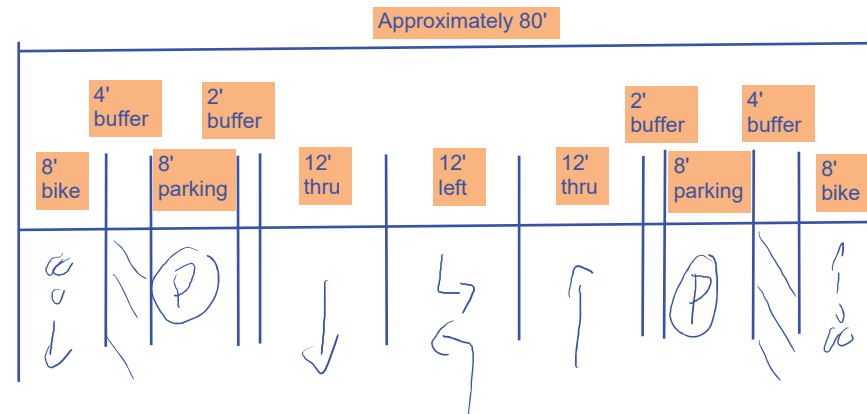
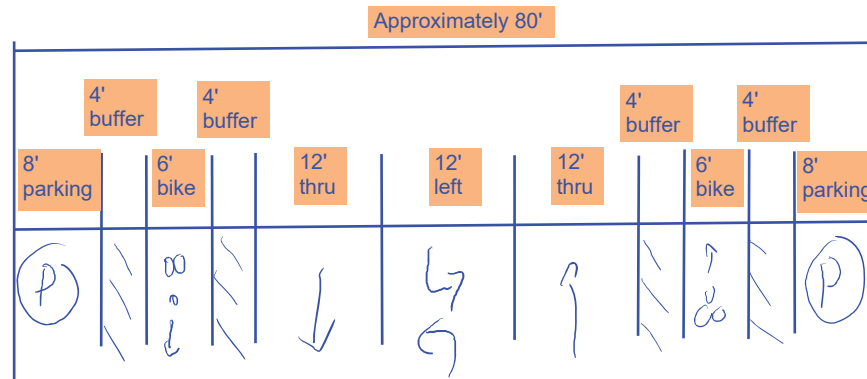
90-95 foot mini-roundabout with speed management treatments along the main line.















Google

Burney Ideas* - Bluebeam Revu x64



Mt Burney Theatre
Temporarily closed

Shasta St

Main St

Main St

Main St

Google



le St

37316

7304

Mountain View Ave

299

Main St

Marquette St

20435

The Meeting Place at Burney...

299

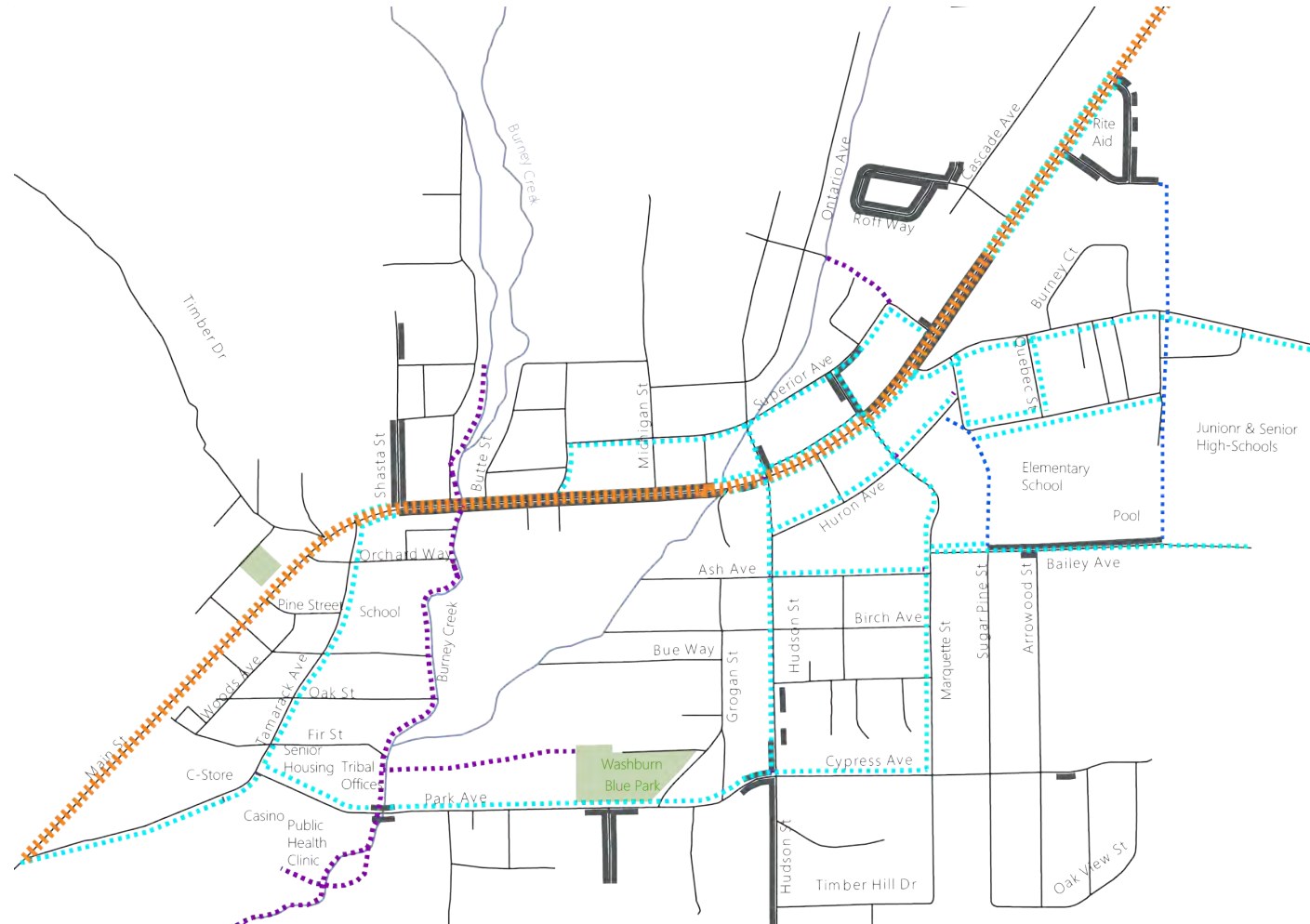
20442

Google

Map data ©2022 Google United States Terms Privacy Send feedback 20 ft

SR 299 / Main Street

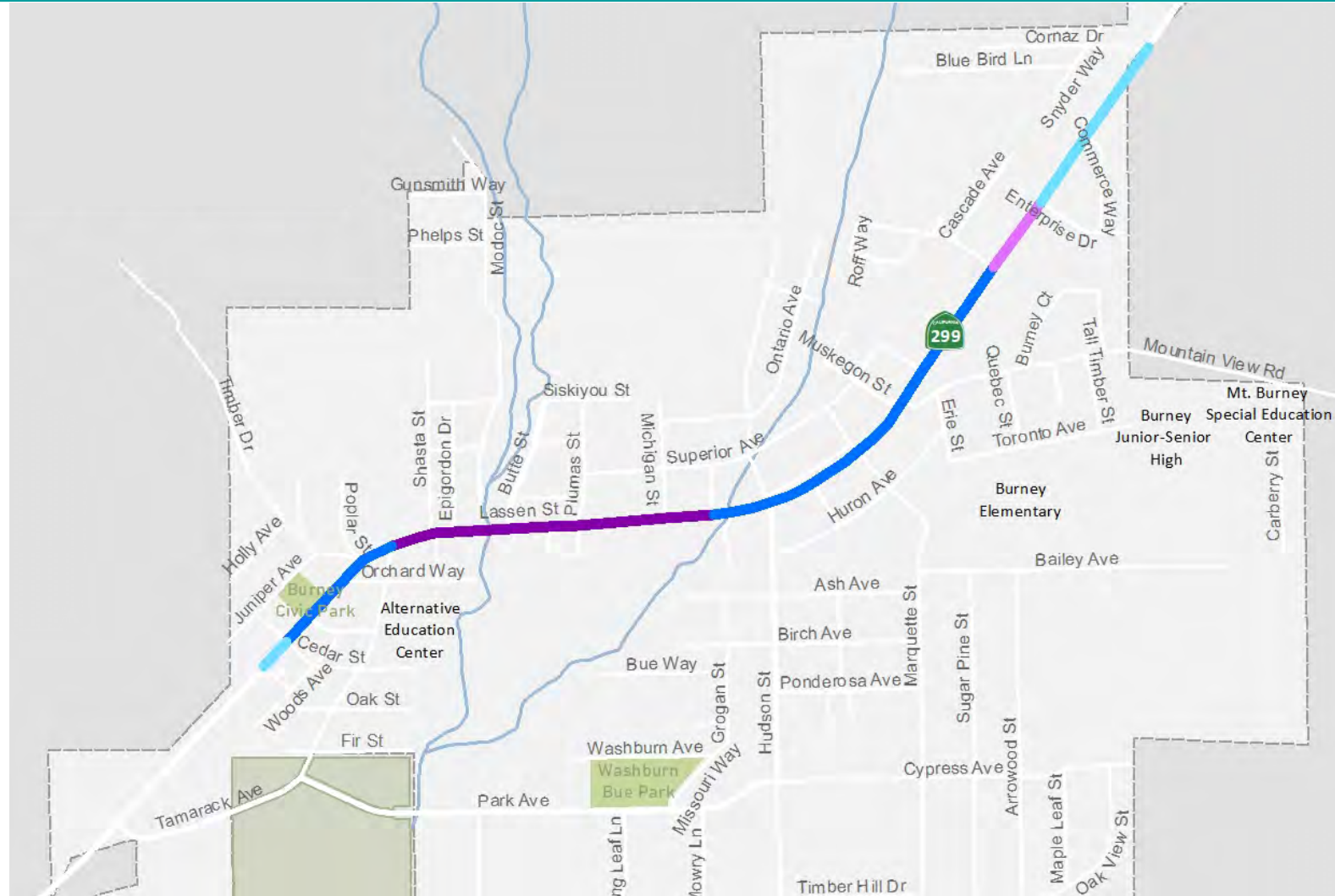
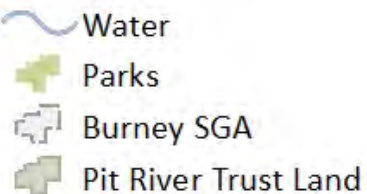
- Corridor is the Main Street through Town
- People crossing on foot, bike, and using mobility devices
 - Crash history (fatalities)
- Few signalized crossings
- Drivers speed through town
- Existing wide cross section
- Heavy freight utilization



Project Request

- Extents
 - Oak St to Comaz Dr
- Near Term (Repaving):
 - Buffered (Class II) or Protected (Class IV) Bike Lanes
- Long Term:
 - Protected (Class IV) Bike Lanes

Existing Paved Width



Potential Near-Term Improvements – 60' Paved Width

Existing



Class II Buffered Bike Lanes



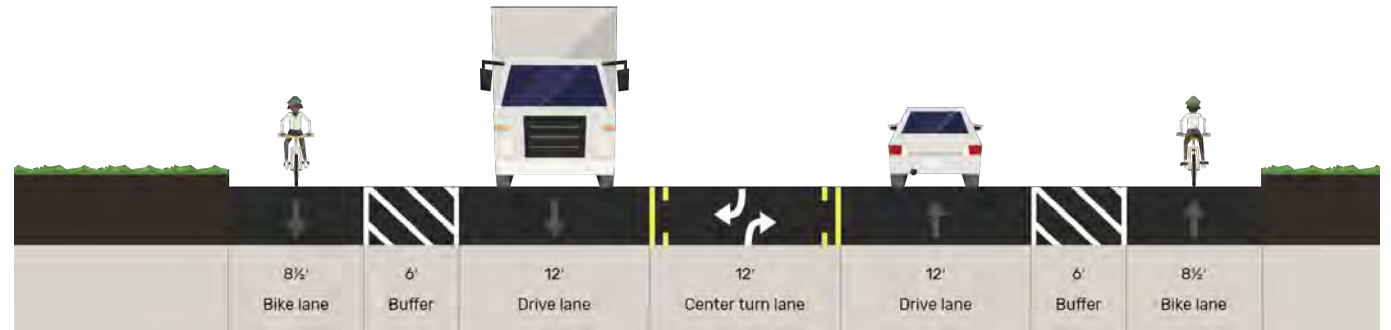
DRAFT FOR DISCUSSION ONLY

Potential Near-Term Improvements– 65' Paved Width

Existing



Class II Buffered Bike Lanes



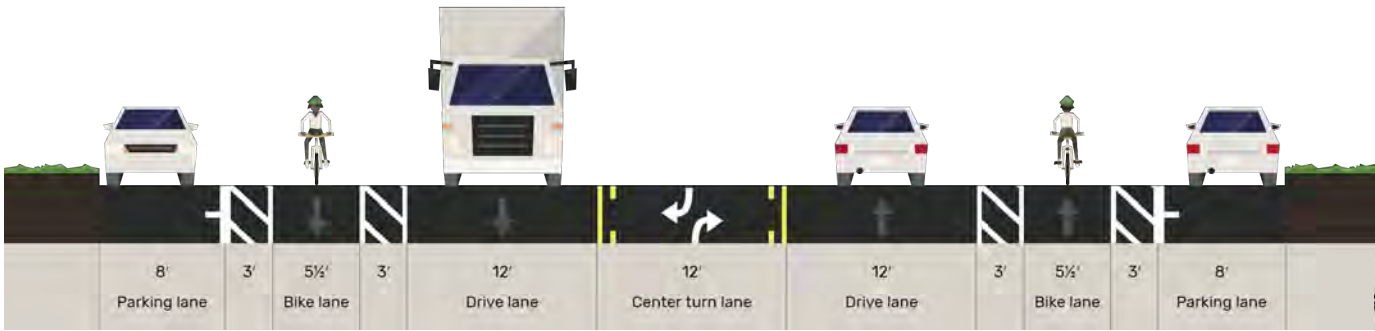
DRAFT FOR DISCUSSION ONLY

Potential Near-Term Improvements– 75’ Paved Width

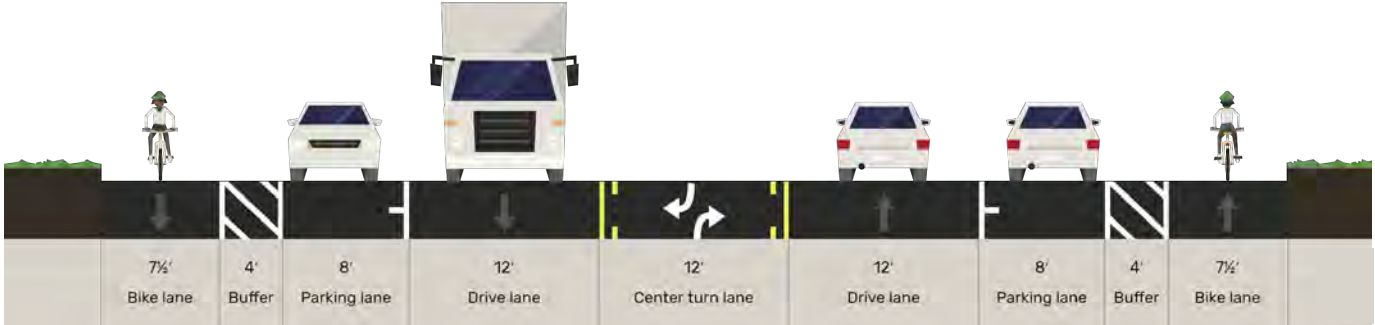
Existing



Option 1 – Class II Buffered Bike Lanes



Option 2 – Class IV Parking Protected Bike Lanes



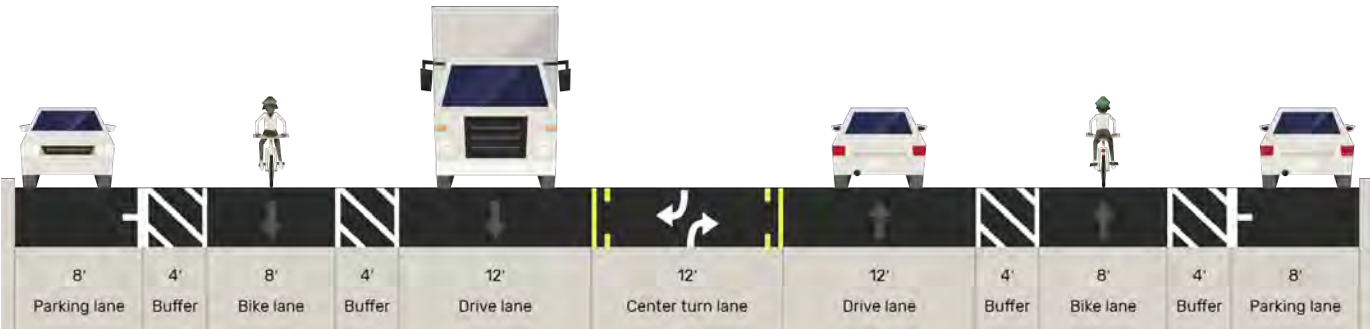
DRAFT FOR DISCUSSION ONLY

Potential Near-Term Improvements – 84' Paved Width

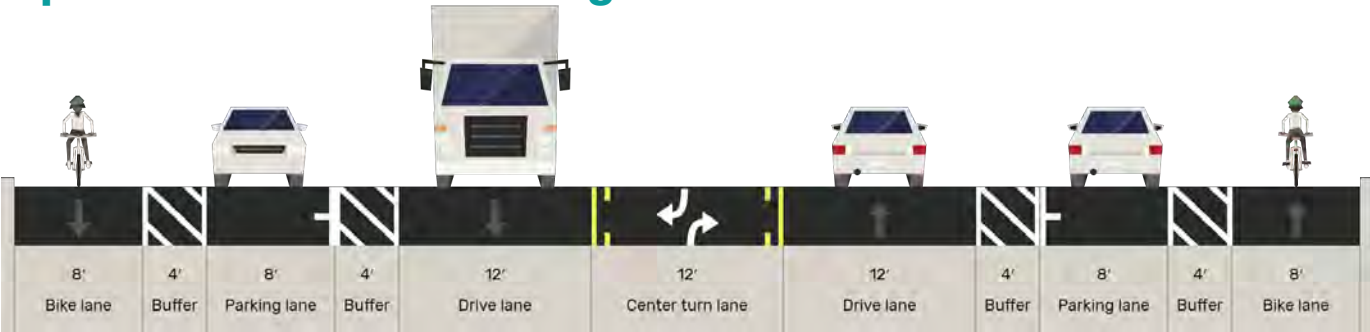
Existing



Option 1 – Class II Buffered Bike Lanes

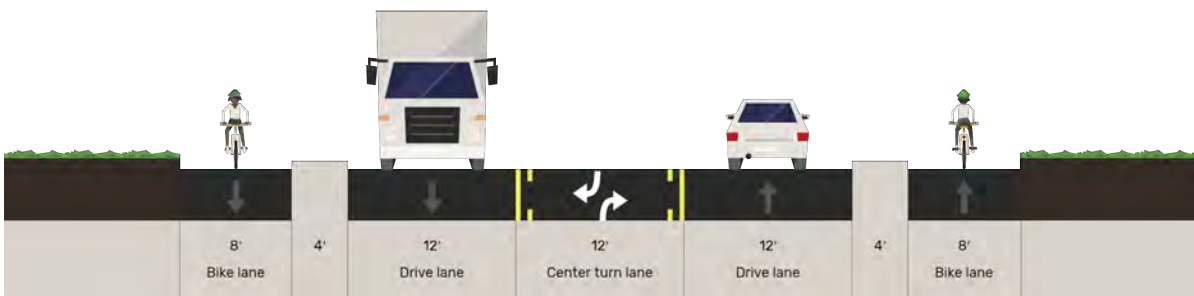


Option 2 – Class IV Parking Protected Bike Lanes



Potential Long-Term Improvements – Barrier Protected Bike Lanes (Class IV)

60' Paved Width



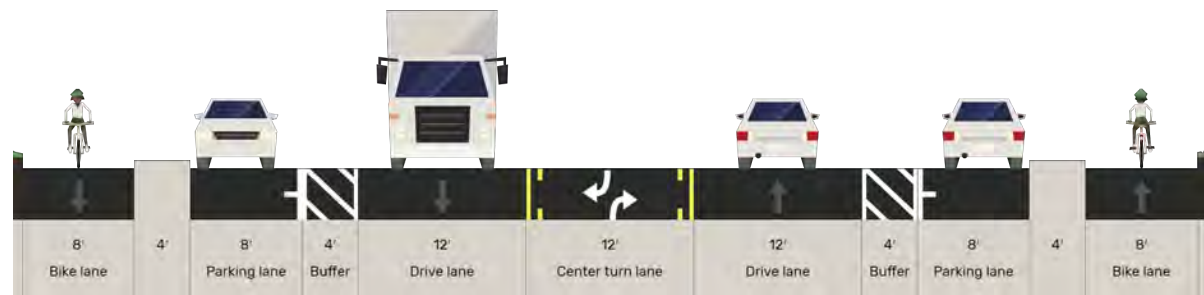
75' Paved Width



65' Paved Width



84' Paved Width



Technical Memorandum

May 26, 2023

Project# 262050

To: Keith Williams, Senior Transportation Planner
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

From: Matt Braughton

CC: Zach Bonnin, City of Redding

RE: Redding ATP Cycle 6 Engagement Additional Engagement Summary and Close-Out Meeting

MANZANITA SCHOOL ENGAGEMENT

A pop-up engagement activity was held at Manzanita Elementary School on May 18th as part of the school's open house with City of Redding (City) and Shasta Regional Transportation Agency (SRTA) staff engaging students and parents in a discussion of the Butte Street Boogie and other Redding Active Transportation Network Projects for input on the project recommendations. As part of that pop-up event, students and parents shared the following feedback that was integrated into the design plans for the City's project recommendations:

- Needing to slow traffic in the morning during school drop-off hours
- Desire to address the red curb areas and driveway access at the site
- Desire for improved crosswalks

Photos from the pop-up event are included below.

Figure 1: Manzanita Elementary Pop-Up Event



Figure 2: Manzanita Elementary Pop-Up Event



ACTIVE TRANSPORTATION STAKEHOLDERS

The City of Redding also conducted an outdoor stakeholder meeting with seven key active transportation advisors and stakeholders for the City in early June. This stakeholder group provided input on the project recommendations, including:

- New retail should be adding more bike parking.
- City hall needs more and better bike parking.
- Park Marina is severely needed – it is dangerous, with one stakeholder almost hit the other day.
- People avoid Victor now due to the lack of facilities.
- Side paths on Hilltop are dangerous due to root lift and are currently very skinny.
- The new path proposed for the Butte Street Boogie network will have to consider camping that occurs in the area.

Figure 3: Active Transportation Stakeholder Meeting



CLOSE OUT MEETING – JUNE 1, 2022

On Wednesday, June 1st, 2022 from 5:00pm-7:00pm, the City and SRTA held a community engagement close-out meeting for the Redding Active Transportation Network Expansion. Project team members in attendance included:

- Zach Bonnin, City of Redding
- Keith Williams, Shasta Regional Transportation Agency
- Michael Kuker, Shasta Regional Transportation Agency
- Matt Braughton, Kittelson & Associates

Eleven members of the public attended the meeting and signed in, while additional community members joined without signing in for the meeting. The objective of the engagement meeting was to share the results of the project development process and the improvements being recommended for submittal in the Active Transportation Program Cycle 6 grant program. The City and SRTA are working closely with Caltrans, Shasta County, and the Shasta County Health and Human Services Agency to develop active transportation projects that increase transportation options, connect neighborhoods, and support local and regional goals.

Meeting Format, Objectives, and Purpose

The meeting was held in person at the Community Room at the City of Redding City Hall. Members of the public were welcomed with project staff on hand to answer any questions about the projects. Five project boards were presented to illustrate the five projects that were being considered for ATP grant applications as well as an overview board showing the location of all of the projects. The project boards are attached in Attachment A.

Engagement Feedback

All of the attendees of the meeting were supportive of the five projects in conversations with project staff. Participants shared their experiences with project areas including concerns regarding:

- speeding;
- lack of crossing opportunities along major corridors;
- lack of infrastructure for walking and biking; and,
- feeling unsafe walking or biking in the project areas.

In addition to voicing support and concern around existing conditions with the project area, members of the public also expressed interest in potential additions to the project including:

- native street trees for any plantings associated with each project;
- the addition of amenities like benches and bathrooms along multiuse paths for the projects; and,
- additional potential pedestrian crossing locations within the Butte Street Boogie project area including potential crossings north of Manzanita Elementary School, Center Street & Shasta Street, and Center Street & Yuba Street.

These potential changes were provided to the project team for consideration of changes to the project applications based on public feedback. Photos from the engagement event are shown below.

Figure 4: Project Staff Sharing Project Recommendations



Figure 5: Project Staff Sharing Project Recommendations with Community Members



Figure 6: One-on-One Discussions with Community Members



Figure 7: Community Members Reviewing and Discussing Projects



Figure 8: City of Redding Staff Discussing Projects with Community Members



Figure 9: SRTA Staff Discussing Projects with Community Members



Figure 10: Project Sign-In

Please Sign In:

Name:	Contact Information
Keith Williams	kwilliams@sra.ca.gov
Tyler Goss	tylergoss29@gmail.com
Katryn Eske	Keske@co.shasta.ca.us
Christine Haggard	chaggard@co.shasta.ca.us
Joanne Boralino	jBoralino@gmail.com
Julianne Weiden	jrwelken5@gmail.com
Sylvia Yzaguirre	syzaguirre@co.shasta.ca.us
Bryndon Madison	brgmadison47@gmail.com
Freda London	
Robert M Laughlin	robertamel59@gmail.com
Bruce Ross	Bruce.Ross@Son.Co.Gov

Native trees
for projects

Trail Activities
↳ Bethmann & Borden
crossings on Center Street
and Shasta
and Union

Figure 11: Meeting Notification at City Hall



Figure 12: Engagement Notification Flyer

Public Engagement Wrap-Up Meeting

Please join us to review active transportation project plans and provide final comments!

CITY OF REDDING CALIFORNIA

SHASTA REGIONAL TRANSPORTATION AGENCY

Caltrans

Shasta County Health & Human Services Agency

RABA Bus Routes 2E, 11, and 14 have stops within walking distance of City Hall.

JUNE 1
5:30–7:00 PM
REDDING CITY HALL
LINK BELOW TO REGISTER FOR EVENT:
<https://bit.ly/ReddingCM>

CITY OF REDDING
ACTIVE TRANSPORTATION NETWORK EXPANSION

The City of Redding and the Shasta Regional Transportation Agency are collaborating to increase transportation options, connect neighborhoods, and support city and regional goals. Informed by public input received on how to improve walking and biking in key areas, our project team has developed designs to include in a competitive state grant program. We look forward to seeing you on June 1!

FOCUS AREAS:

- Lake Boulevard
- Collyer Drive
- Hilltop Drive
- Victor Avenue
- Mistletoe Lane
- Downtown - West - Central - Redding

OUR GOALS:

- Increase safety and mobility
- Enhance public health
- Increase the number of walking and biking trips
- Ensure underrepresented communities fully share in project benefits

Questions? Contact Fionna Ferreras: fferreras@aimconsultingco.com or (916) 442-1168

ONLINE ENGAGEMENT

In addition to the engagement activities previously documented and referenced, online engagement occurred throughout the project development process for the Redding Active Transportation Network Expansion. Online postings, engagements, and comments from this community engagement element are document below.

Figure 13: SRTA Twitter Engagement Messaging

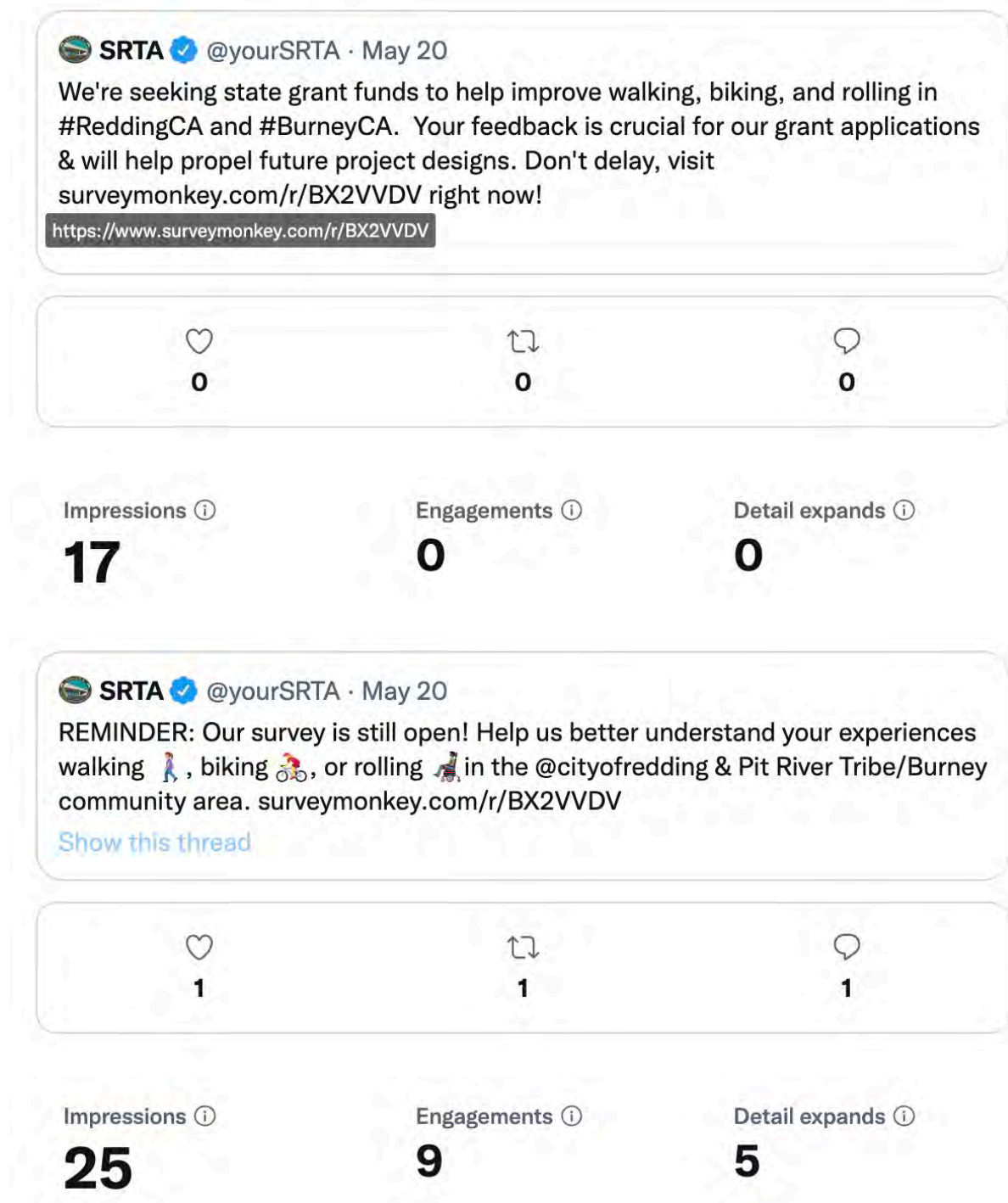


Figure 14: SRTA Facebook Engagement Messaging

Shasta Regional Transportation Agency
Published by Katie DeMaio · May 2 ·

We are hosting a virtual community workshop to ask for your feedback on how walking and biking can improve in Redding.

The virtual community workshop will take place Thursday, May 5th from 5:30 to 7:00 pm.

We hope to see you there!
Please register in advance here:
bit.ly/ReddingATN

Virtual Community Workshop

CITY OF REDDING
CALIFORNIA

SHASTA
REGIONAL TRANSPORTATION AGENCY

Caltrans

Shasta County
Health & Human
Services Agency

Aim your phone's camera here to register.

MAY 5
5:30-7:00 PM

Enter the URL below in web browser to register:
bit.ly/ReddingATN

CITY OF REDDING ACTIVE TRANSPORTATION NETWORK EXPANSION

The City of Redding, Caltrans and the Shasta Regional Transportation Agency are collaborating to increase transportation options, connect neighborhoods, and support city and regional goals. We ask for your thoughts on opportunities and challenges to improve walking and biking in Redding.

FOCUS AREAS:

- Lake Blvd.
- Collyer Dr.
- Hilltop Dr.
- Park Marina Dr.
- Victor Ave.
- Mistletoe Lane
- Downtown - West
- Central - Redding

OUR GOALS:

Increase safety and mobility	Enhance public health	Increase the number of walking and biking trips	Ensure underrepresented communities fully share in project benefits
------------------------------	-----------------------	---	---

Questions? Contact Fionna Ferreras: fferreras@aimconsultingco.com or (916) 442-1168

8,345
People reached

299
Engagements

—
Distribution score

Boost again

Figure 15: SRTA Facebook Survey Engagement Messaging

yoursrta
Shasta County

yoursrta REMINDER: Our survey is still open! We need your help to better understand your experiences walking, biking, or rolling in the @cityofredding and Pit River Tribe/Burney community area.

Your feedback is crucial for our grant writing applications and will help propel future project designs. Please share with your family and friends! Thank you for your time!
<https://www.surveymonkey.com/r/BX2VVDV> (link is also in the bio!)

#reddingca #burney

2w

View insights

1 like

WANT TO HEAR FROM YOU!
THROUGH **MAY 26**

Our region is seeking grant funding for walking and biking improvements in the Redding and Pit River Tribe/Burney communities. As part of this effort, we're conducting a survey to help us understand your experiences walking, biking, or rolling.

Your feedback is vital to preparing successful grant applications and will also help inform the project designs. Please share this with your friends and family!

Aim your camera's phone here to register.

THE SURVEY WILL BE OPEN THROUGH MAY 26, 2022:
www.surveymonkey.com/r/BX2VVDV

Figure 16: SRTA Engagement Survey Extension Messaging

**Shasta Regional Transportation Agency**
Published by Katie DeMaio · May 31 at 1:52 PM · 

Our survey has been extended until Thursday! Visit this link until June 2nd to submit feedback on your experiences walking, biking or rolling around the Redding and Pit River Tribe/Burney communities!

<https://www.surveymonkey.com/r/BX2VVDV>

We want to hear from you!



Our region is seeking grant funding for walking and biking improvements in the Redding and Pit River Tribe/Burney communities. As part of this effort, we're conducting a survey to help us understand your experiences walking, biking, or rolling.

Your feedback is vital to preparing successful grant applications and will also help inform the project designs. Please share this with your friends and family!

Aim your camera's phone here to register. 

THE SURVEY WILL BE OPEN THROUGH MAY 26, 2022:
www.surveymonkey.com/r/BX2VVDV

Shasta Regional Transportation Agency
Published by Katie DeMaio · May 20 at 9:47 AM · 

REMINDER: Our survey is still open! We need your help to better understand your experiences walking, biking, or rolling in the City of Redding and Pit River Tri... [See more](#)

39
People reached

2
Engagements

—
Distribution score

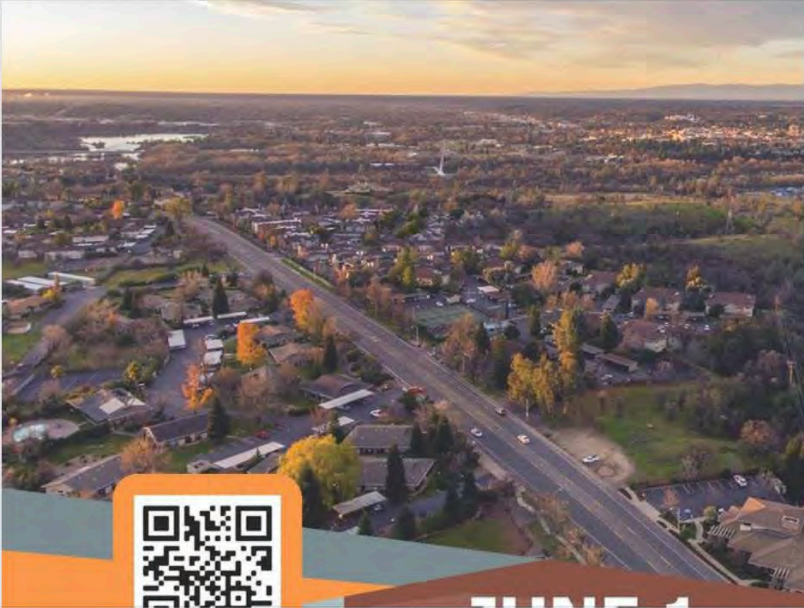
Create ad

1 Share

Figure 17: SRTA Close-Out Engagement Meeting Facebook Messaging

**Shasta Regional Transportation Agency**
Published by Katie DeMaio · May 27 at 11:45 AM ·

We look forward to seeing you on June 1st for the City of Redding Public Engagement Wrap-Up Meeting! Register here today!



RABA Bus Routes 2E, 11, and 14 have stops within walking distance of City Hall.

WED, JUN 1
City of Redding - Public Engagement Wrap-Up Meeting
City of Redding City Hall
0 Went · 4 Interested

44
People reached

5
Engagements

Boost a post

Boosted on May 27 at 12:02 PM
By Katie DeMaio

Completed

People reached **1.5K**

Link clicks **33**

View results

 3

Figure 18: SRTA Engagement Meeting Facebook Messaging

**Shasta Regional Transportation Agency**
Published by Katie DeMaio · May 12 at 1:08 PM · 🌐

The [Shasta Regional Transportation Agency](#), [The City of Redding](#), [Pit River Tribe](#), [Shasta County](#), and [Caltrans](#) want to hear from you!

Our region is seeking grant funding for walking and biking improvements in the City of Redding and Pit River Tribe/Burney community area. As part of this effort, we're conducting a survey to help us better understand your experiences walking, biking, or rolling in the proposed project areas.

Your feedback is vital to preparing successful grant... [See more](#)



Pit River Tribe/Burney Project

1

Pit River Tribe/Burney
Munik'Chun (All My Children)
Walking and Biking Network

2

Upcoming Caltrans
improvements to State Route
299/Main Street.





Redding Network Projects

1

Butte Street Boogie

2

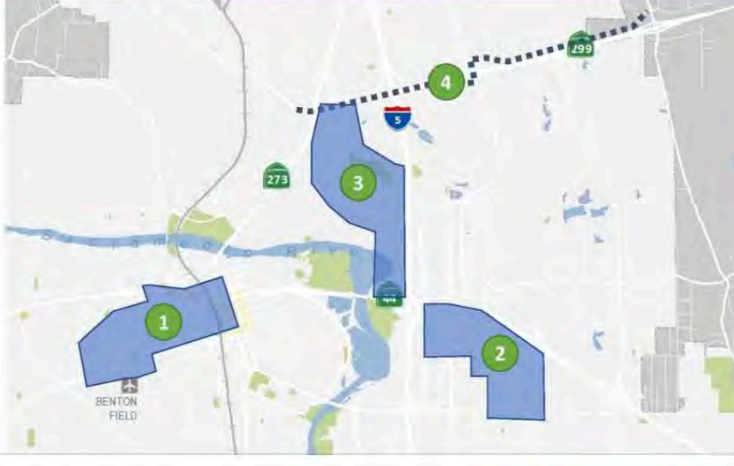
Victor Improvement
Project

3

Hilltop Drive

4

North Redding Active
Transportation Trunk Line
(NRATTL) Resubmittal



3,666
People reached

667
Engagements

[Boost again](#)

Figure 19: Online Comments for Engagement Meeting

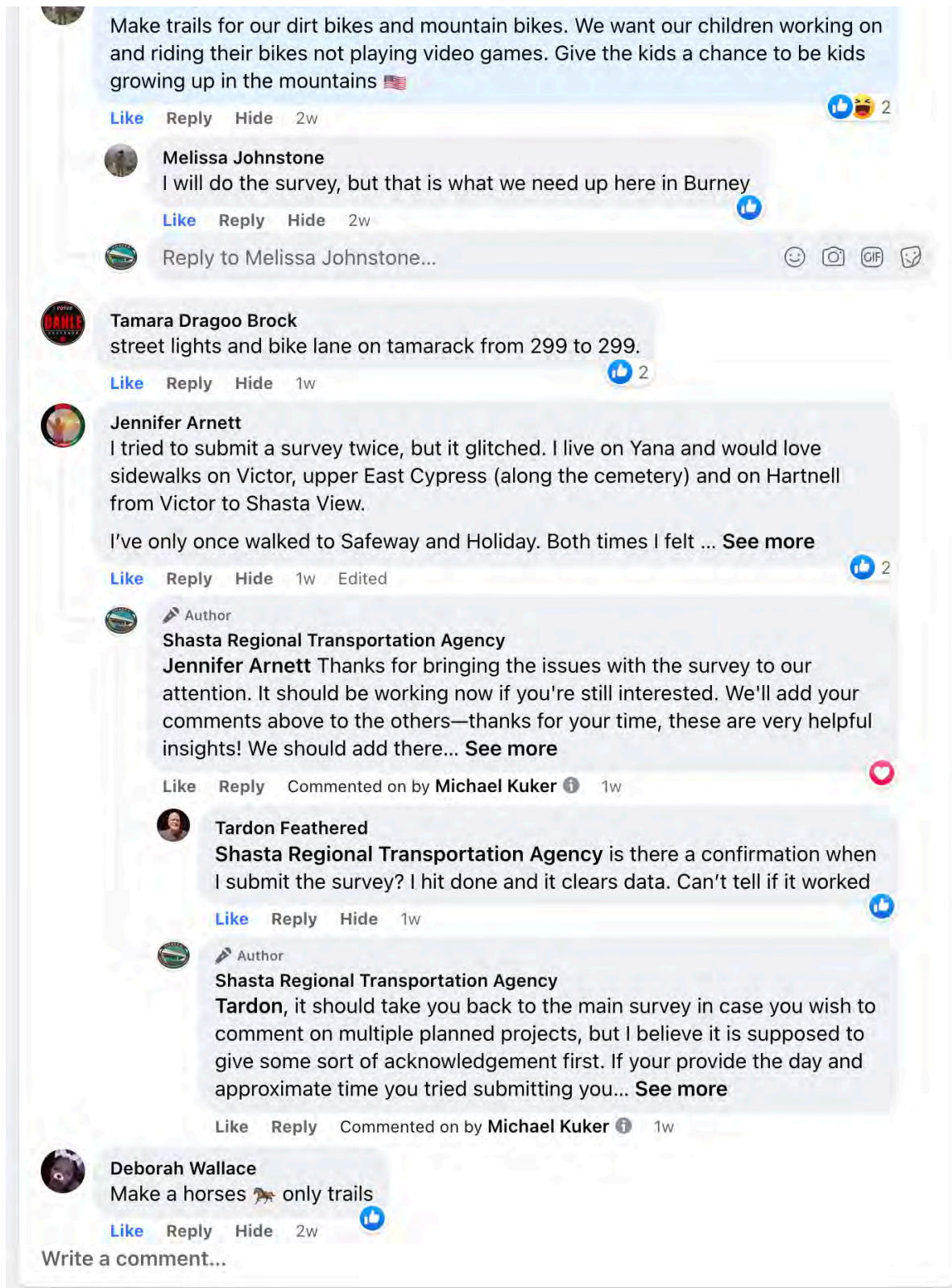


Figure 20: Facebook Engagement Comments

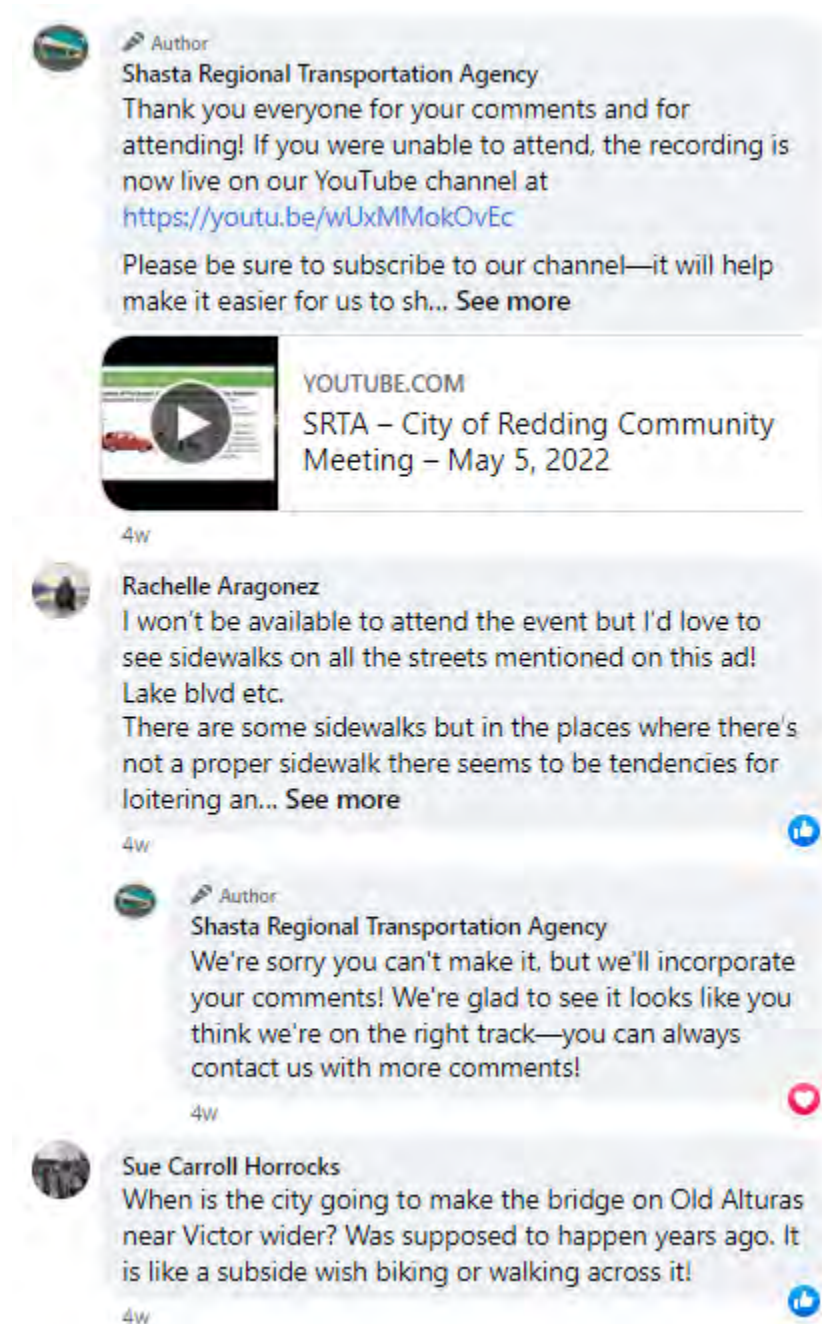


Figure 21: Facebook Engagement Comments



ATTACHMENT A: PROJECT ENGAGEMENT BOARDS

Shasta Regional Transportation Agency (SRTA)

Youth Engagement Activities

April 11, 2022

Introduction

The Pit River Tribe, Shasta County, Caltrans, and Shasta Regional Transportation Agency are collaborating to prepare walking and biking improvement projects within Burney. This effort is aimed at securing grant funding to develop safe routes to school in Burney, as part of a broader, interconnected community-wide walking and biking network. Critical to the success of this effort is community engagement and input. This study evaluates factors such as road conditions, safety concerns, and various modes of transportation.

Shasta Regional Transportation Agency implemented a survey to be facilitated in-person at local schools. The survey engaged students to provide their input on what they experience when getting to school and how those traveling conditions can be improved.

Methodology

The community survey provided participants an opportunity to give their feedback on road and walking conditions and provide their thoughts on infrastructure improvements that can be made in the area. The survey was an in-person paper survey. The project team received a total of 314 survey responses across two schools.

Elementary Students	144
Jr/Sr High School Students	150
Faculty	20
Total Surveyed	314

A full list of comments submitted is available in the Appendix.

The in-person paper survey consisted of 4-8 questions depending on the age of the audience. These questions focused on:

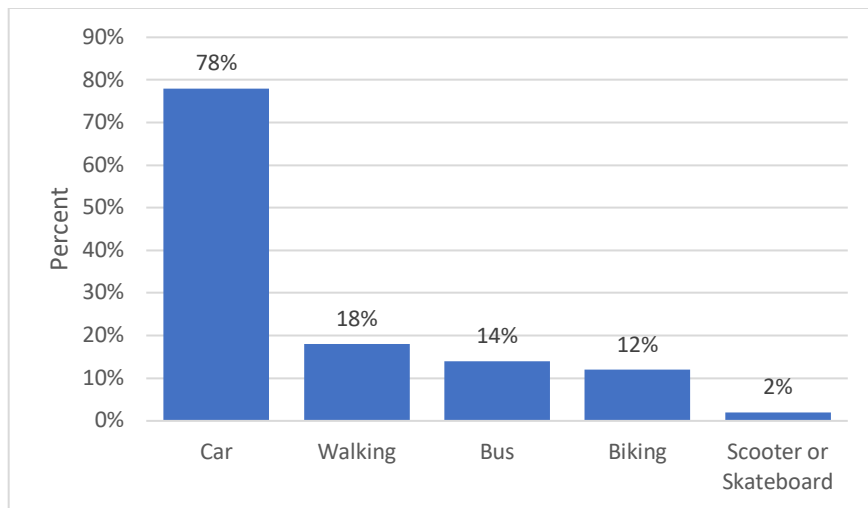
- Mode of transportation typically used
- Safety issues and concerns when traveling
- Suggested improvements that can be made to local infrastructure

Overview of Results

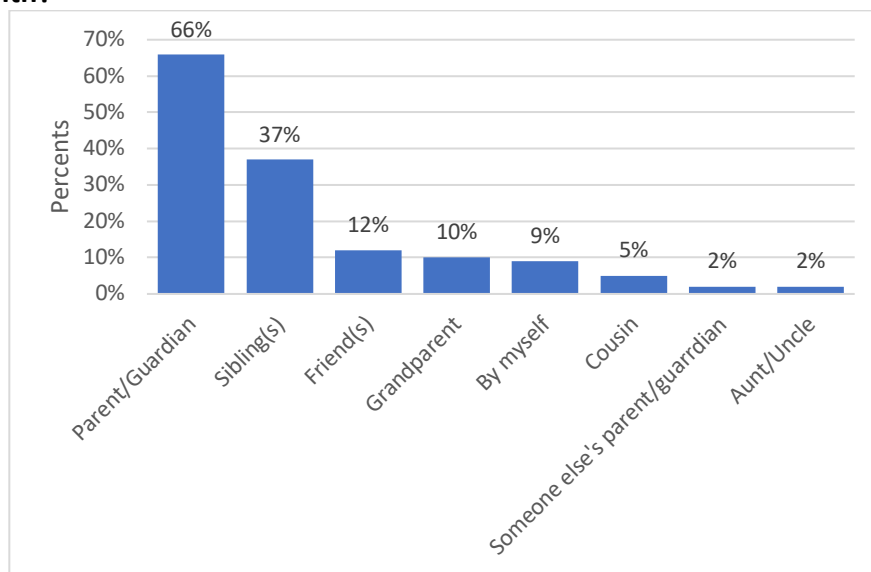
Elementary School

Students were able to select all that applied to them when answering all questions.

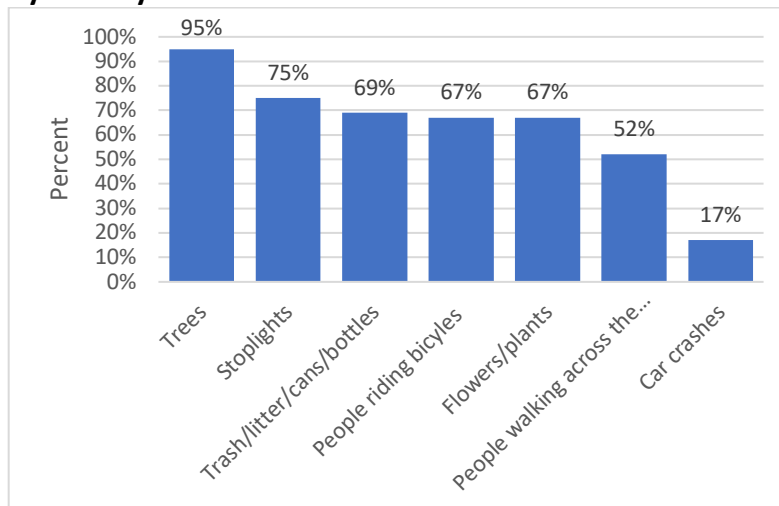
1. How do you get to school?



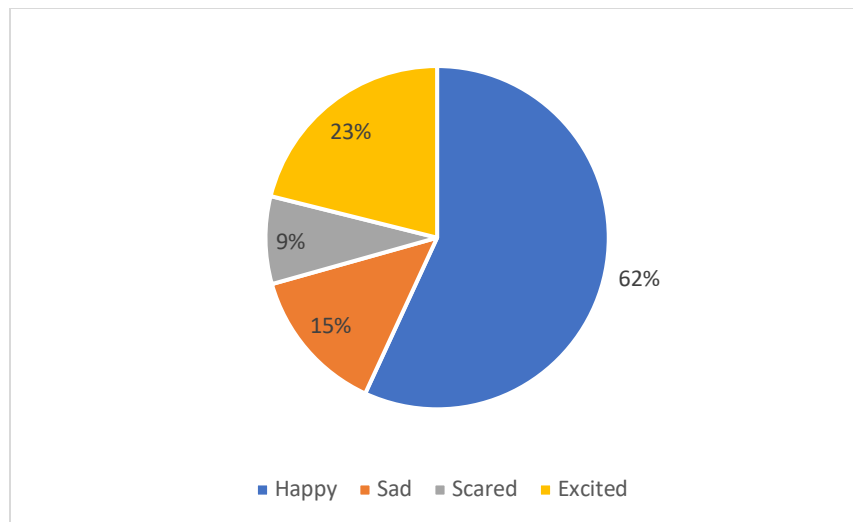
2. Who are you with?



3. What do you see on your way to school?



4. How do you feel on your way to school?



Junior Senior High School

1. How do you get where you need to go?

How do you get to where you need to go?	I use it.	I don't but would like to.	I don't use it and I'm not interested
Driving	61%	33%	8%
Biking	25%	28%	50%
Walking	60%	17%	26%
Scootering or Skateboarding	21%	24%	56%
Bus	12%	4%	86%

2. On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.



1=super safe	2	3	4	5=no way!
50%	15%	12%	12%	14%



1=super safe	2	3	4	5=no way!
14%	8%	18%	23%	36%



1=super safe	2	3	4	5=no way!
22%	14%	24%	22%	22%



1=super safe	2	3	4	5=no way!
17%	22%	34%	15%	12%

3. When you walk in Burney, what issues do you experience? (select all that apply)

There are not enough sidewalks, or sidewalks are broken.	42%
There are not enough safe places to cross the street.	25%
It's too dark during winter or at night.	25%
Cars drive too fast or don't stop for me when crossing the street.	24%
This doesn't apply to me. I don't walk around.	23%
None of the above. Walking in Burney is easy, safe, and convenient.	18%
I'm worried about my physical safety (i.e., crashes or injuries)	12%
The places I want to go are too far to walk.	12%

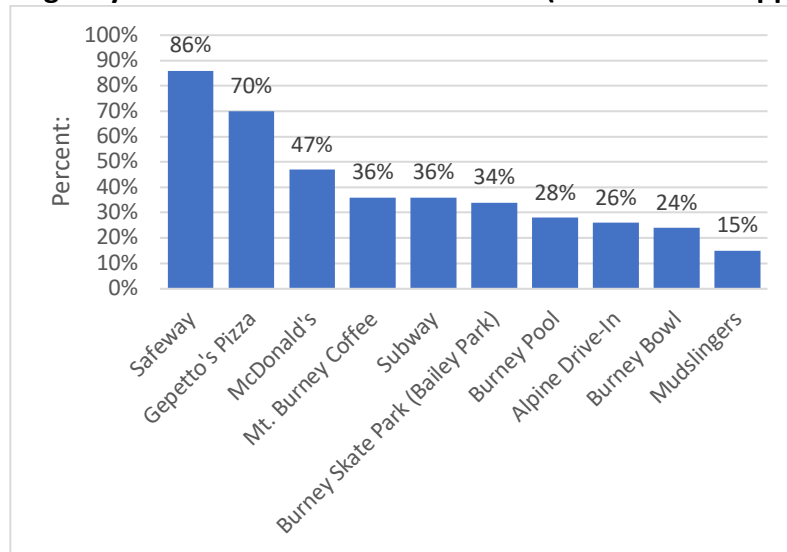
4. When you bike in Burney, what issues do you experience? (select all that apply)

This doesn't apply to me. I don't bike around.	50%
The road isn't comfortable (i.e., not enough bike lanes on my way to my destination).	25%
Security (i.e., not enough bike racks at my destination).	20%
None of the above. Biking in Burney is easy, safe, and convenient.	15%
It's too dark during winter or at night.	13%
I'm worried about my physical safety (i.e., crashes or injuries)	8%
Cars drive too fast and don't stop for me.	8%
The places I want to go are too far to bike, or it takes too long by bike.	2%

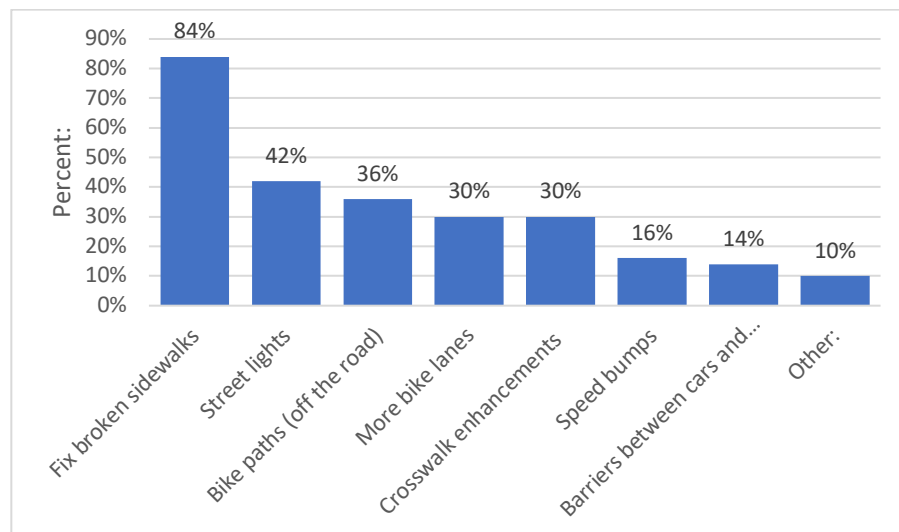
5. Because of walking and biking issues, I have trouble getting to: (select all that apply)

None of the above. I don't have trouble getting to where I need to go.	70%
Fun activities like movies, shopping, or sports	17%
Family or friends	14%
School	12%
Parks, playground	11%
Other:	9%

6. Which of the following do you visit at least twice a month? (select all that apply)



7. Which improvements will have the biggest impact improving biking and walking in your area? (select top 2)



Infrastructure Concerns Mapping Activity

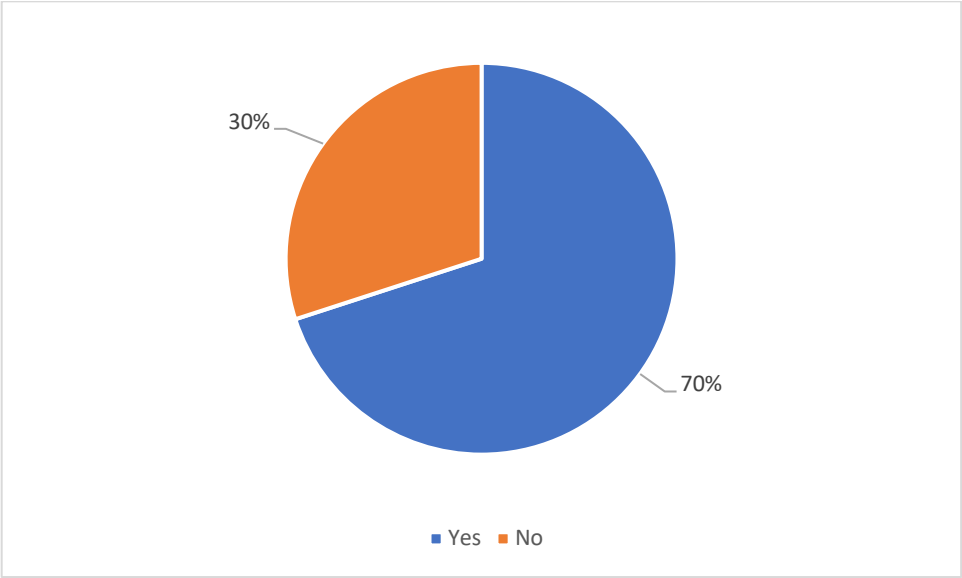
After completing their survey, students were asked to locate areas in Burney that needed infrastructure repairs or improvements by placing a sticker on the area needing attention. A red sticker means there is a broken sidewalk, green means trash or litter in the area, yellow is no bike lane available, and blue means no crosswalks and/or lights to help cross the street.

The images below show the areas where students thought improvement could be made. Of the 45 areas marked for attention, 46% of the areas flagged were for trash around the city. The second biggest concern was no bike lane on the road with 38% of stickers marking these areas.



Faculty Surveys

1. Do you live in Burney?



2. How do you get to where you need to go?

How do you get to where you need to go?	I use it.	I don't but would like to.	I don't use it and I'm not interested
Driving	100%	0%	0%
Biking	30%	45%	20%
Walking	55%	15%	30%
Scootering or Skateboarding	0%	10%	55%
Bus	0%	5%	60%

3. On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.



1=super safe	2	3	4	5=no way!
70%	5%	10%	5%	5%



1=super safe	2	3	4	5=no way!
10%	0%	5%	15%	65%

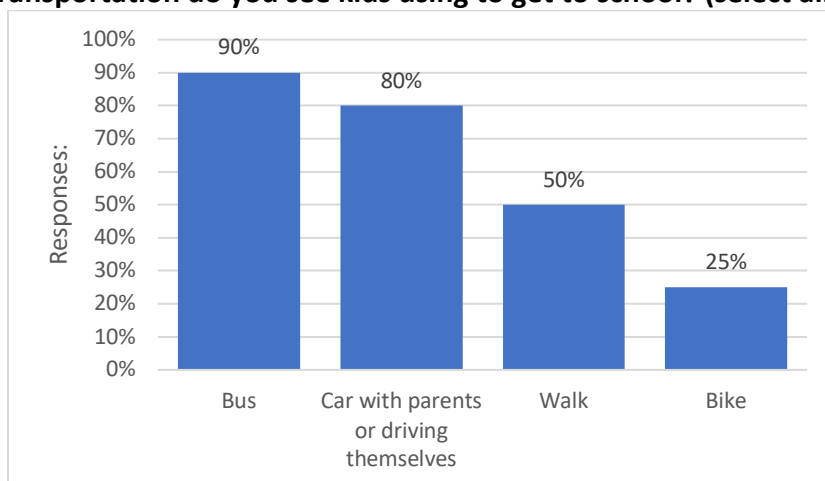


1=super safe	2	3	4	5=no way!
5%	15%	30%	40%	15%



1=super safe	2	3	4	5=no way!
15%	25%	15%	30%	15%

4. Which mode of transportation do you see kids using to get to school? (select all that apply)



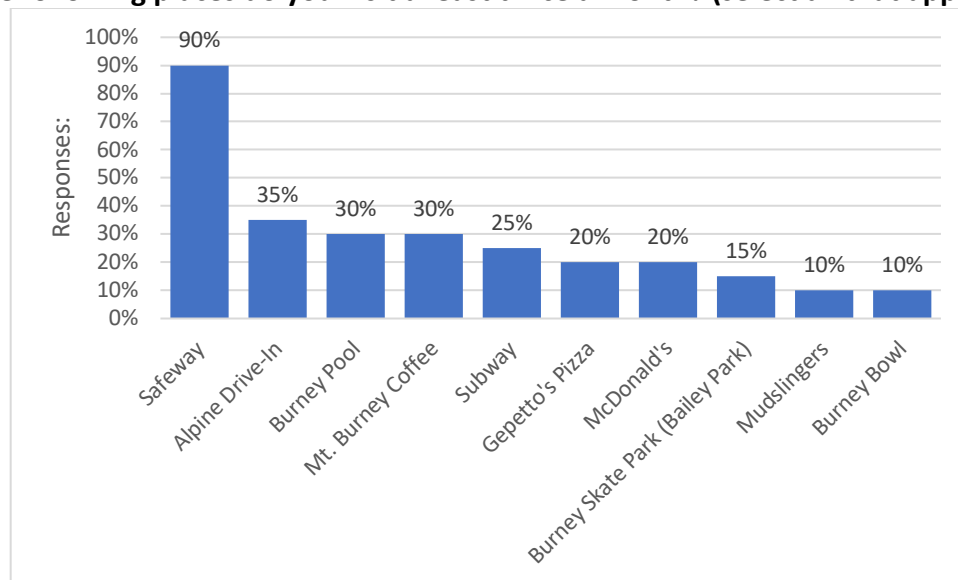
5. When you are walking and biking around, what issues do you encounter? (select all that apply)

Cars drive too fast and don't stop for me.	65%
The road isn't comfortable (i.e., not enough bike lanes on my way to my destination).	55%
It's too dark during winter or at night.	35%
I'm worried about my physical safety (i.e., crashes or injuries)	35%
Security (i.e., not enough bike racks at my destination).	30%
This doesn't apply to me. I don't walk or bike in the area.	20%
The places I want to go are too far to bike, or it takes too long by bike.	10%
None of the above. Walking and biking in Burney is easy, safe, convenient, and affordable.	0%

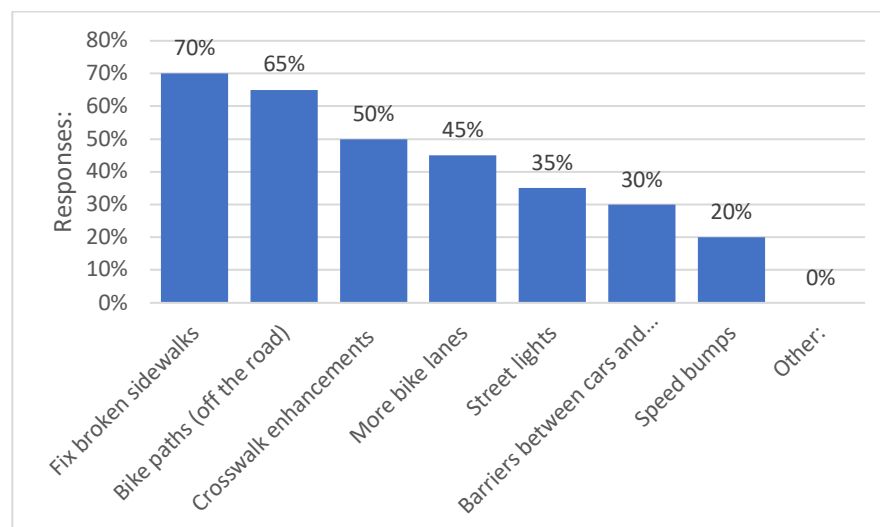
6. What transportation issues do you see or hear students encounter? (select all that apply)

Cars drive too fast and don't stop for me.	75%
The road isn't comfortable (i.e., not enough bike lanes on my way to my destination).	56%
It's too dark during winter or at night.	55%
Security (i.e., not enough bike racks at my destination).	40%
I'm worried about my physical safety (i.e., crashes or injuries)	40%
The places I want to go are too far to bike, or it takes too long by bike.	20%
None of the above. Walking and biking in Burney is easy, safe, convenient, and affordable.	10%

7. Which of the following places do you visit a least twice a month? (select all that apply)



8. Which improvements will have the biggest impact improving biking and walking in your area? (select top 2)



Appendix

- List of community member comments

Community Member Comments

Elementary School Students

- On my way to school if I'm walking there's a 4 road way and it can get confusing on who goes first and I almost got hit. And there are some ways like Hudson where I live there's no space from the road on the side of it.
- Cars sometimes get a little too close for comfort.
- I was once walking on the side of the street because there is no sidewalk there and someone wasn't looking and almost hit me.
- I almost got hit two times. One walking the dog and another walking to the movie theater.
- My sister almost got hit.
- A year ago, my mom got hit by a car on her leg she broke 4 bones and she was severely injured. And got flown across the Mountain View Street. ("This happened during the day. Mom was walking down road when she was hit." - teach comment)
- My sister saved her friend's life. What she did was she saw her friend and she saw her friend not looking both ways and she ran and pulled her friend back before the car ran her over and said "you saved my life".
- I ride with my dad in the car. It takes us about 21 minutes. Then we wait for my mom to come to school.
- I drive with my mom and brother. The drive is about 5 minutes. I am happy to see my friends.
- I skateboard when it's warm. It takes like 20 minutes. Sometimes I go on jumps.
- I drive with my mom and it takes 5 minutes. And I walk with my aunt to school. And I take the bus sometimes.
- I ride in our car with my mom/dad sometimes Anthony and my sister and it usually takes about 5 minutes and I am excited to see my friends when I get there.
- I ride in the car with my mom. We drive about 5 minutes to school. And when I get to school I'm usually late. But I'm not always late just sometimes.
- I ride in the car with my mom and brother. It is usually about 30 minutes. I usually read but sometimes look out the window.
- I ride with my sister and my aunt. I see a lot of cars going down main street. When we get there I am excited to see my friends!
- I see people ride bikes. And I also play on my phone and before school I eat breakfast.
- I want to bike
- I can't walk cause I am a girl and there's creeps and hobos will steal me.
- My mom works at the school.
- I live 30 minutes away.
- Why I don't walk to school is because I don't want to!
- My mom is scared for students but my dad will let me go.
- They don't let me because I live too far.
- My mom doesn't let me ride a bike to school cause I don't have a bike or bike chain.
- The reason why my grandma won't let me walk to school is because kidnappers and we're too far.
- My parents don't let me walk to school because I live 20 min away.
- My mom doesn't trust people and cars.

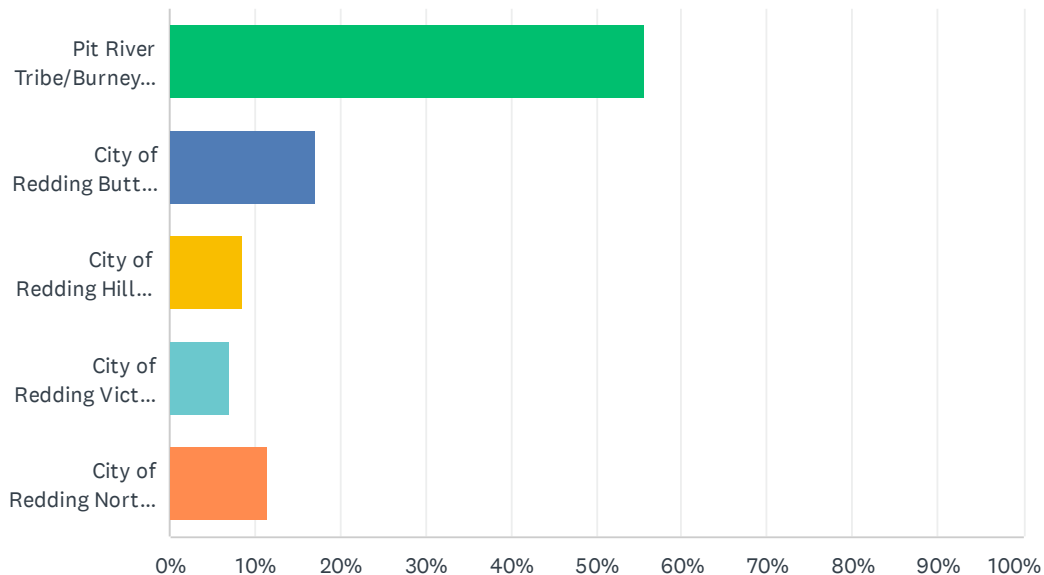
- When I was walking by DG and someone (adult) got hit by a car and flew into a ditch and got hurt.
- I see some cars that were upside down where I live and I take a car because I live in Cassle and there are people that speed and my uncle got hit by a car by the main street.
- One time I was walking to school this guy in a matte black dodge challenger white license plate and they hit me on Marquette. ("this child tends to tell tall tales." - teacher comment)
- I was walking around my house by the red school (Tamarack St), and I had almost got hit by a red car. And also there has been many people (older) people that have gotten hit on the highway I'm not sure the reason but..
- When me and my dad and my sister were at Safeway and now there is a bench for him and it was my friend's cousin ("this is when Gage was killed" - teacher comment)
- I can ride a bike to school!
- My parent do not care that much when I walk to school because I do it 24/7 aka 7 days a week.
- My mom is strict about having robbers and people who can kidnap you but she lets me walk home and she is weird because she had...
- There was someone biking in Burney on Mountain View Road and I was driving past and I seen the ambulance and I didn't see it happen but I seen the after.
- I saw someone get hit by a big truck. ("This was when Gage was killed" - teacher comment)
- The cars zoom by where I walk to school.
- One day when I was talking to my mom and then we called my grandpa to help fix the garage and when he was coming I was playing with my dog and I throw the ball it to the road and my dog when to get it and got hit by my grandpa's car on Oak View Street.

Faculty Comments

- Student George Sealander hit and killed on skateboard in crosswalk in front of Safeway
- Melissa Sweet's mom hit on the corner of Hudson and Main on SR 99 in middle of the night 12 months ago
- Man preparing for 4th of July parade hit and killed near there (SR 299 Shasta/Tamarack)
- Hudson Street Nick Dore got clipped on bicycle 6 years ago
- My personal kids had a close call with a car walking home on Tall Timber (no sidewalks on "main" route to get to school.
- My daughter nearly got hit by a car coming down Makinac St on the sidewalk by Chevron when a car coming from Main St East pulled into the gas station
- Several time we had cars turn in front of us (both from Mountain View/Safeway) when using the crosswalk between Speedway and Chevron (East side of Main/Mtn View intersection)
- The library needs a bike rack :)
- Much could be improved on the streets. However, the humans also need improvement. Teenage drivers at lunch time and before and after school are a problem. They are new drivers- sometimes distracted and present a hazard. A child was killed on 299 under the back wheels of a delivery truck in the crosswalk at Marquette. As I understand it, the child was on a skateboard and thought he could beat the truck. the driver never saw him and was traumatized. Another problem is that the kids who die on the road here are venerated, rather than used as an example of tragic poor judgement. Let's teach kids responsibility.

Q1 Which project are you interested in providing feedback on? (Choose One):

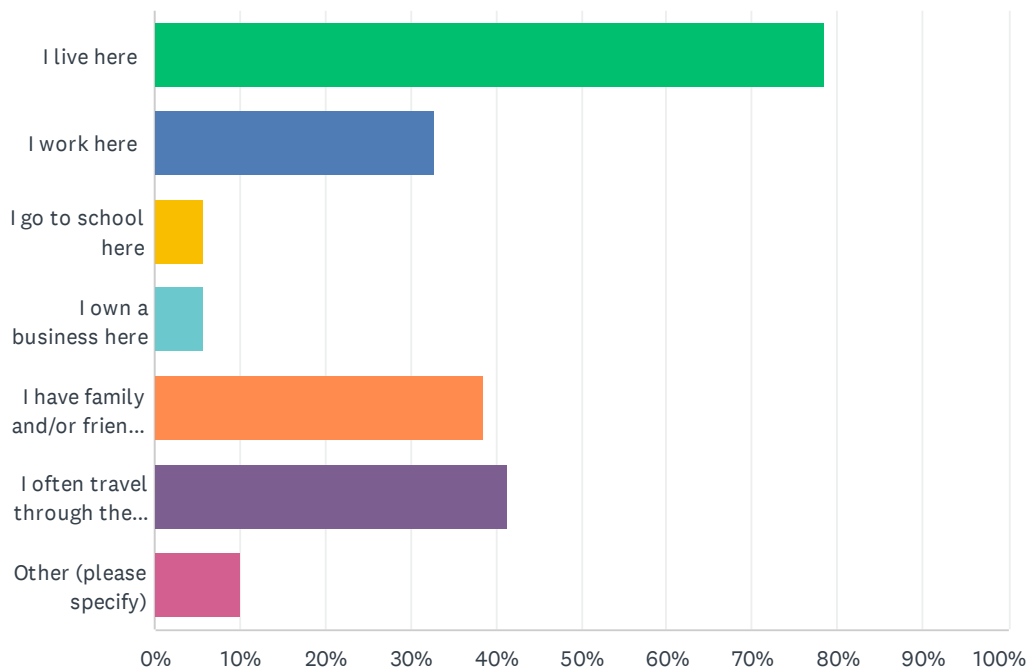
Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network	55.71%	39
City of Redding Butte Street Boogie	17.14%	12
City of Redding Hilltop Drive	8.57%	6
City of Redding Victor Extension	7.14%	5
City of Redding North Redding Active Transportation Trunk Line (NRATTL)	11.43%	8
TOTAL		70

Q2 What brings you to the project's community area? (Check all that apply)

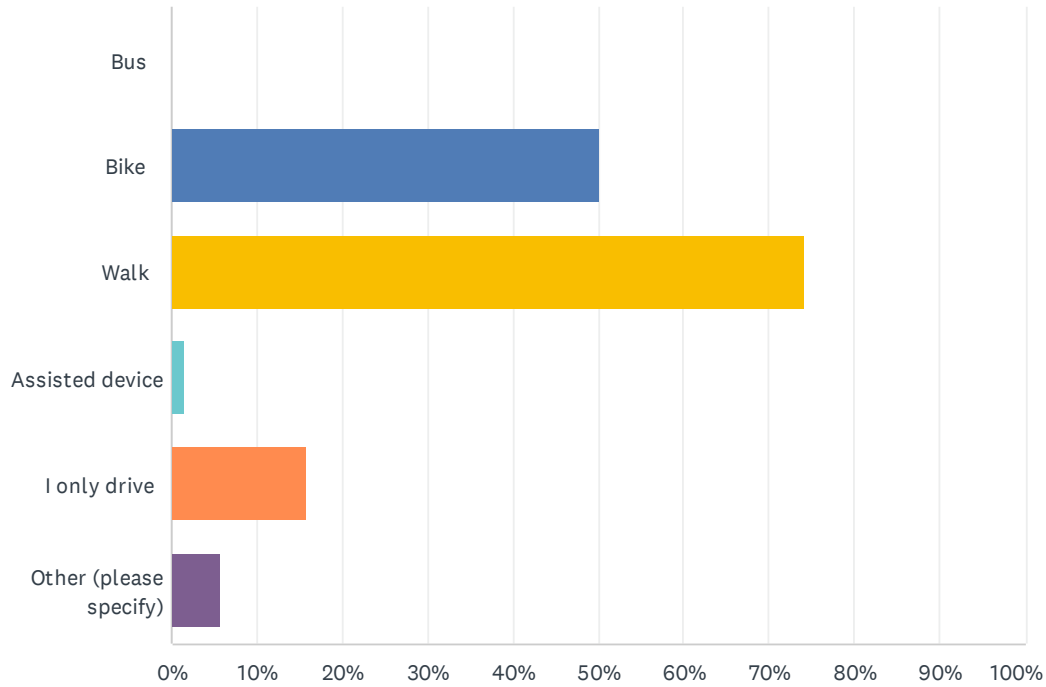
Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live here	78.57%	55
I work here	32.86%	23
I go to school here	5.71%	4
I own a business here	5.71%	4
I have family and/or friends here	38.57%	27
I often travel through the area on the way to/from other destinations.	41.43%	29
Other (please specify)	10.00%	7
Total Respondents: 70		

Q3 Aside from driving, how do you get around the community? (Check all that apply)

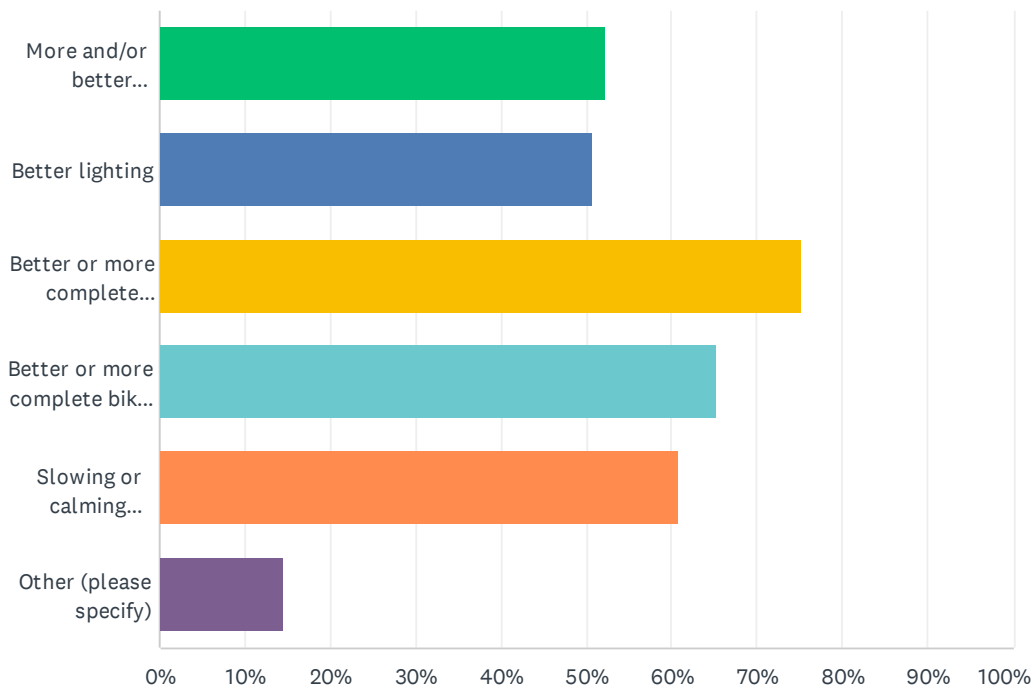
Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Bus	0.00%	0
Bike	50.00%	35
Walk	74.29%	52
Assisted device	1.43%	1
I only drive	15.71%	11
Other (please specify)	5.71%	4
Total Respondents: 70		

Q4 What would encourage you to walk or bike more to your destinations? (Check all that apply)

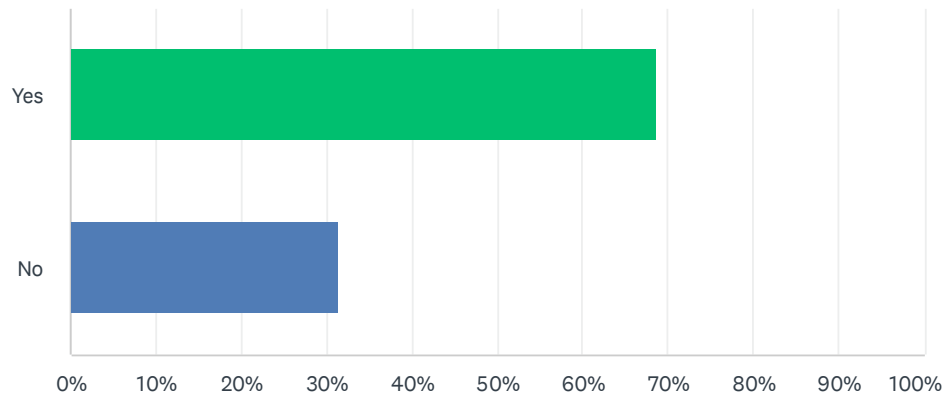
Answered: 69 Skipped: 1



ANSWER CHOICES	RESPONSES	
More and/or better crosswalks	52.17%	36
Better lighting	50.72%	35
Better or more complete sidewalks	75.36%	52
Better or more complete bike lanes	65.22%	45
Slowing or calming cars/vehicle traffic	60.87%	42
Other (please specify)	14.49%	10
Total Respondents: 69		

Q5 Do you currently walk or bike in the project area?

Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	68.57%	48
No	31.43%	22
TOTAL		70

Q6 Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Answered: 40 Skipped: 30

Q7 Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Answered: 51 Skipped: 19

Q8 Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

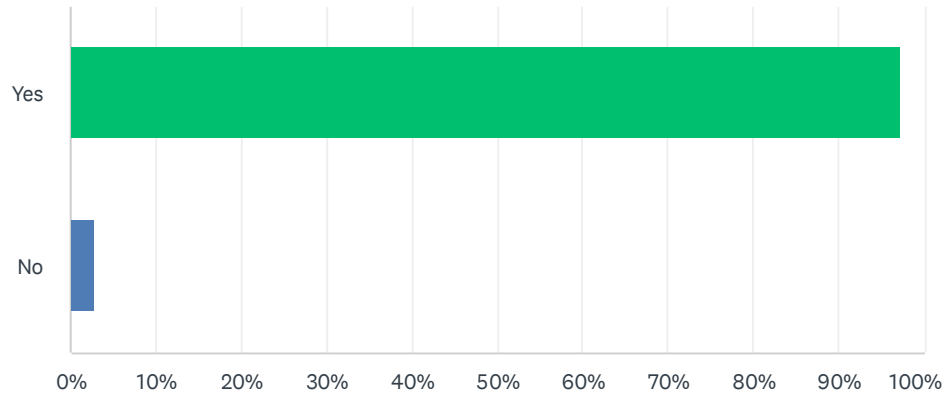
Answered: 32 Skipped: 38

Q9 Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Answered: 36 Skipped: 34

Q10 Do you support new sidewalks or paths in the community?

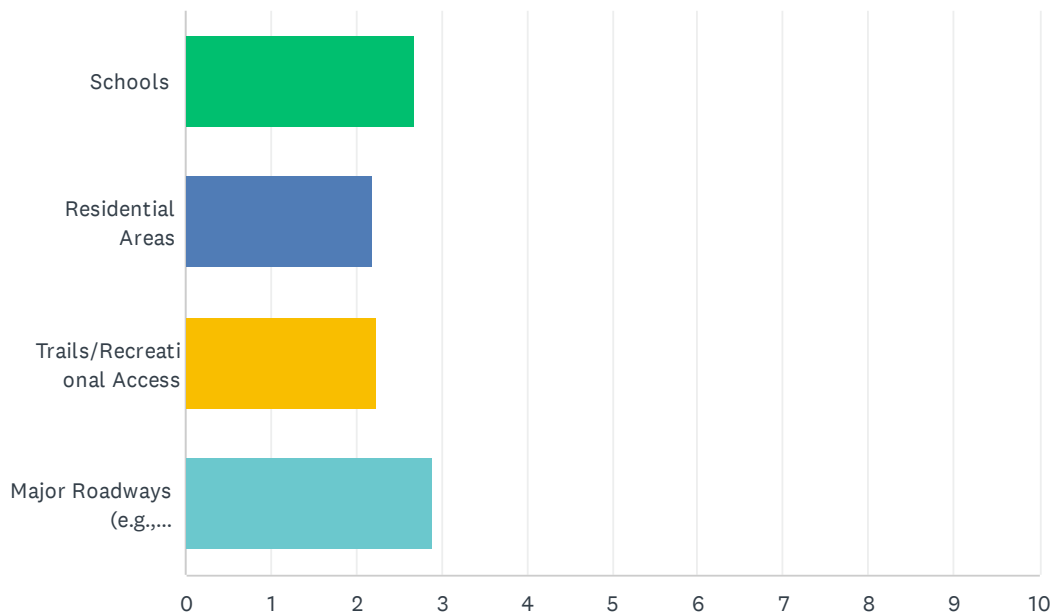
Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	97.14%	68
No	2.86%	2
TOTAL		70

Q11 Rank where do you see the greatest need for crossing improvements in the community?

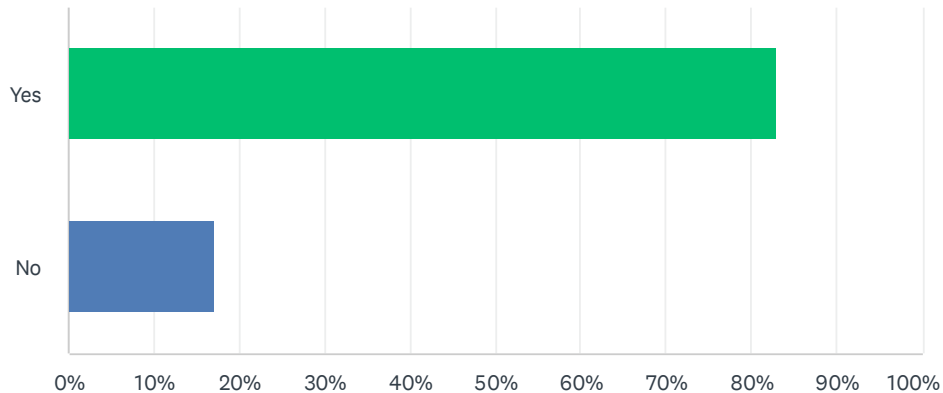
Answered: 69 Skipped: 1



	1	2	3	4	TOTAL	SCORE
Schools	30.51% 18	20.34% 12	35.59% 21	13.56% 8	59	2.68
Residential Areas	11.48% 7	24.59% 15	36.07% 22	27.87% 17	61	2.20
Trails/Recreational Access	20.97% 13	22.58% 14	16.13% 10	40.32% 25	62	2.24
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	38.24% 26	30.88% 21	13.24% 9	17.65% 12	68	2.90

Q12 Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	82.86%	58
No	17.14%	12
TOTAL		70

Q13 Where do you see the greatest need for bike connections in the community?

Answered: 45 Skipped: 25

Q14 Do you have any additional comments or feedback for this project?

Answered: 29 Skipped: 41

APPENDIX B

Butte Street Boogie Concept Design

H:\262605 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design\Xref\XREF-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:43pm - dbowers Layout Tab: Overview



Overview of Figures
Redding, CA

Figure
1.1

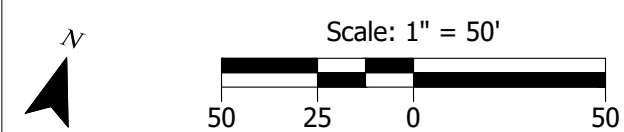
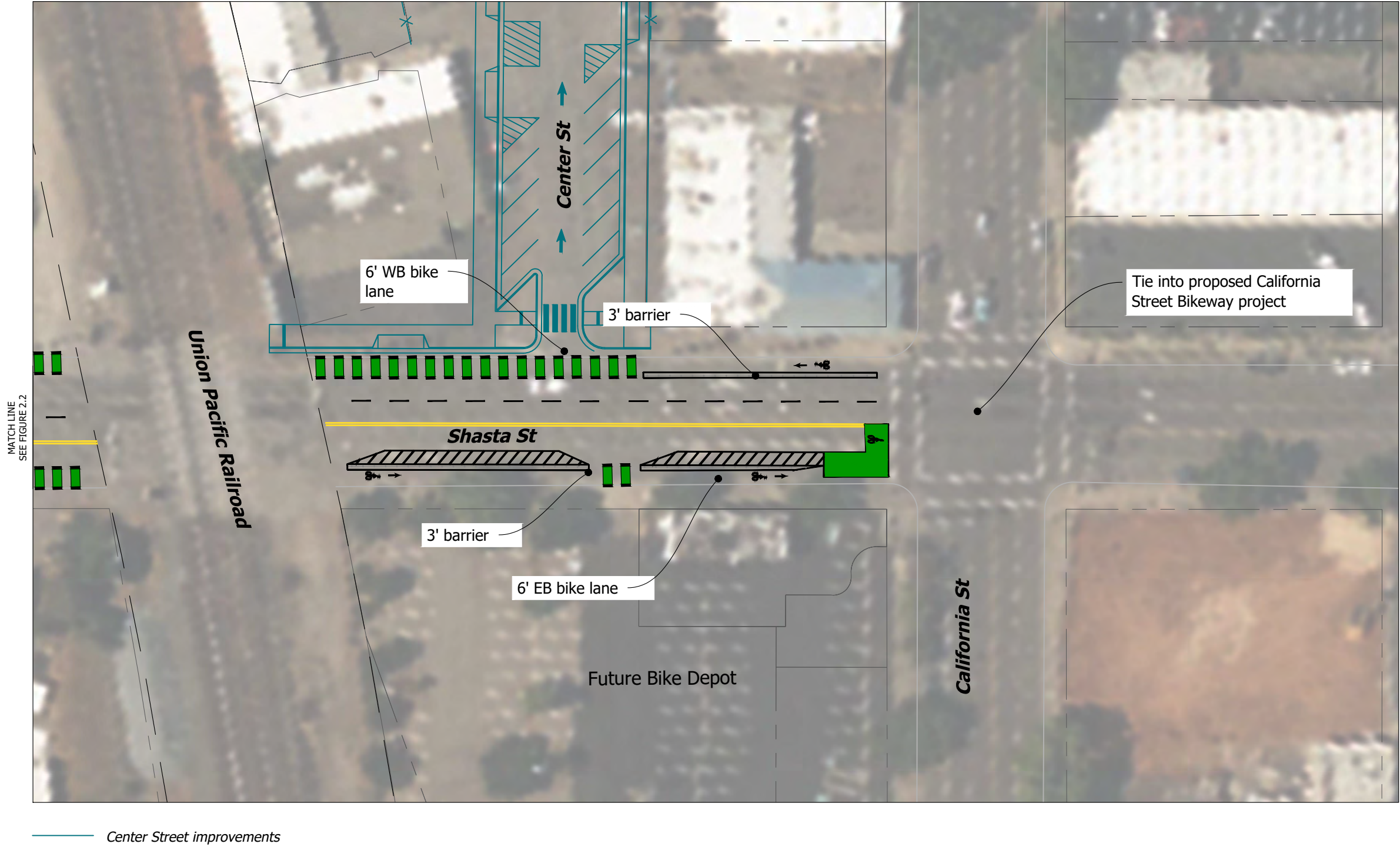


— — — — — ROW*

**Right of Way lines are based on parcel data from City of Redding and have not been verified through survey. It's possible that actual parcel lines differ from those shown in this figure.*

Multi-Use Path Overview
Redding, CA

Figure
1.2

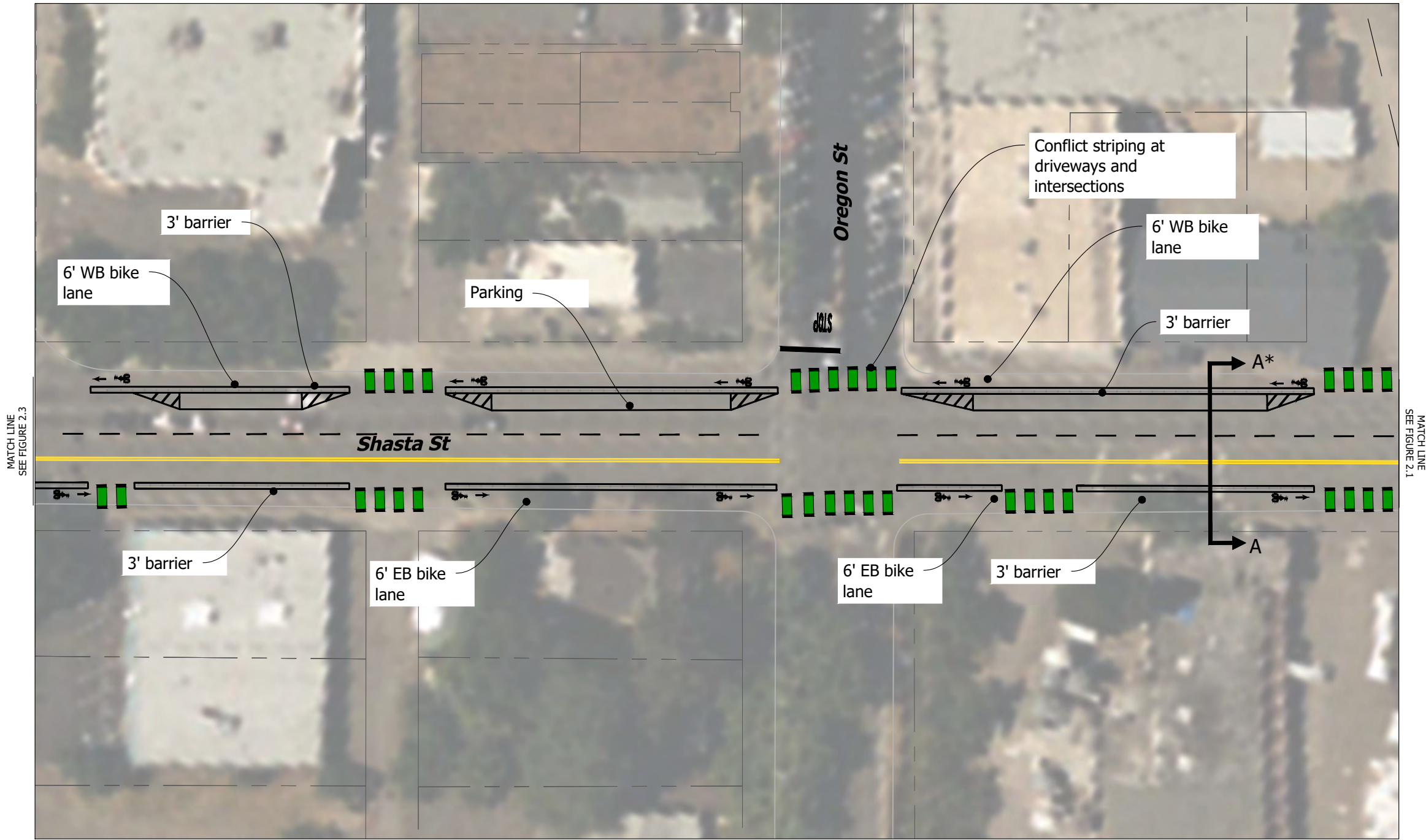


--- ROW*
*Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.

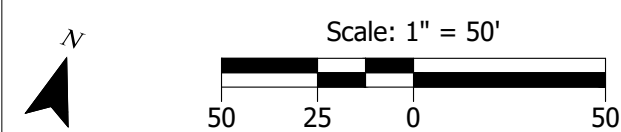
Note
Proposed white pavement markings are shown in black for clarity.

Shasta Street Separated Bike Lanes
Redding, CA

Figure
2.1



* See Figure 6.1 for cross-section.

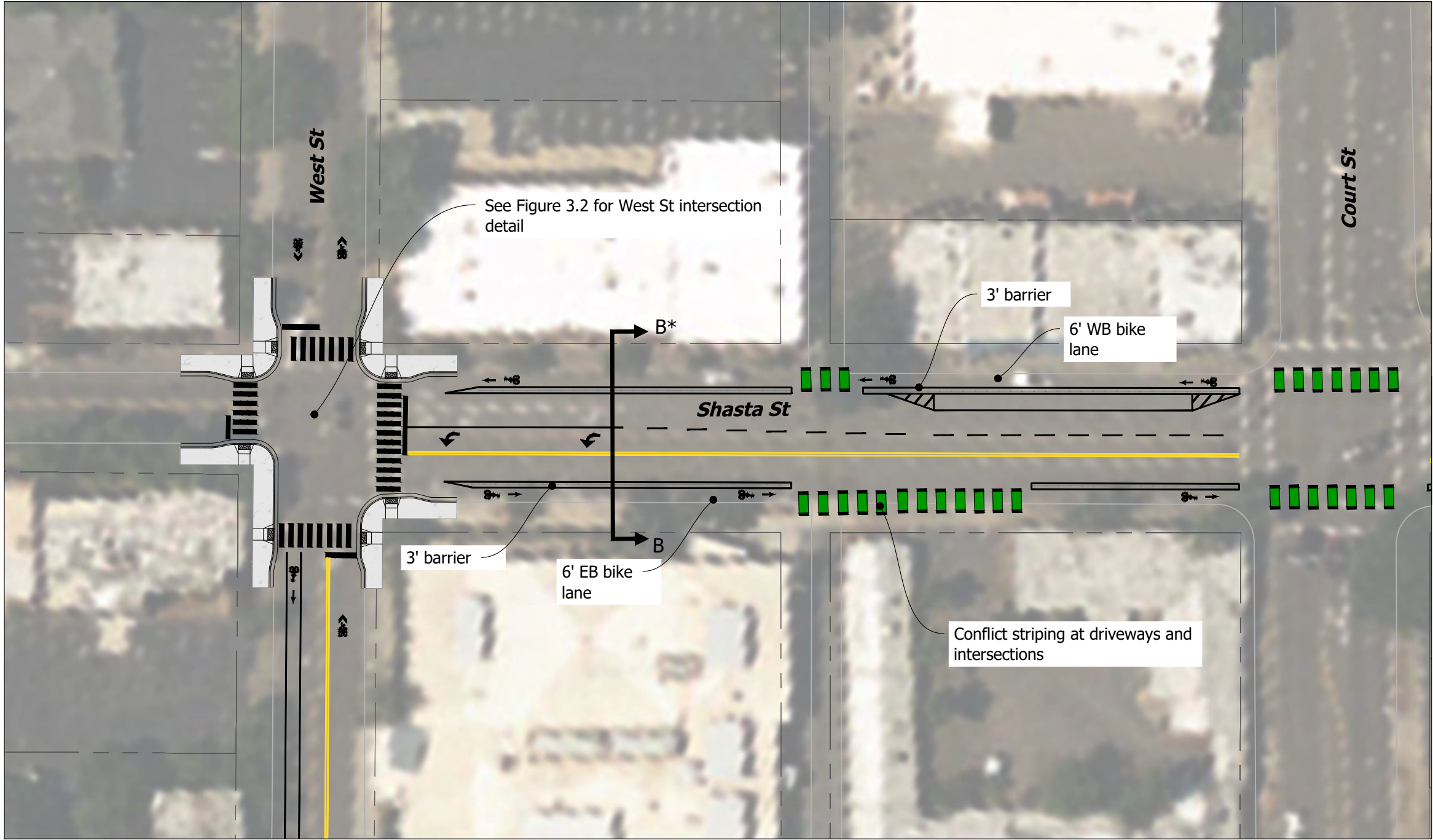


--- ROW*
*Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.

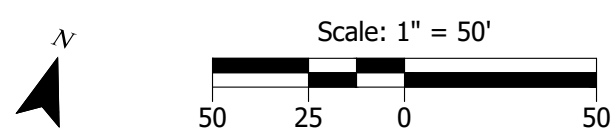
Note
Proposed white pavement markings are shown in black for clarity.

Shasta Street Separated Bike Lanes
Redding, CA

Figure
2.2



* See Figure 6.1 for cross-section.



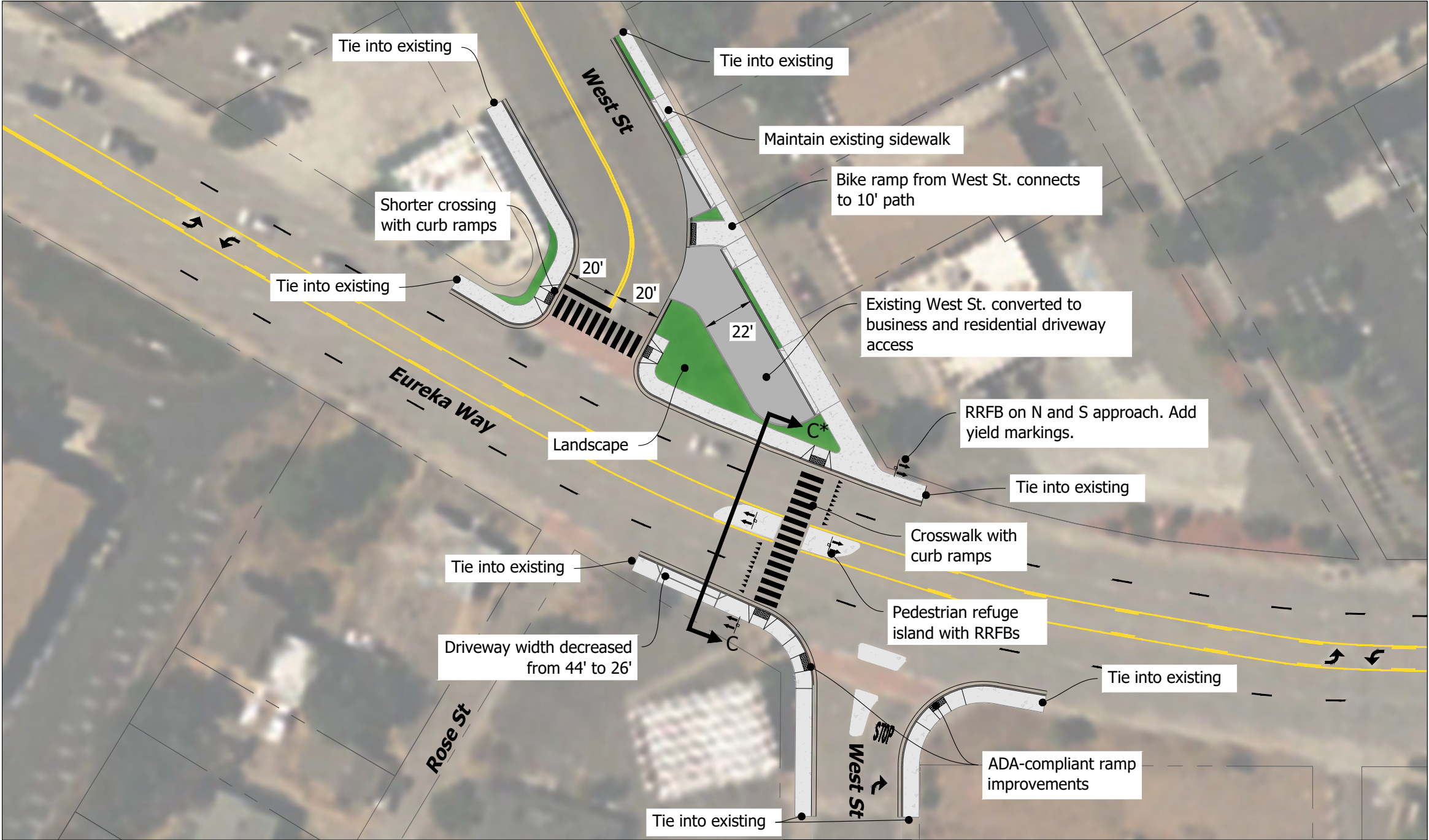
--- ROW*

*Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.

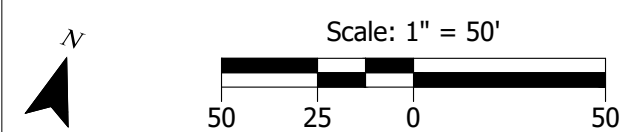
Note
Proposed white pavement markings are shown in black for clarity.

Shasta Street Separated Bike Lanes
Redding, CA

Figure
2.3



* See Figure 6.2 for cross-section.



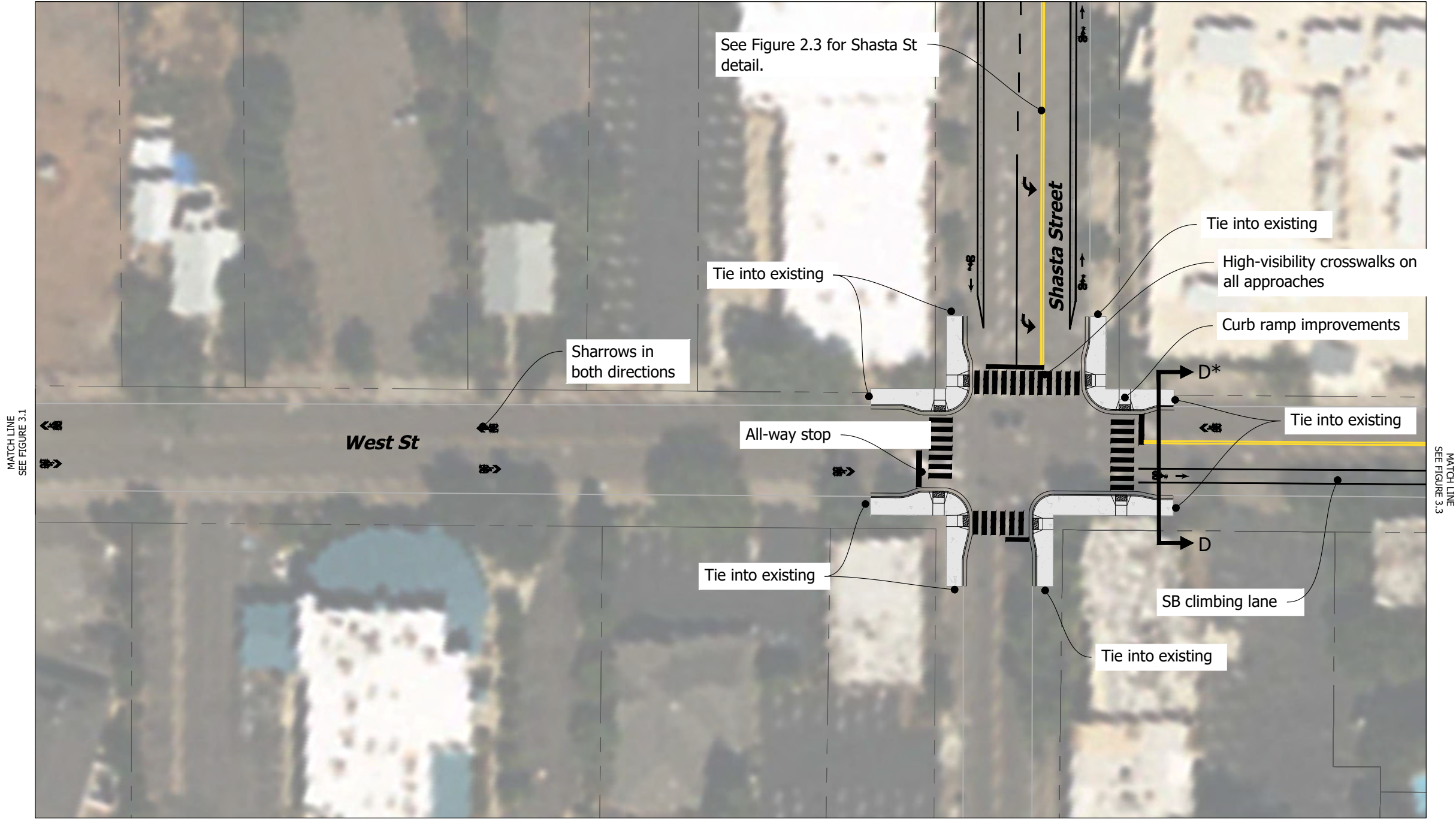
— — — — — ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

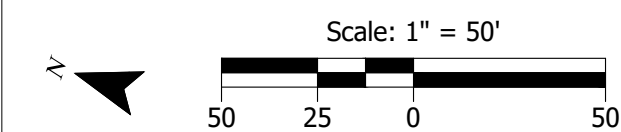
Note
Proposed white pavement markings are shown in black for clarity.

**West Street and Eureka Way Intersection Improvements
Redding, CA**

**Figure
3.1**



* See Figure 6.3 for cross-section.



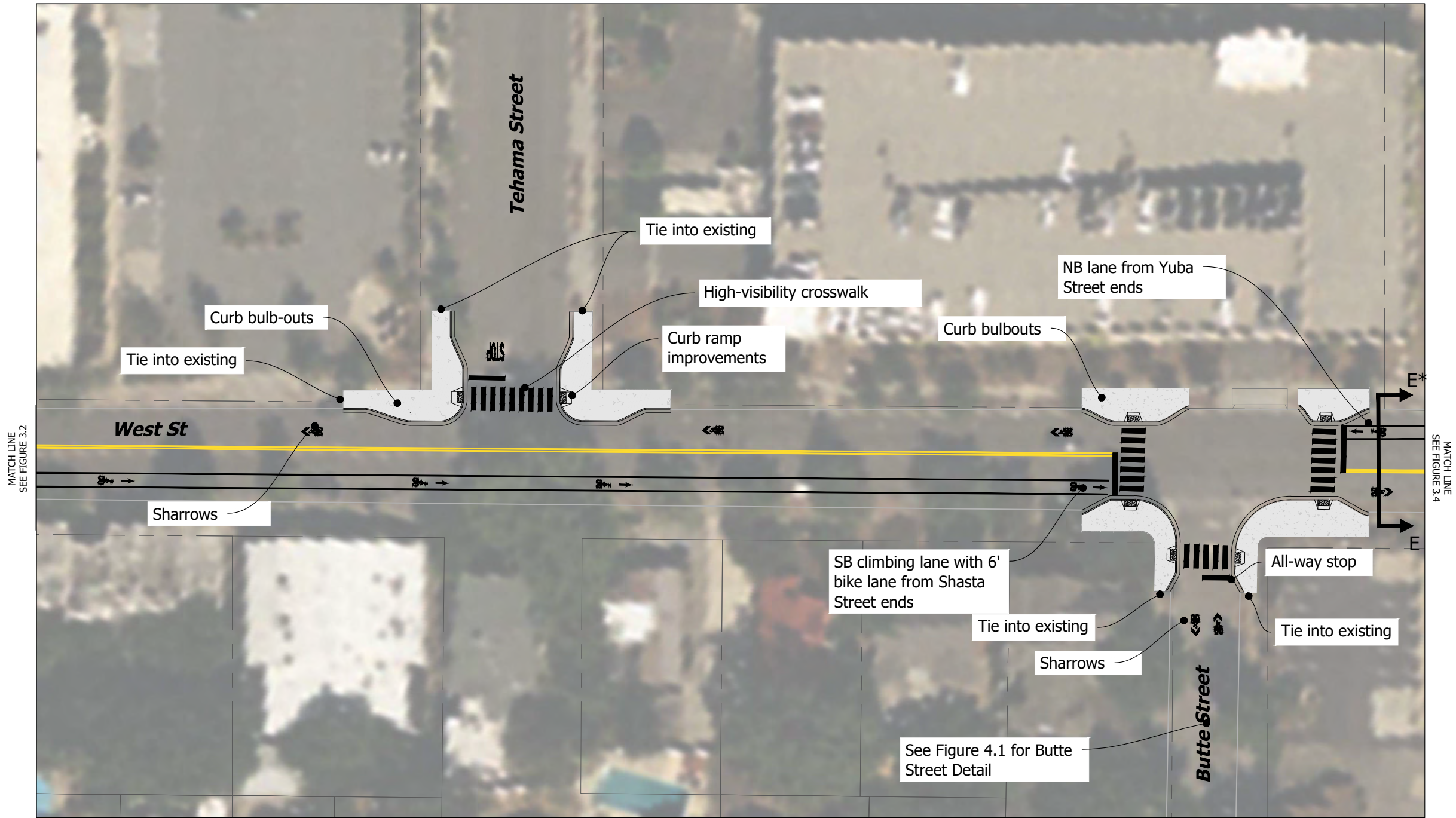
— — — — — ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

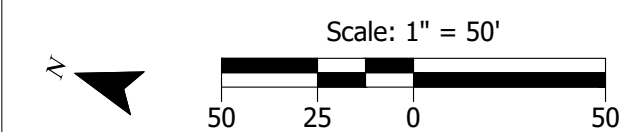
Note
Proposed white pavement markings are shown in black for clarity.

West Street Bike Route
Redding, CA

Figure
3.2



* See Figure 6.3 for cross-section.



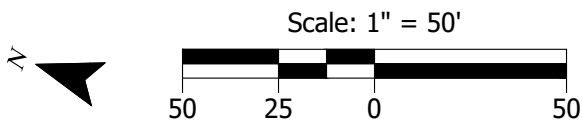
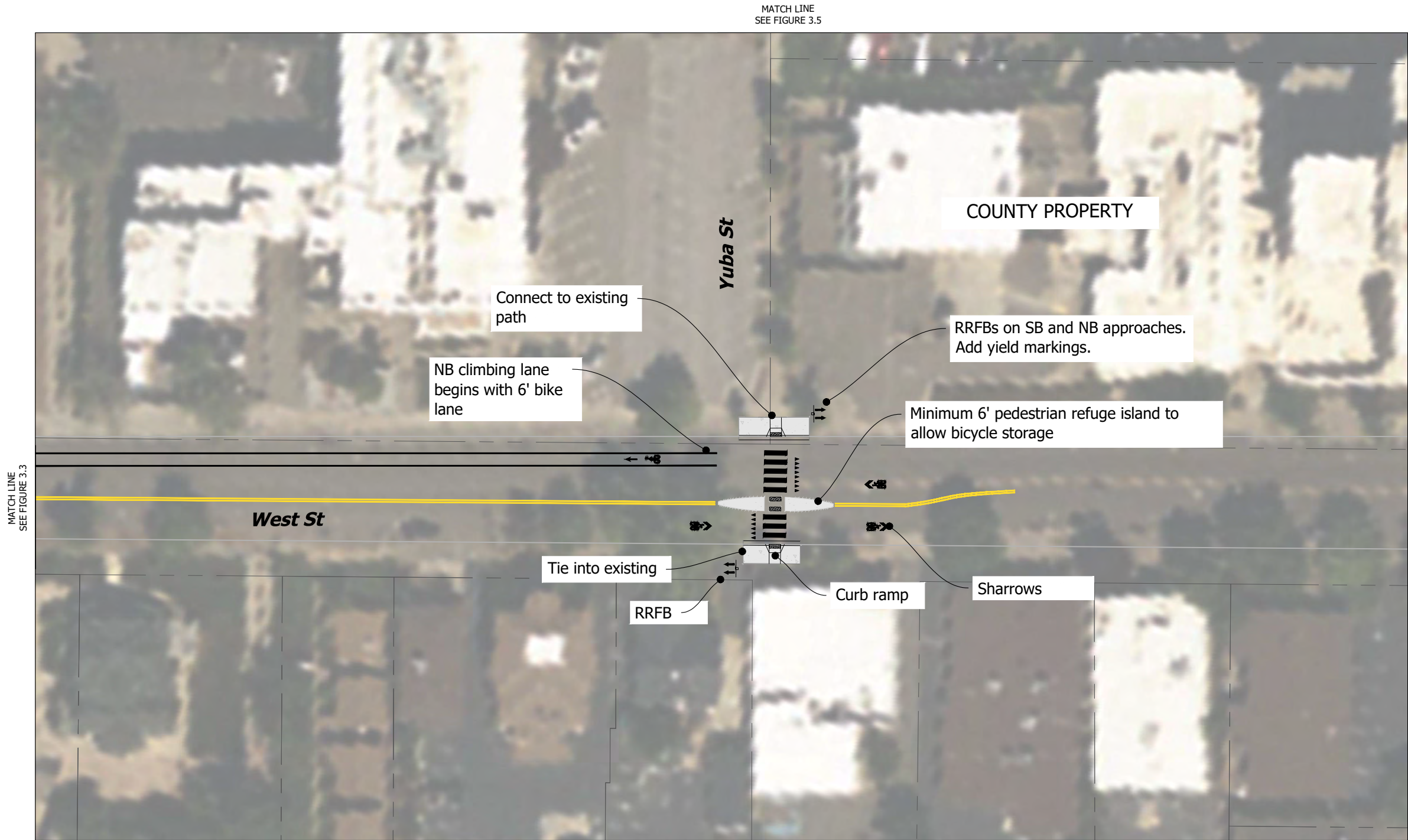
— — — — — ROW*
 *Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.

Note
 Proposed white pavement markings are shown in black for clarity.

West Street Bike Route
 Redding, CA

Figure
 3.3

H:\262605 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design\Xref\YR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:44pm - dbowers Layout Tab: 3.4



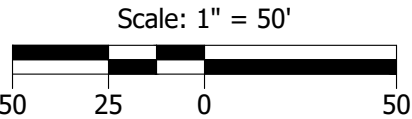
— — — — — ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

West Street Bike Route
Redding, CA

Figure
3.4



— — — — — ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Butte Street Bike Route
Redding, CA

Figure
4.1

H:\262605 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design\Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:45pm - dbowers Layout Tab: 4.2



Scale: 1" = 50'



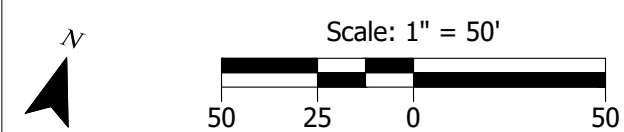
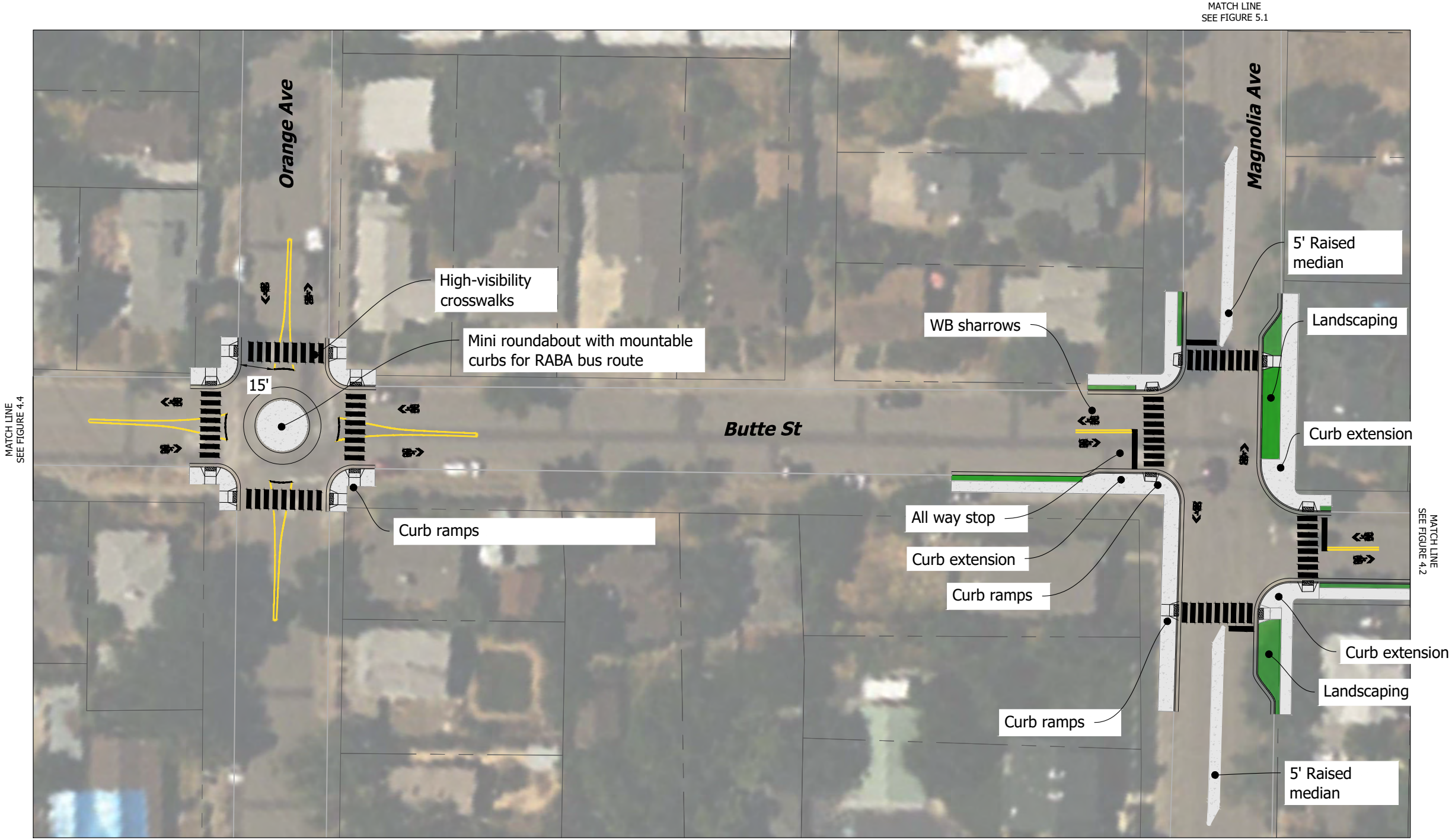
--- ROW*

*Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.

Note
Proposed white pavement markings are shown in black for clarity.

Butte Street and Willis Street
Redding, CA

Figure
4.2

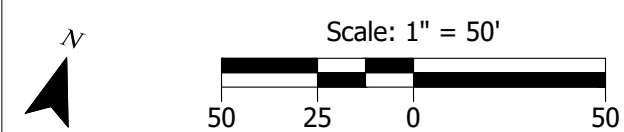


--- ROW*
**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Butte Street Bike Route
Redding, CA

Figure
4.3



--- ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

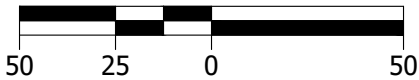
Butte Street Bike Route
Redding, CA

Figure
4.4

H:\262605 - SRPA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design\Xref\XREF-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:45pm - dbowers Layout Tab: 4.5



Scale: 1" = 50'



--- ROW*

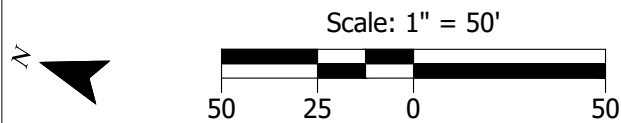
**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Butte Street Bike Route
Redding, CA

Figure
4.5

H:\2626005 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design\Xref\YR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:45pm - dbowers Layout Tab: 5.1



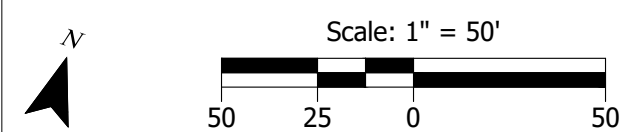
— — — — — ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Shasta St to Butte St Connection
Redding, CA

Figure
5.1



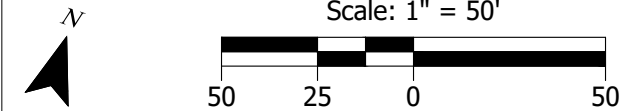
--- ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Shasta Street Bike Route
Redding, CA

Figure
5.2



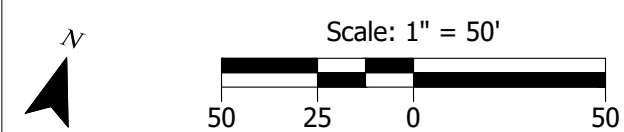
— — — — — ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Shasta Street Bike Route
Redding, CA

Figure
5.3



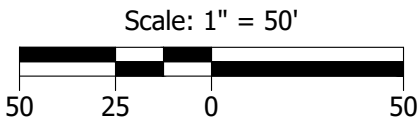
--- ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Shasta Street Bike Route
Redding, CA

Figure
5.5



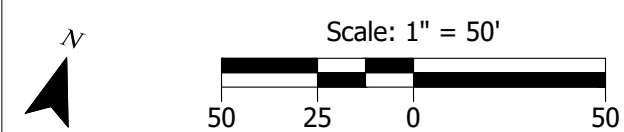
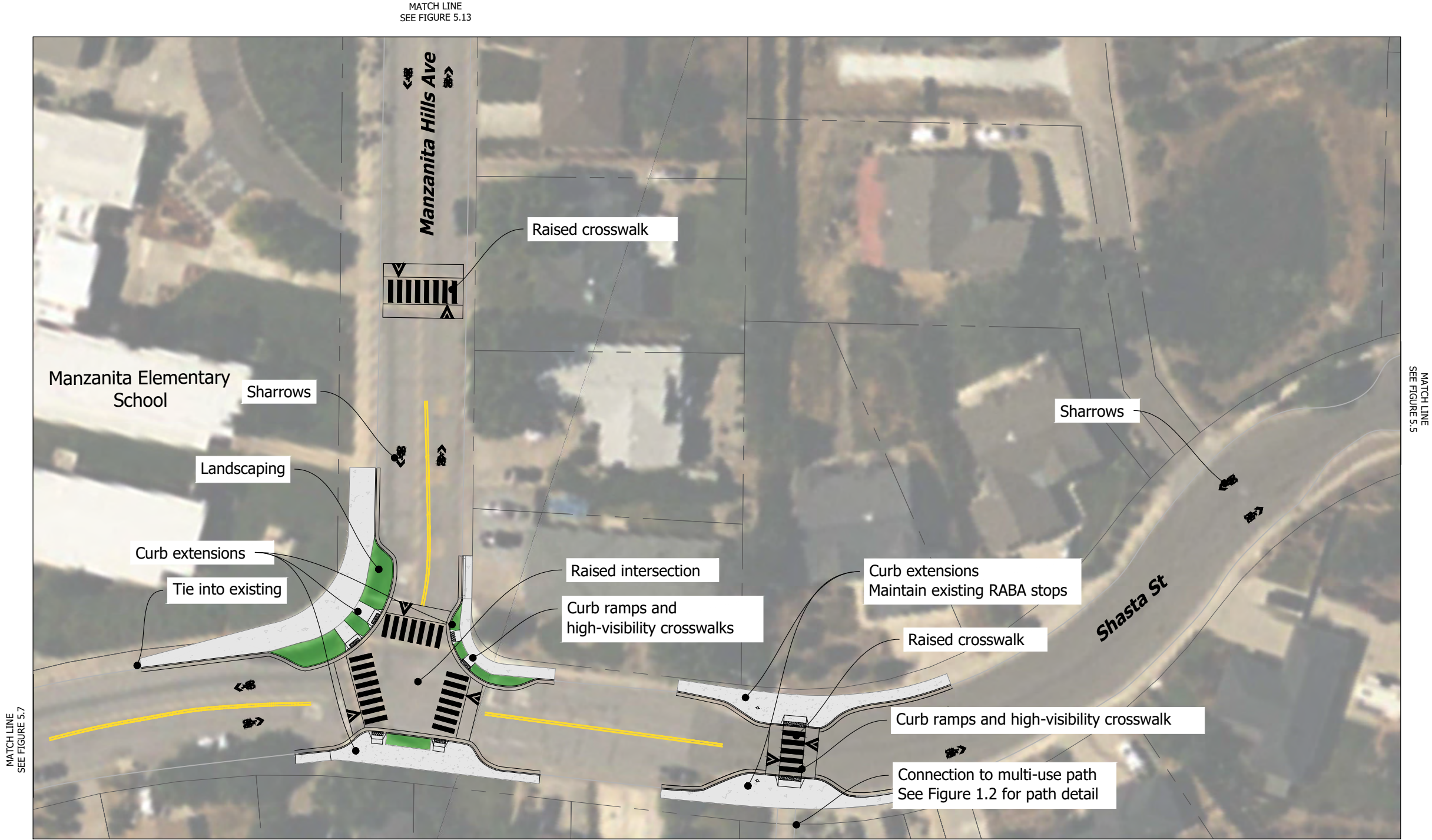
--- ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Shasta Street Bike Route
Redding, CA

Figure
5.5



— — — — — ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Shasta St Bike Route
Redding, CA

Figure
5.6



MATCH LINE
SEE FIGURE 5.8

MATCH LINE
SEE FIGURE 5.6



Scale: 1" = 50'



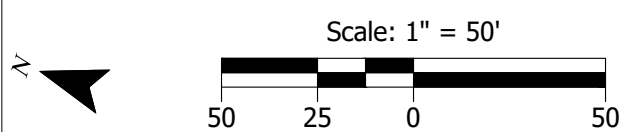
--- ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Shasta St/ Pleasant St Bike Route
Redding, CA

Figure
5.7

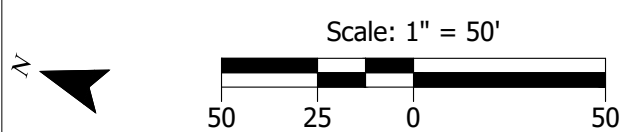


— — — — — ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Shasta Street/ Pleasant Street Bike Route
Redding, CA

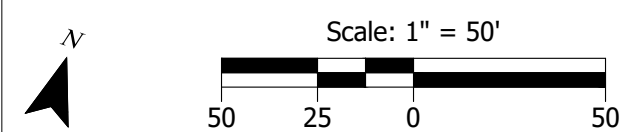


--- ROW*
*Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.

Note
Proposed white pavement markings are shown in black for clarity.

Pleasant Street Bike Route
Redding, CA

Figure
5.9



— — — — — ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

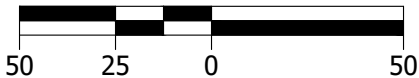
Note
Proposed white pavement markings are shown in black for clarity.

Placer Street Improvements
Redding, CA

Figure
5.10



Scale: 1" = 50'



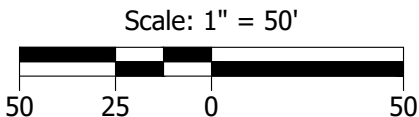
--- ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Placer Street Improvements
Redding, CA

Figure
5.11



— — — — — ROW*

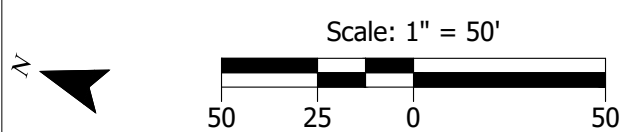
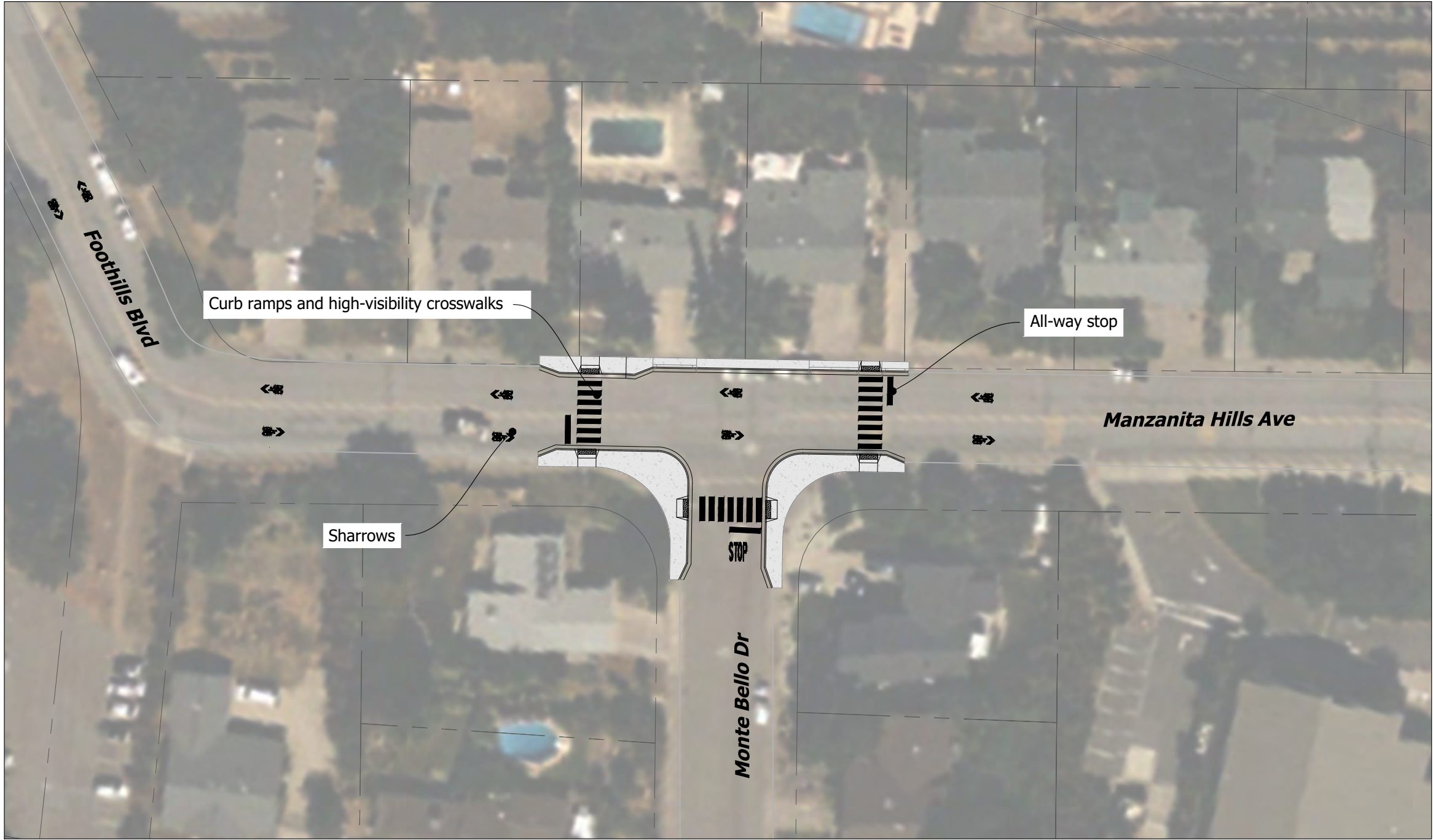
**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Placer Street Improvements
Redding, CA

Figure
5.12

H:\262605 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design\Xref\YR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:47pm - dbowers Layout Tab: 5.13

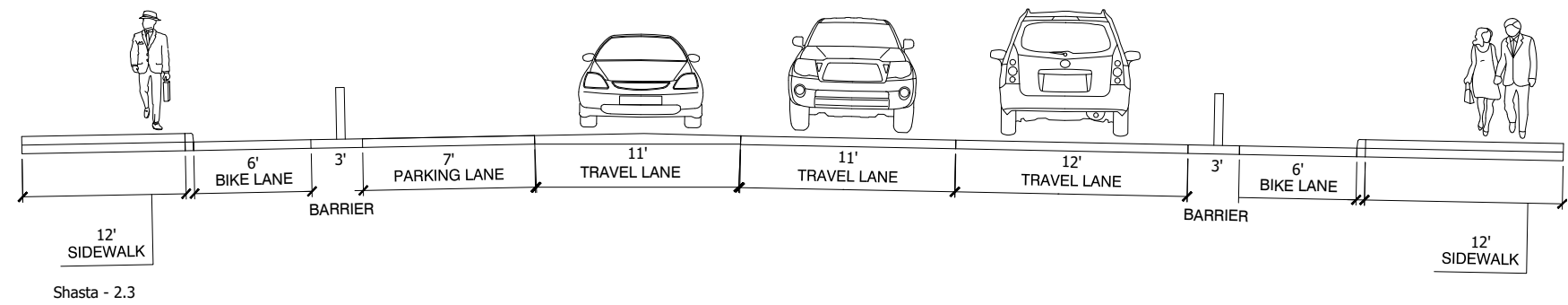


--- ROW*
*Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.

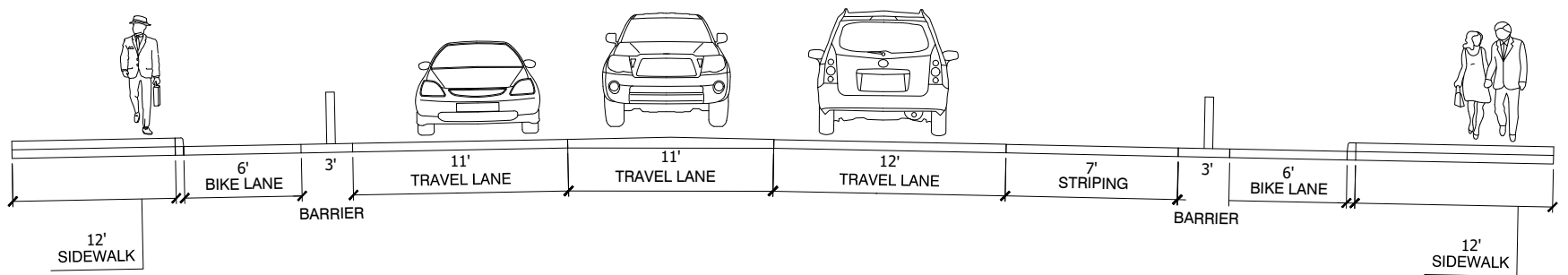
Note
Proposed white pavement markings are shown in black for clarity.

Manzanita Hills Avenue Improvements
Redding, CA

Figure
5.13

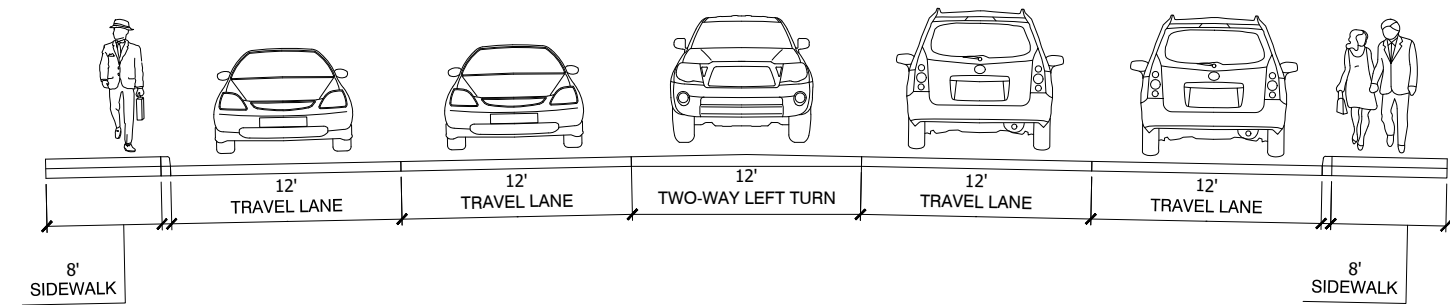


Section A
Shasta Street Proposed - See Sheet 2.2

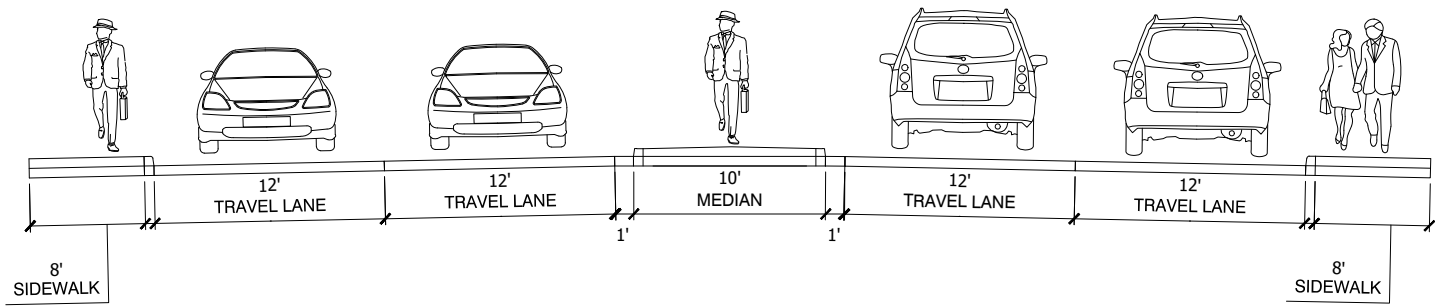


Section B
Shasta Street Proposed - See Sheet 2.3

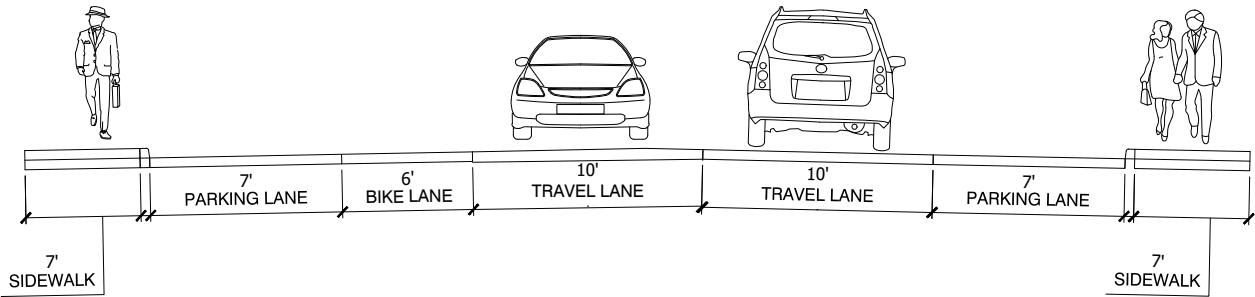
H:\262605 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design\Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:47pm - dbowers Layout Tab: 6.2



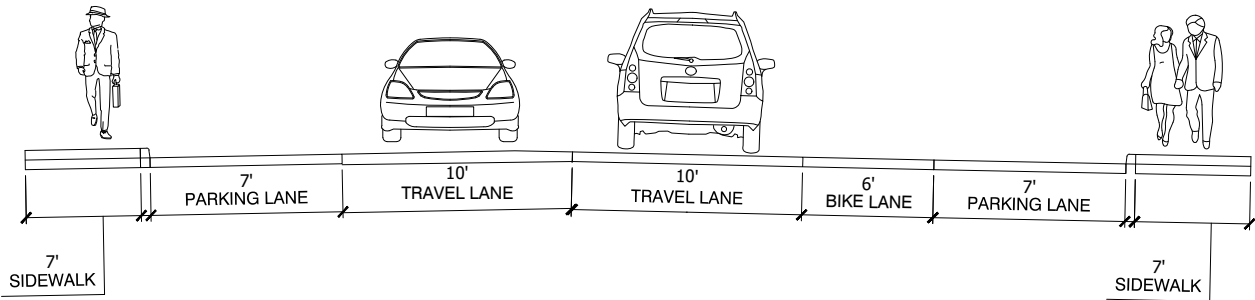
Section C - Eureka Way Existing
See Sheet 3.1



Section C - Eureka Way Proposed
See Sheet 3.1



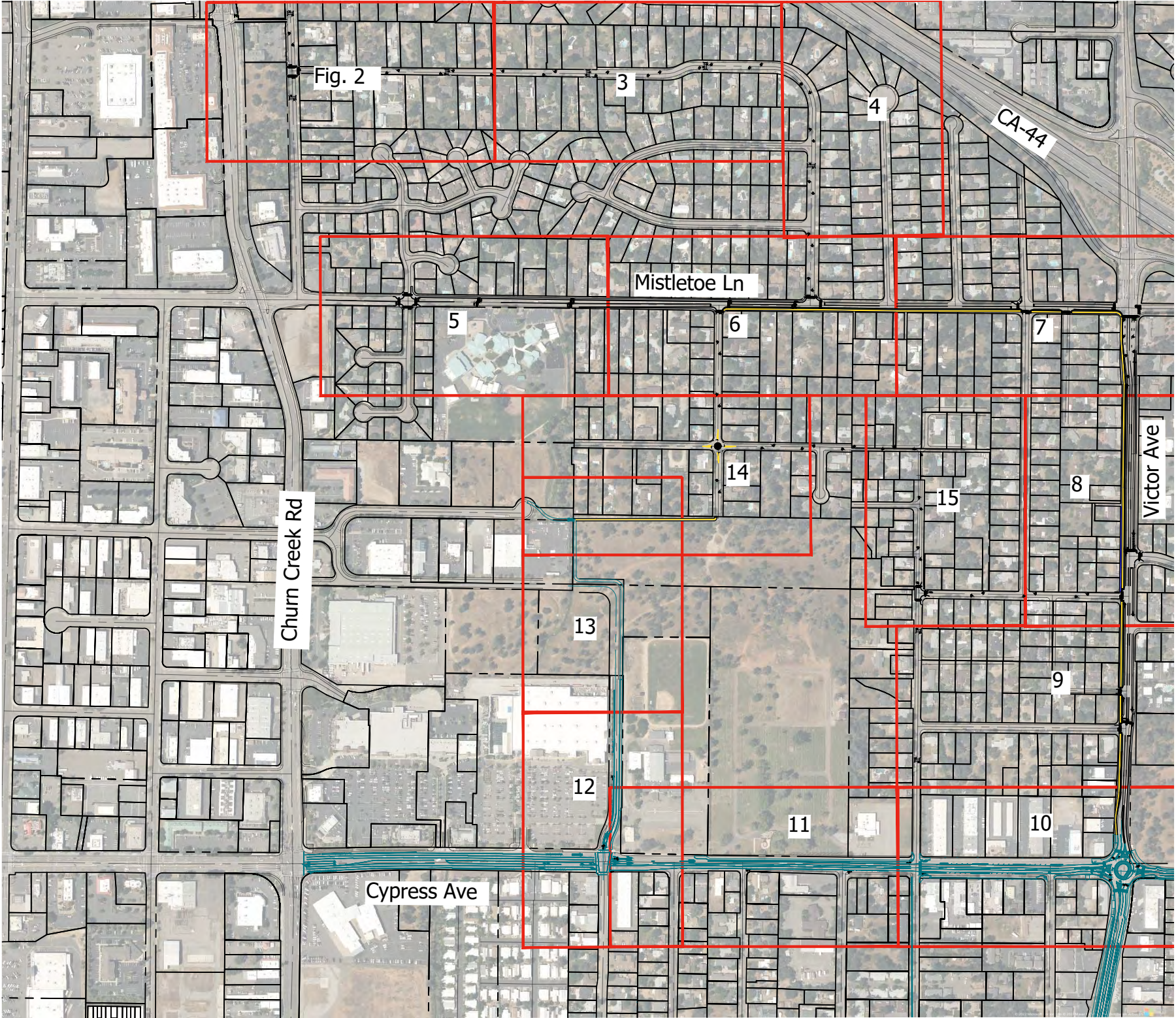
Section D - West Street Proposed
See Sheet 3.2



Section E - West Street Proposed
See Sheet 3.3

APPENDIX C

Victor Improvement Project Concept Design



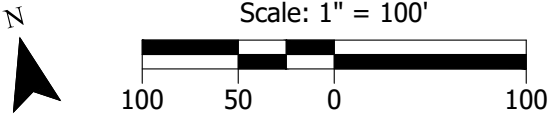
LEGEND
— - City of Redding Victor Avenue
and East Cypress Project (ATP Cycle 5
Funded)



NOT TO SCALE

Vicinity Map Key
Victor Improvement Project Concept
Redding, CA

Figure
1

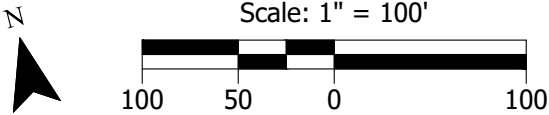


Victor Improvement Project Concept
Redding, CA

Figure
2

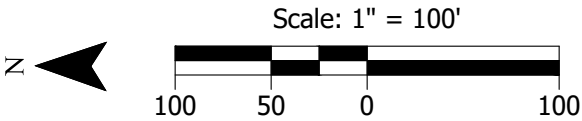


H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP_Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 3:36pm - dbowers Layout Tab: 4



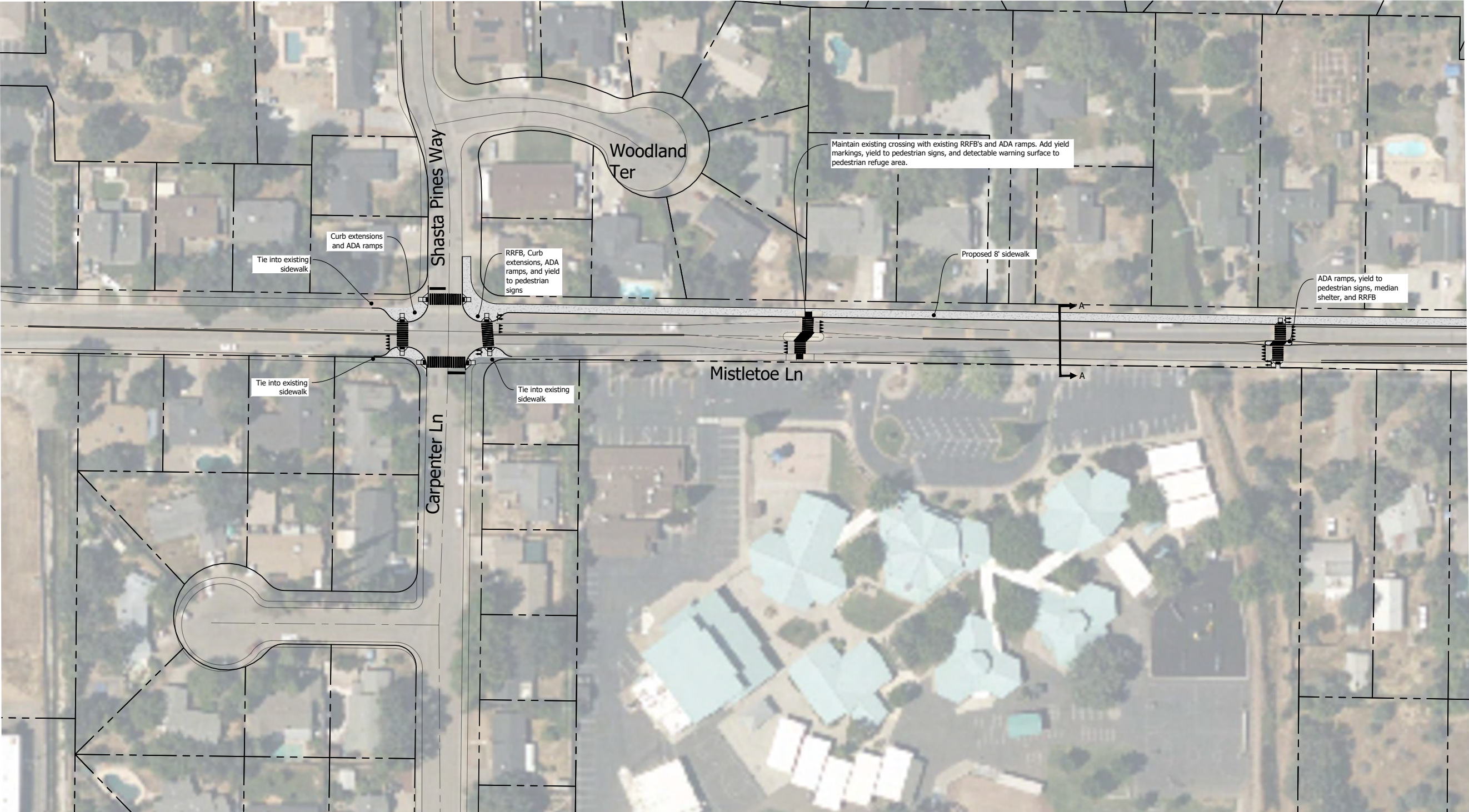
Victor Improvement Project Concept
Redding, CA

Figure
3



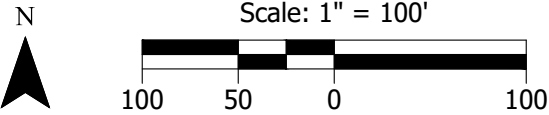
Victor Improvement Project Concept
Redding, CA

Figure
4



H:\2626205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 3:36pm - dbowers Layout Tab: 6

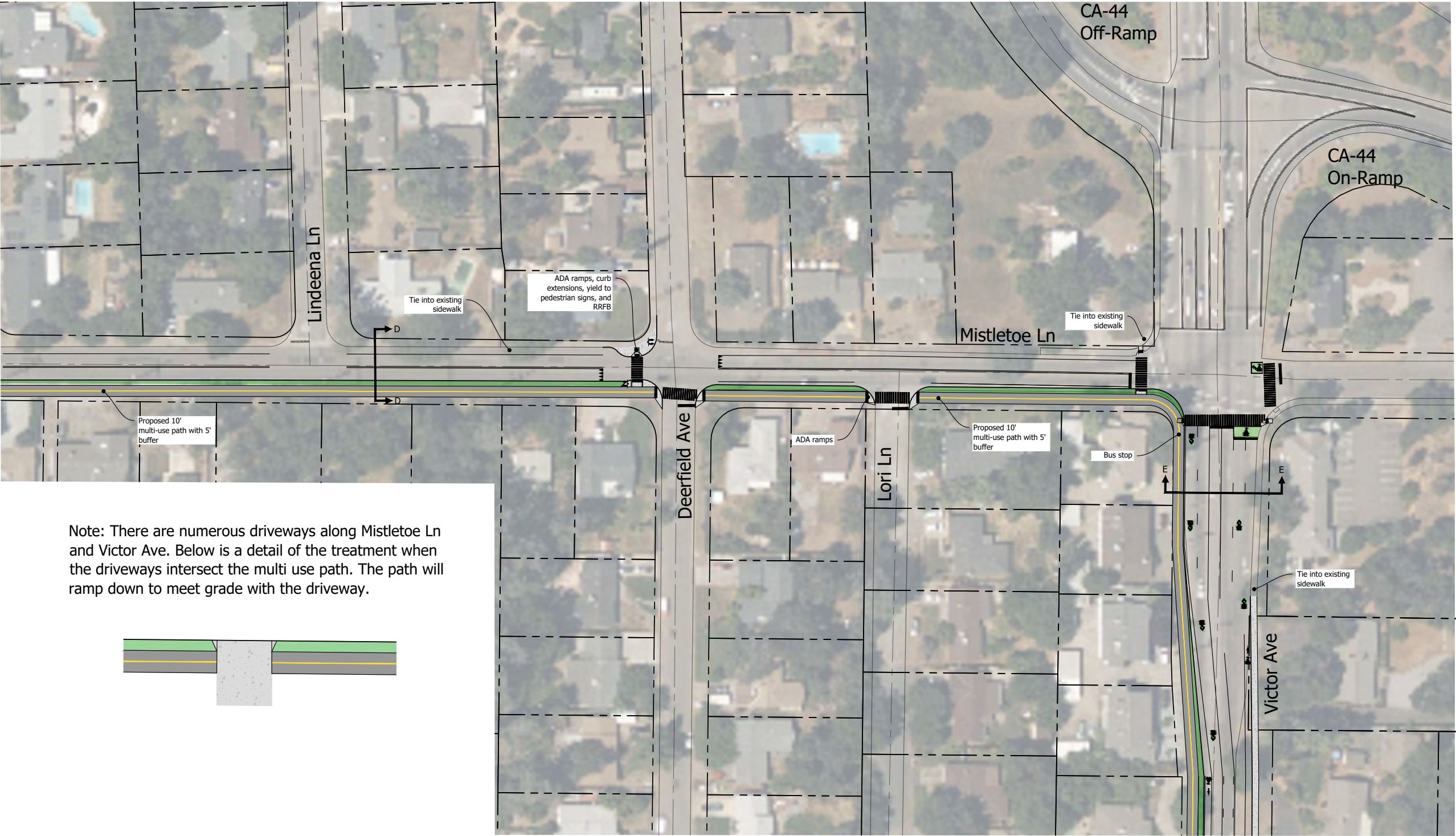
H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 7



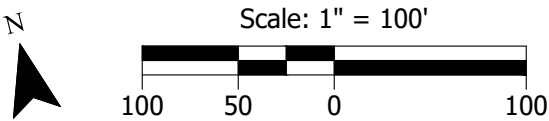
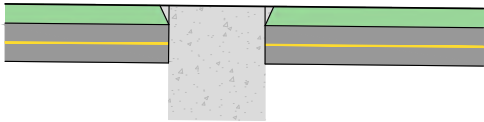
Victor Improvement Project Concept
Redding, CA

Figure
6

H:\2626205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 8

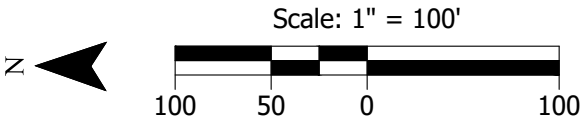


Note: There are numerous driveways along Mistletoe Ln and Victor Ave. Below is a detail of the treatment when the driveways intersect the multi use path. The path will ramp down to meet grade with the driveway.



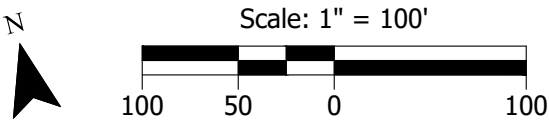
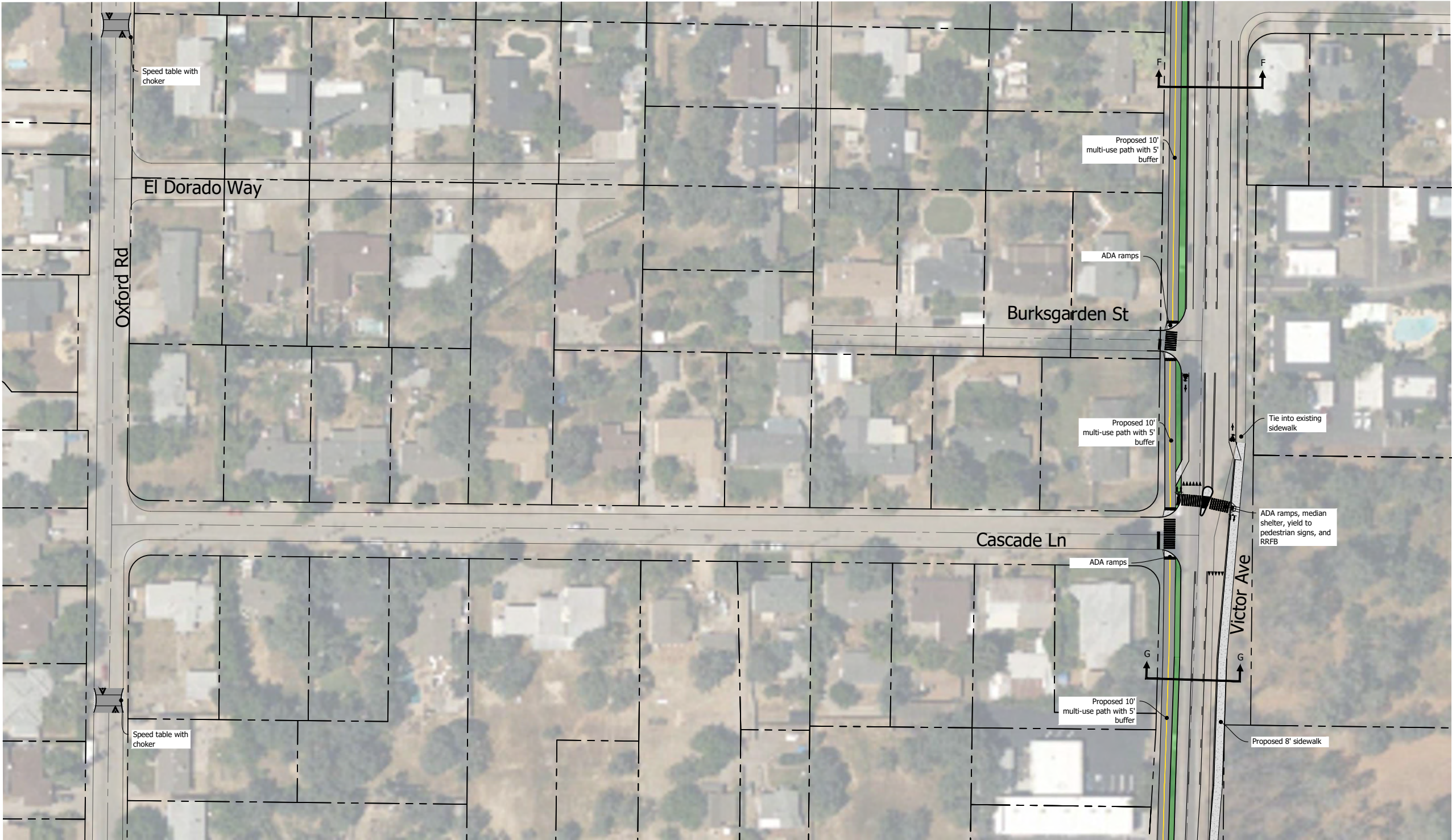
Victor Improvement Project Concept
Redding, CA

Figure
7



Victor Improvement Project Concept
Redding, CA

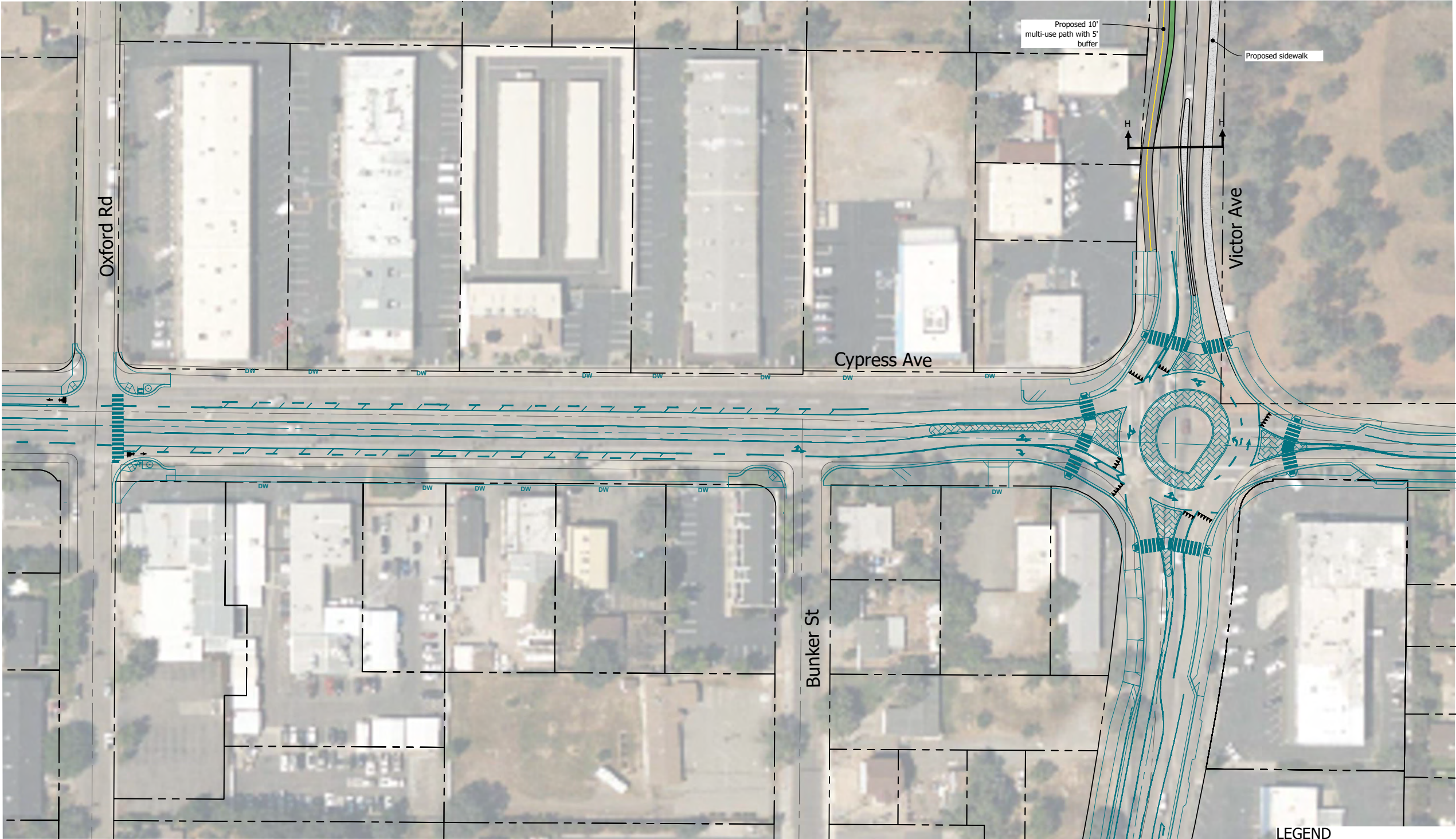
Figure
8



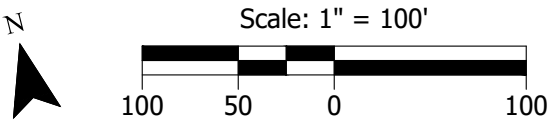
Victor Improvement Project Concept
Redding, CA

Figure
9

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 3:36pm - dbowers Layout Tab: 11



LEGEND
— - City of Redding Victor Avenue and East Cypress Project (ATP Cycle 5 Funded)

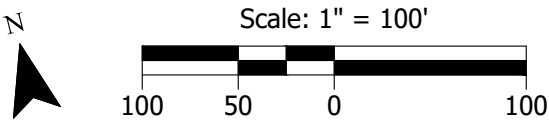


Victor Improvement Project Concept
Redding, CA

Figure
10

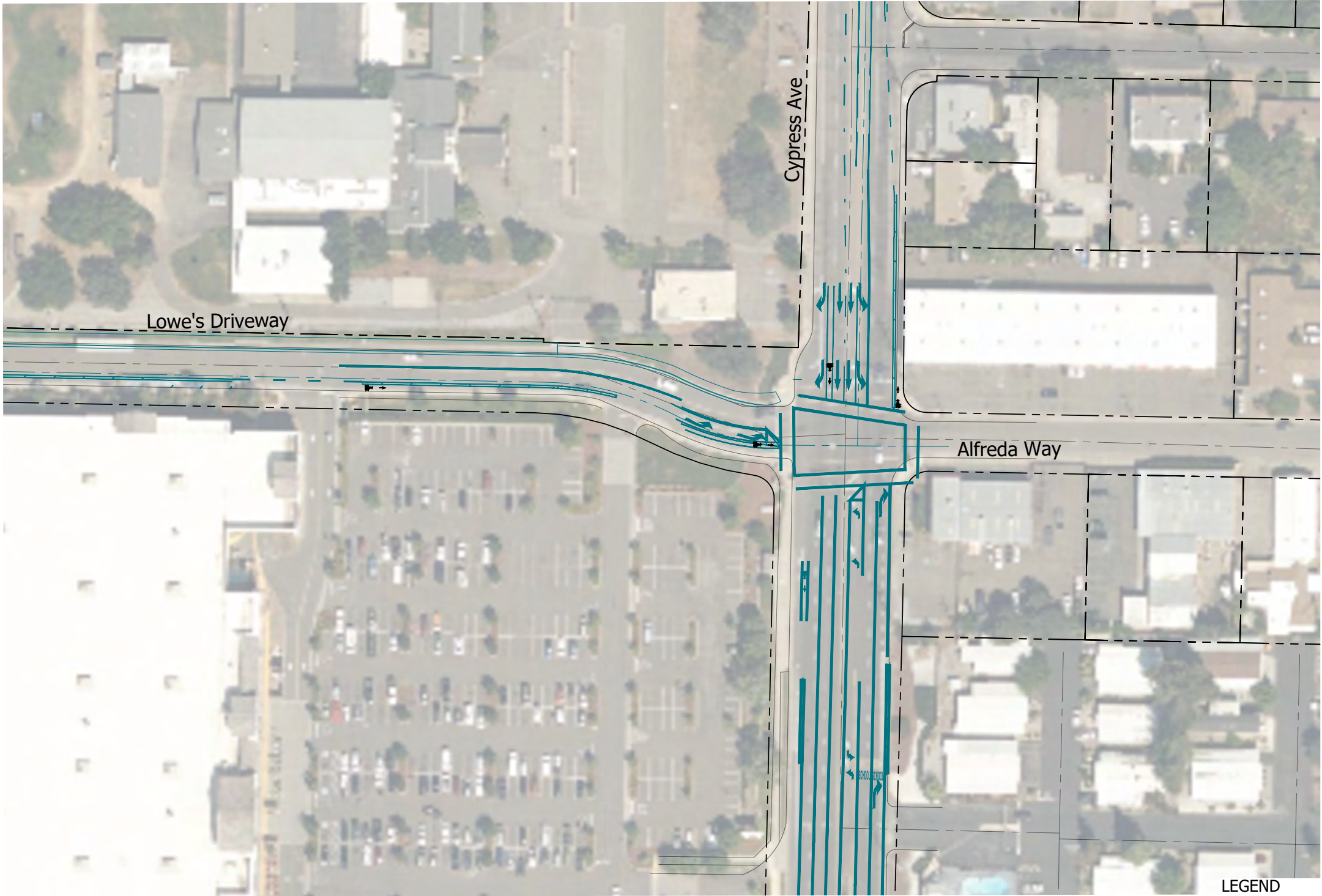


LEGEND
— - City of Redding Victor Avenue
and East Cypress Project (ATP Cycle 5
Funded)

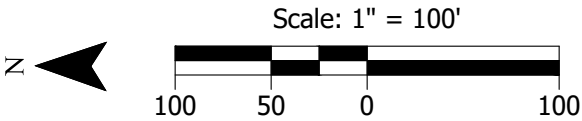


Victor Improvement Project Concept
Redding, CA

Figure
11



LEGEND
— - City of Redding Victor Avenue
and East Cypress Project (ATP Cycle 5
Funded)

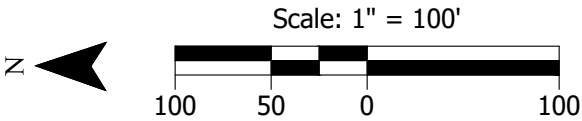


Victor Improvement Project Concept
Redding, CA

Figure
12



LEGEND
- City of Redding Victor Avenue and East Cypress Project (ATP Cycle 5 Funded)

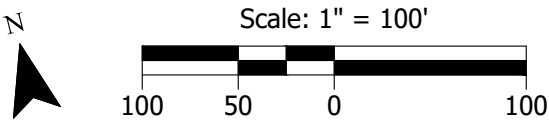


Victor Improvement Project Concept
Redding, CA

Figure
13

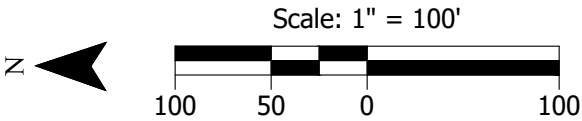


LEGEND
— - City of Redding Victor Avenue
and East Cypress Project (ATP Cycle 5
Funded)



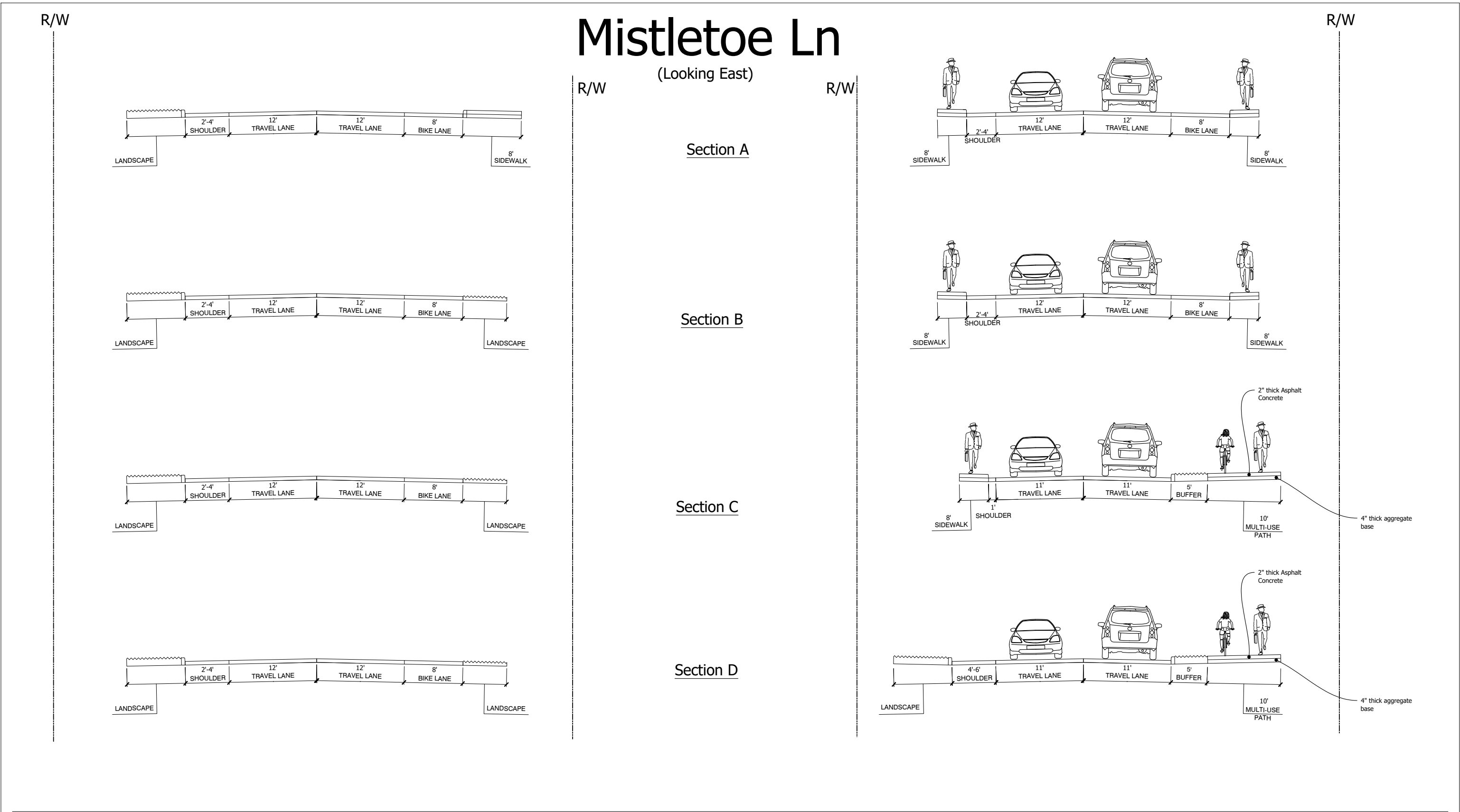
Victor Improvement Project Concept
Redding, CA

Figure
14



Victor Improvement Project Concept
Redding, CA

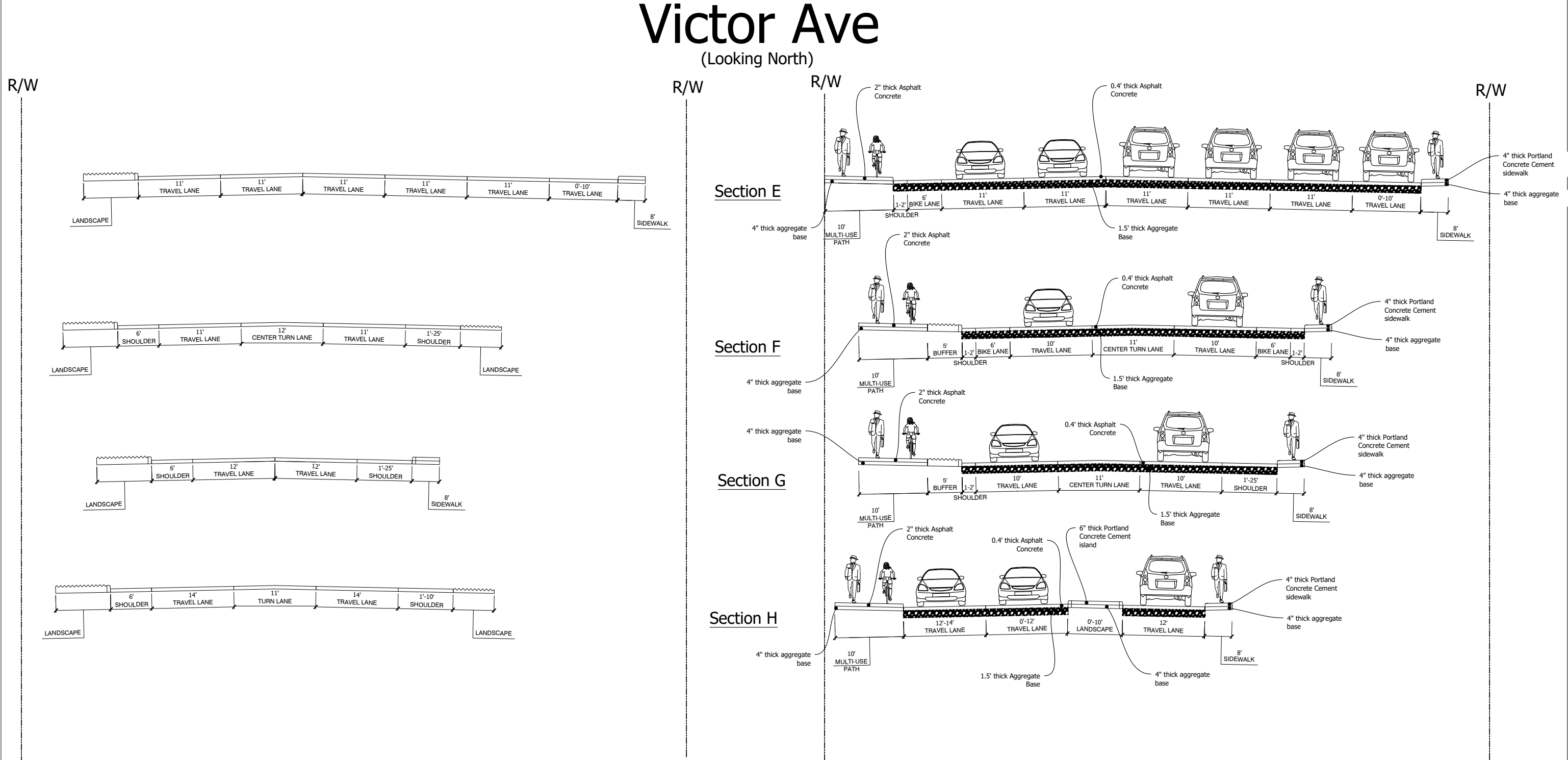
Figure
15



NOT TO SCALE

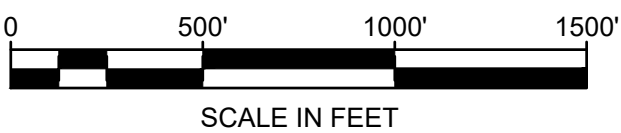
Victor Improvement Project Concept
Redding, CA

Figure
16



APPENDIX D

Hilltop Improvement Project Concept Design



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION	REUSE OF DOCUMENTS										TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		CIVIL		PROJECT NO. 70164		
	ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.												SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		OVERVIEW		DATE 06.14.2022
	DSGN	PF							DRAWING NO. 1								
	DR	PF							SHEET NO. 0 OF 30								
	CHK	KM															
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.	APVD	KM	NO.	DATE	REVISION			BY	APVD								

I HEREBY CERTIFY THAT THESE PLANS
WERE PREPARED OR APPROVED BY
ME, AND THAT I AM A DULY LICENSED
PROFESSIONAL ENGINEER UNDER THE
LAWS OF THE STATE OF [STATE].
LICENSE NO. _____,
EXPIRATION DATE: _____.

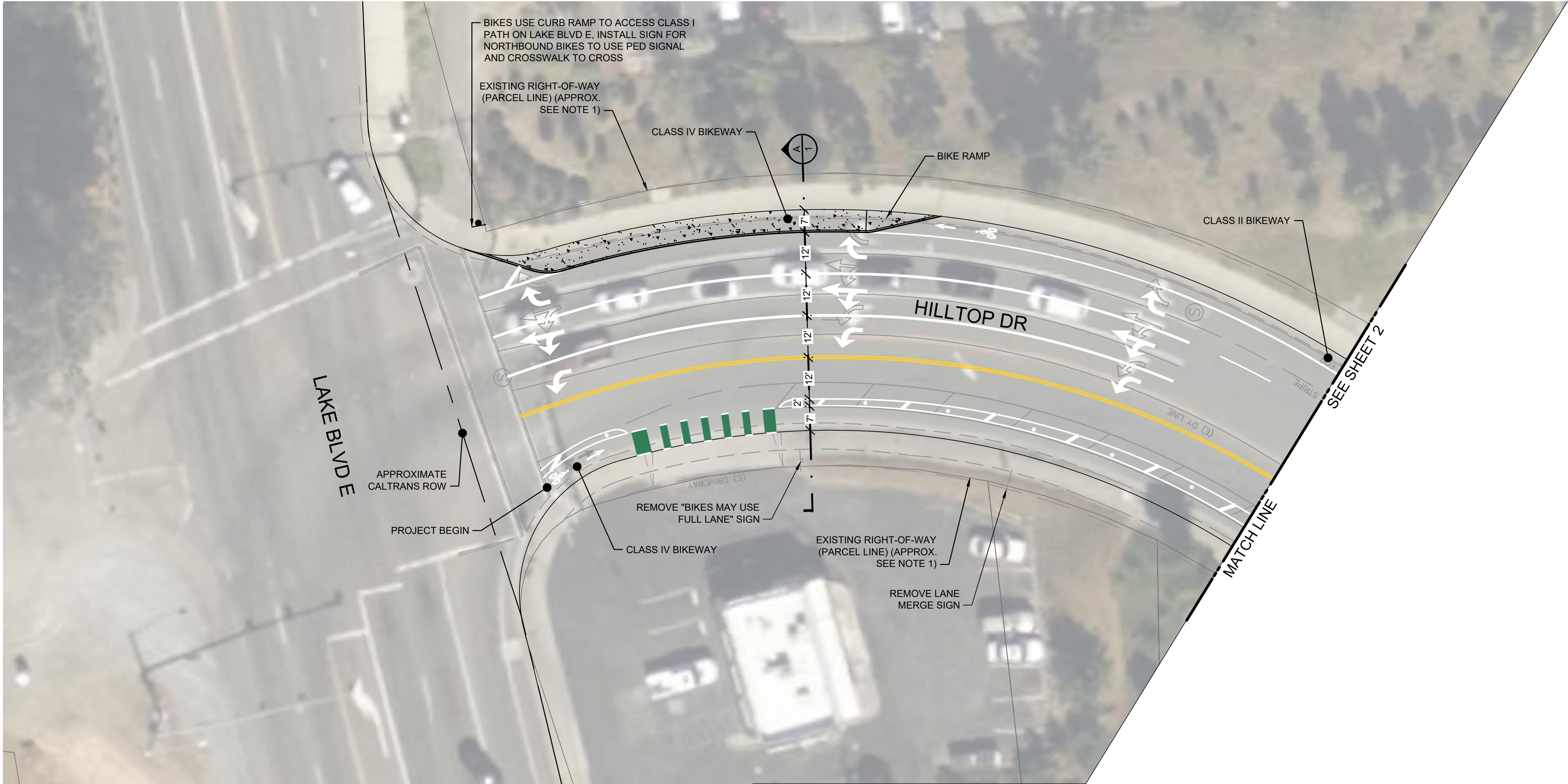
TOOLE
DESIGN

1635 BROADWAY, SUITE 200
OAKLAND, CA 94612
PHONE: 510.298.0740
FAX: 301.927.2800
www.tooledesign.com

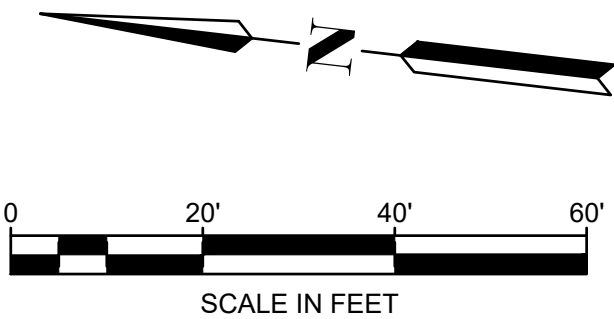
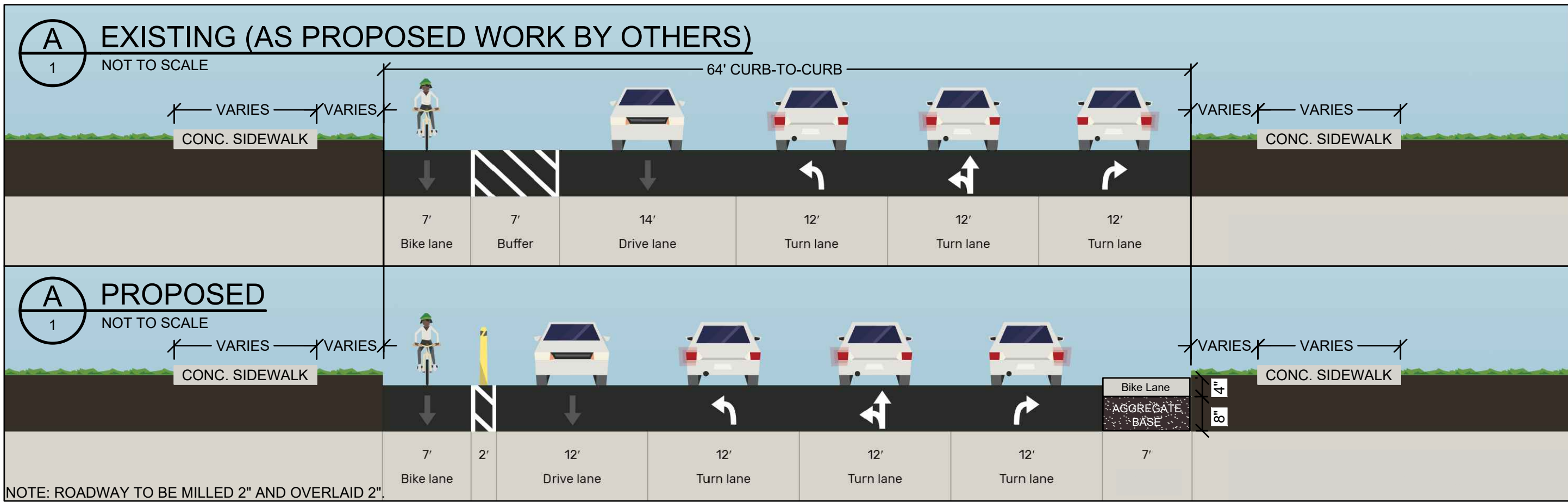
SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

CIVIL

OVERVIEW

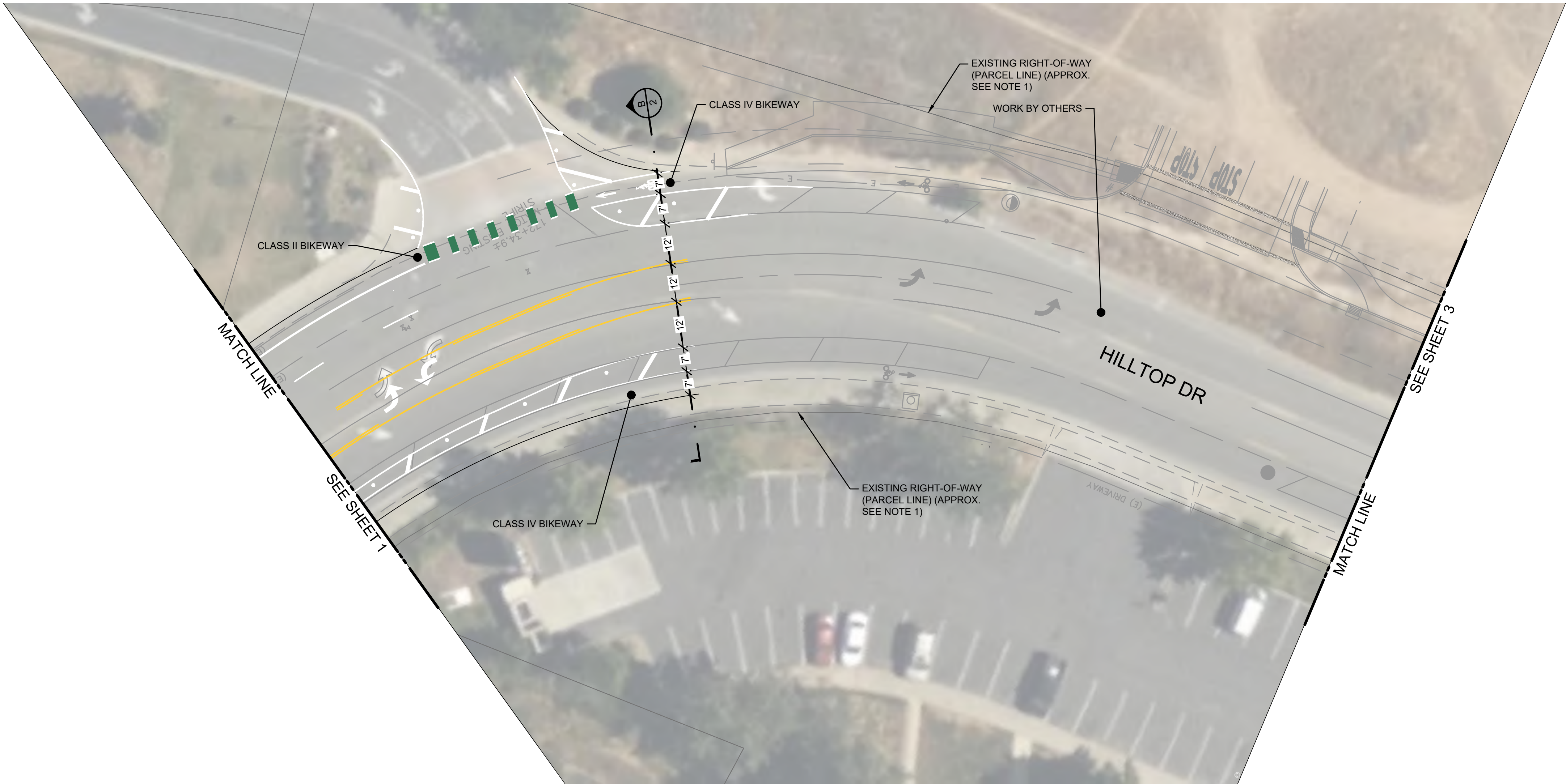


- NOTES:**
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

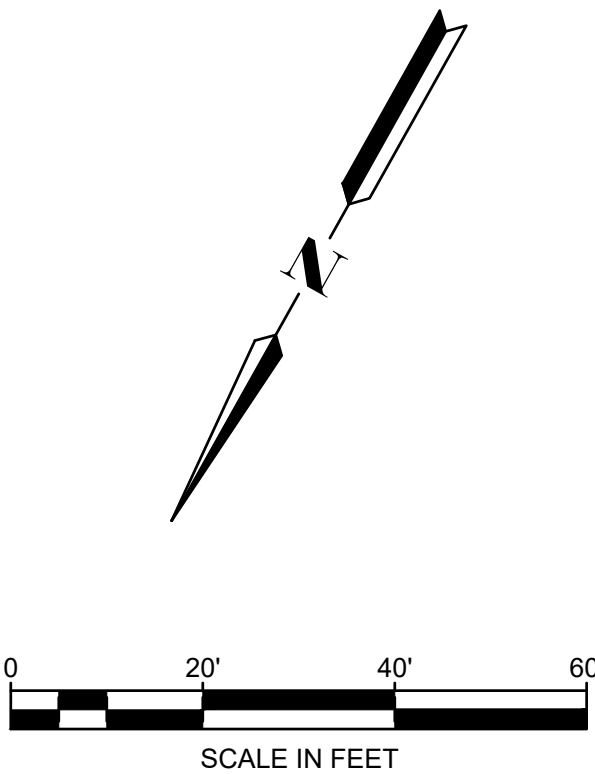
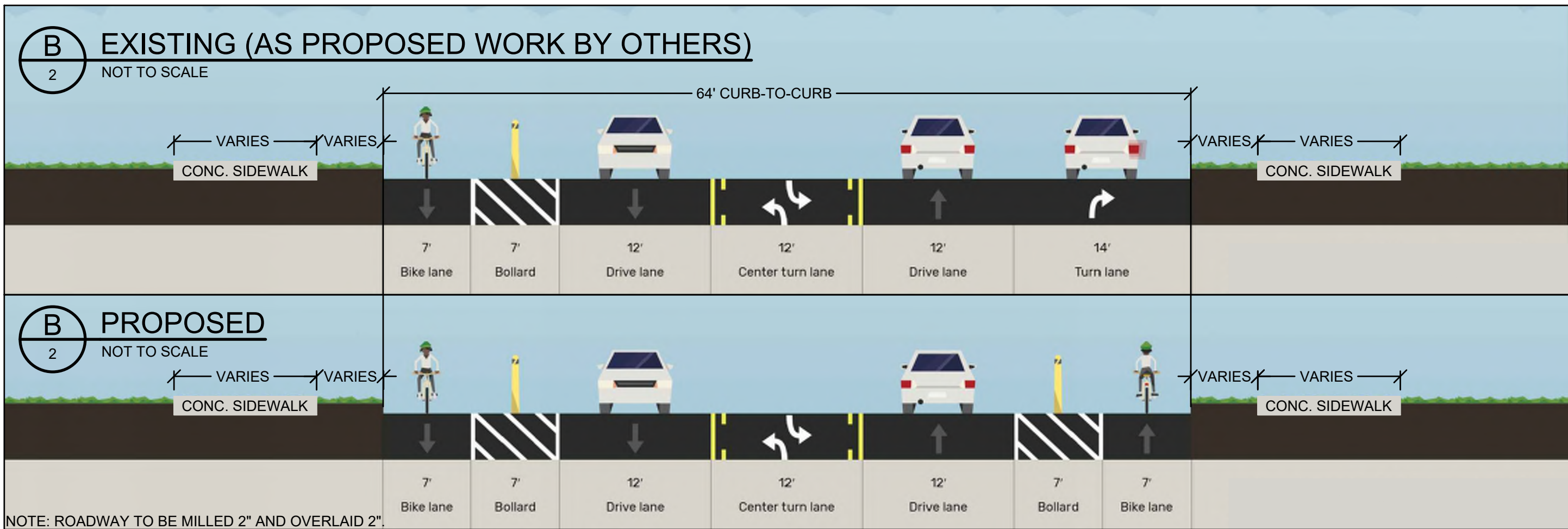


CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS							TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____ EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								HILLTOP DR		DATE 06.14.2022	
		DSGN	PF									DRAWING NO.	1
		DR	PF									SHEET NO.	1 OF 30
		CHK	KM										
		APVD	KM	NO.	DATE	REVISION	BY	APVD					



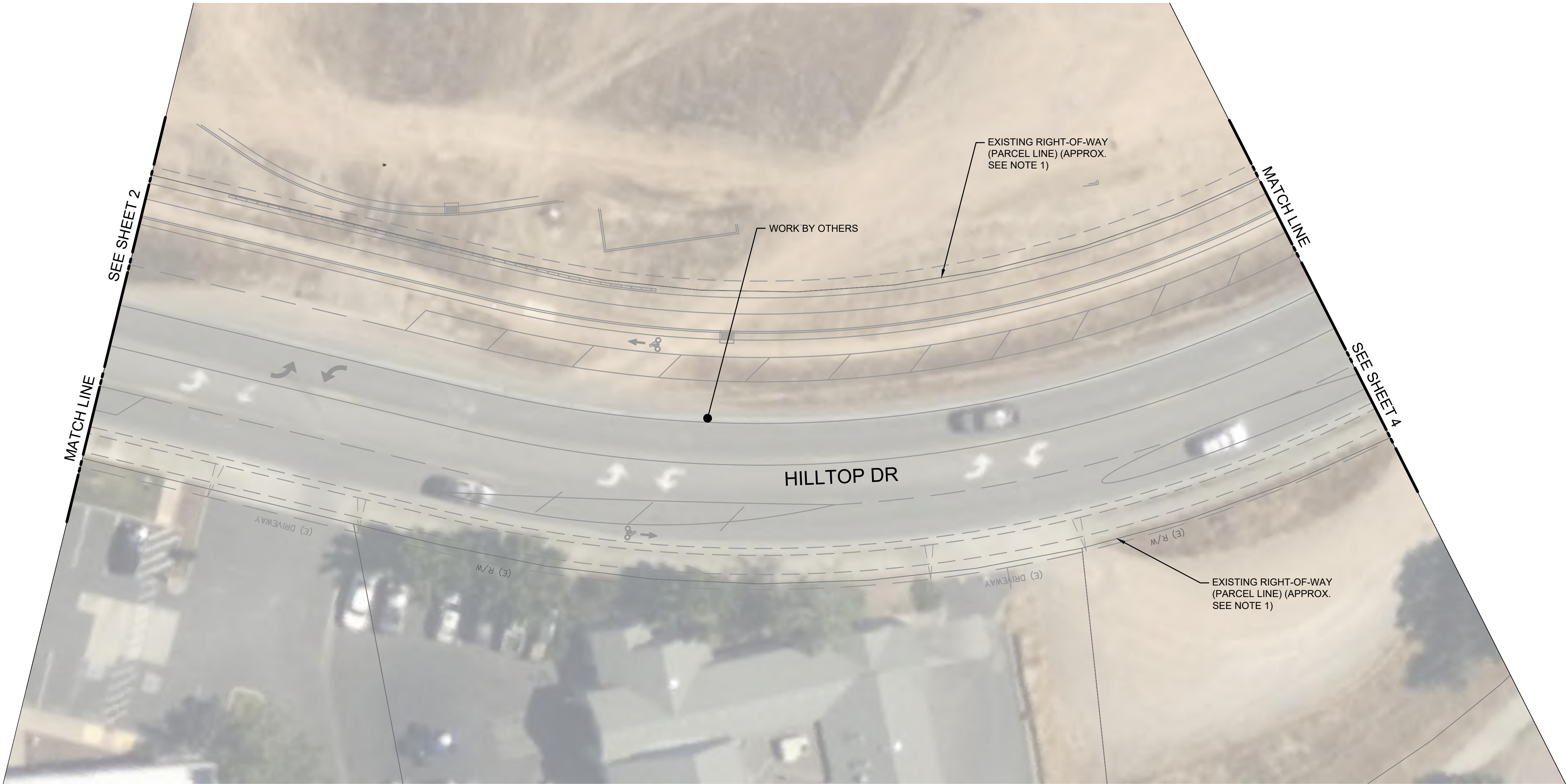
- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



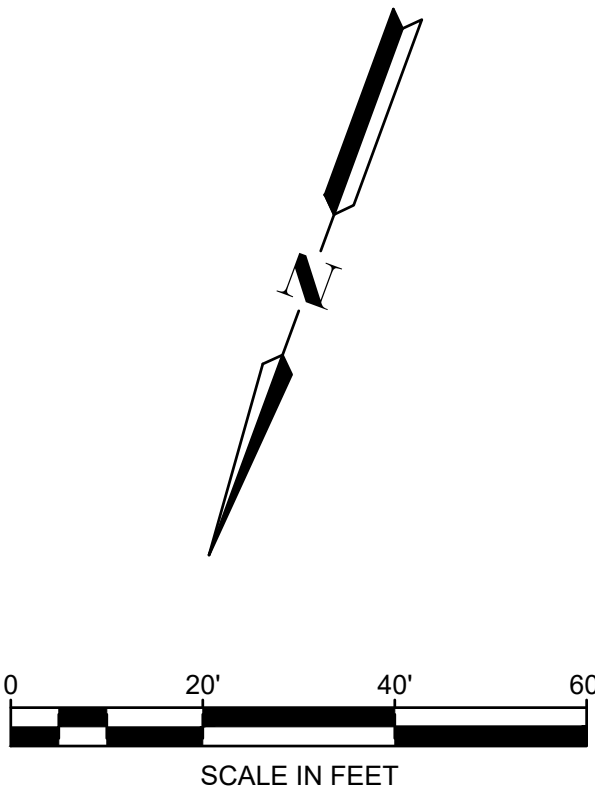
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		HILLTOP DR	DATE 06.14.2022
		DSGN	PF									DRAWING NO. 1
		DR	PF									
		CHK	KM									
		APVD	KM	NO.	DATE	REVISION	BY	APVD		SHEET NO. 2 OF 30		

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:40:56 PM



- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



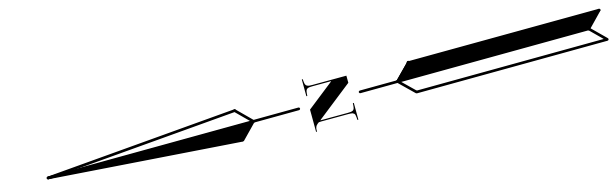
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		CIVIL		PROJECT NO. 70164			
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		HILLTOP DR		DATE 06.14.2022	
		DSGN	PF												DRAWING NO. 1
		DR	PF												SHEET NO. 3 OF 30
		CHK	KM	NO.	DATE	REVISION	BY	APVD							
		APVD	KM												

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:01 PM



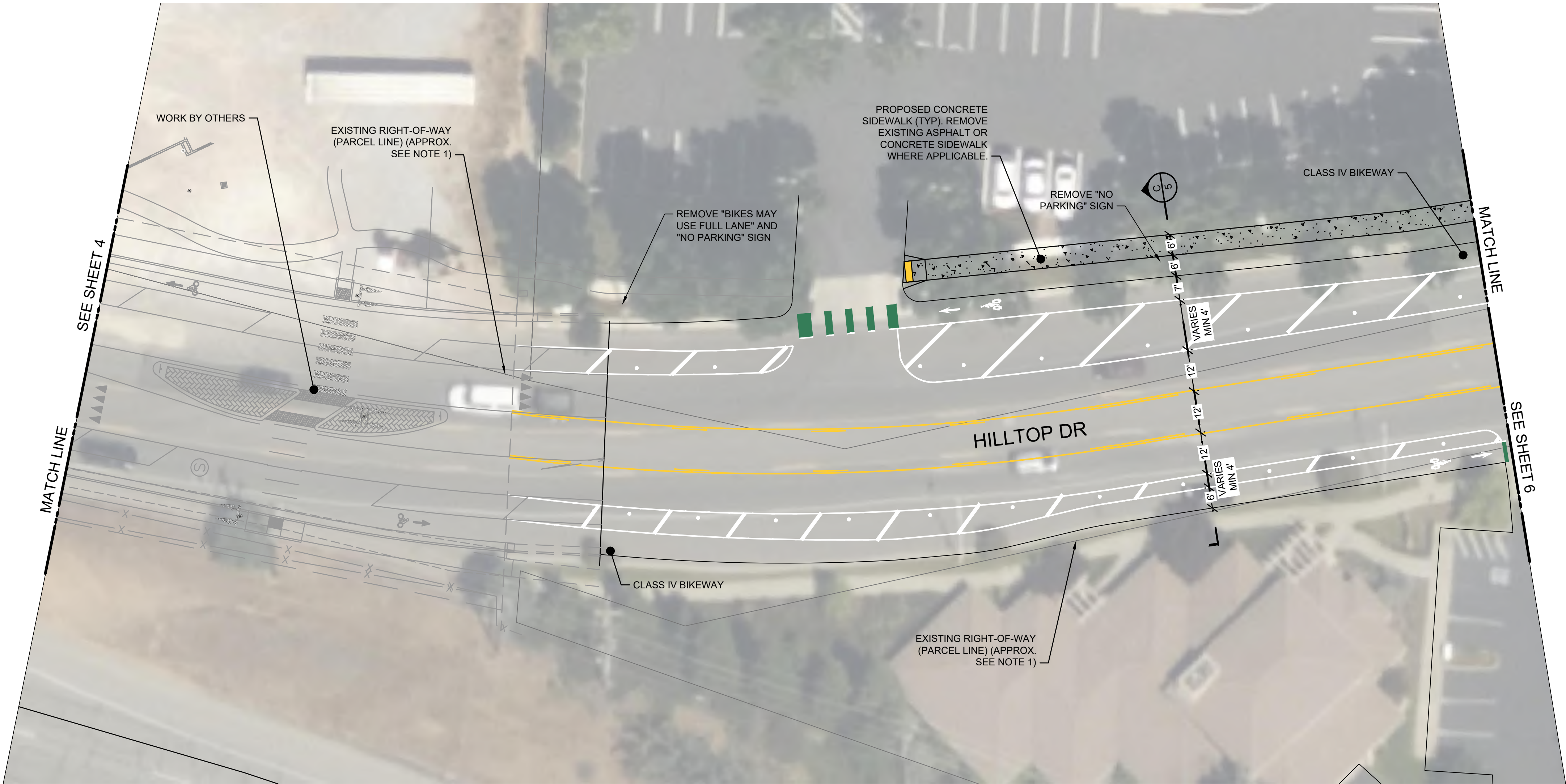
- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



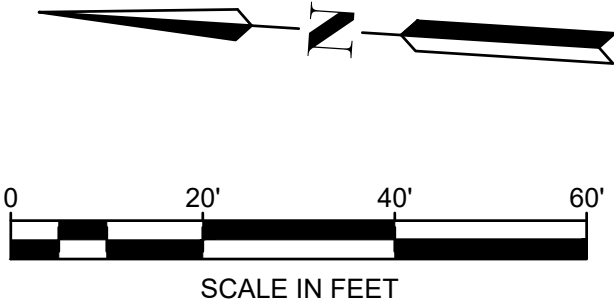
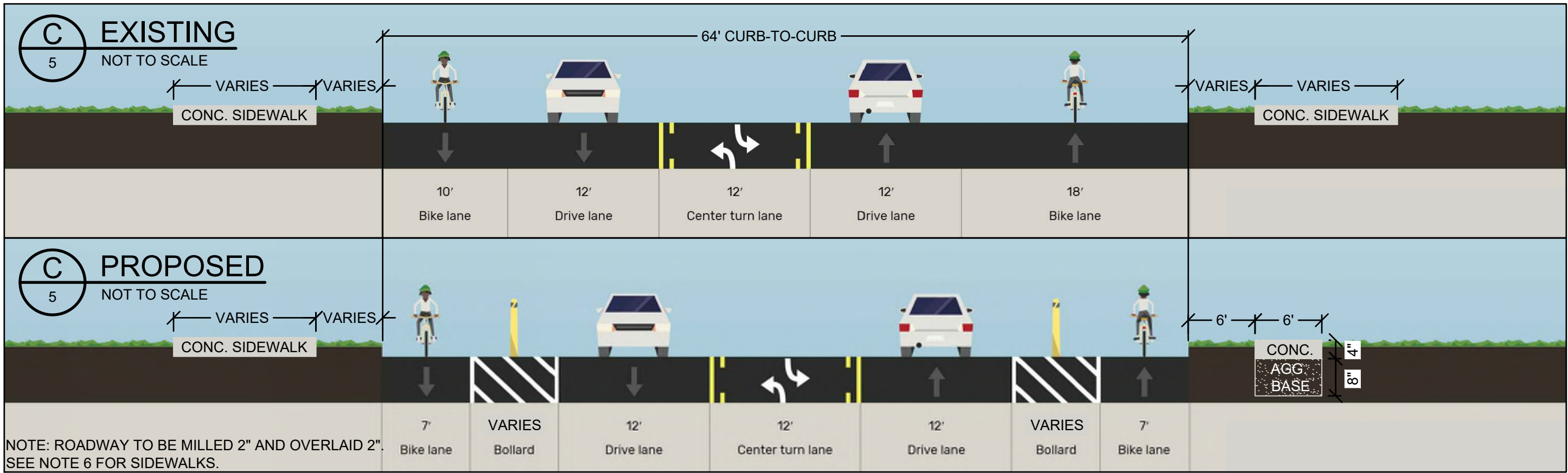
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164					
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		HILLTOP DR	DATE 06.14.2022				
		DSGN	PF								DRAWING NO.	1				
		DR	PF												SHEET NO.	4 OF 30
		CHK	KM												NO.	DATE
		APVD	KM	NO.	DATE	REVISION	BY	APVD								

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:05 PM



- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

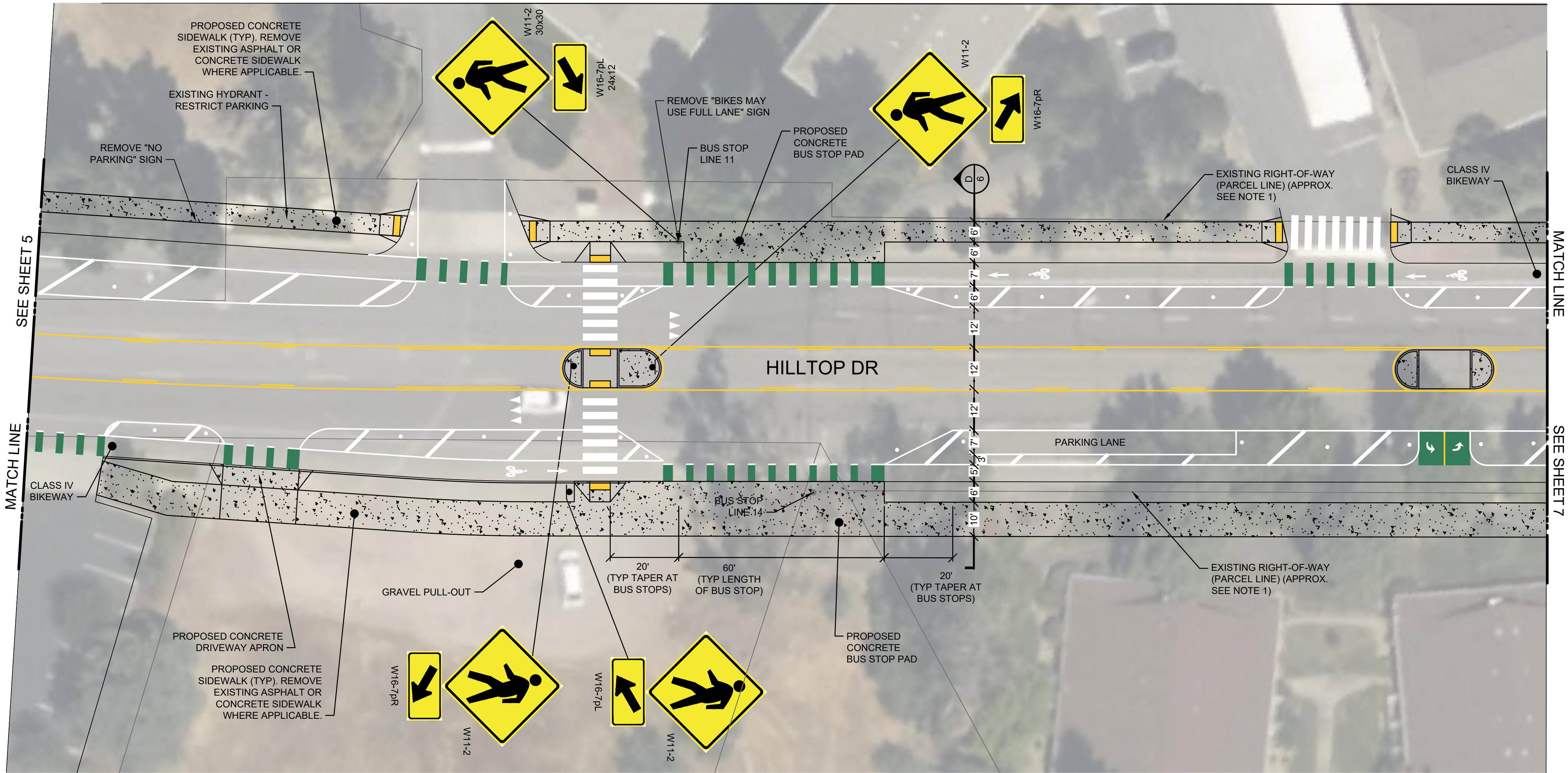
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		CIVIL		PROJECT NO. 70164	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____ EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								HILLTOP DR		DATE 06.14.2022	
		DSGN PF										DRAWING NO. 1	
		DR PF											
		CHK KM										SHEET NO. 5 OF 30	
		APVD KM		NO. DATE		REVISION		BY		APVD			

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:09 PM

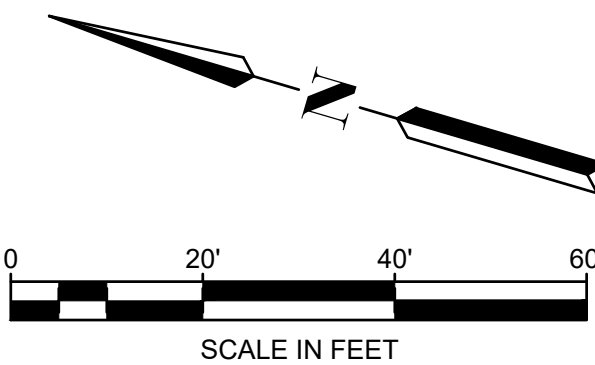
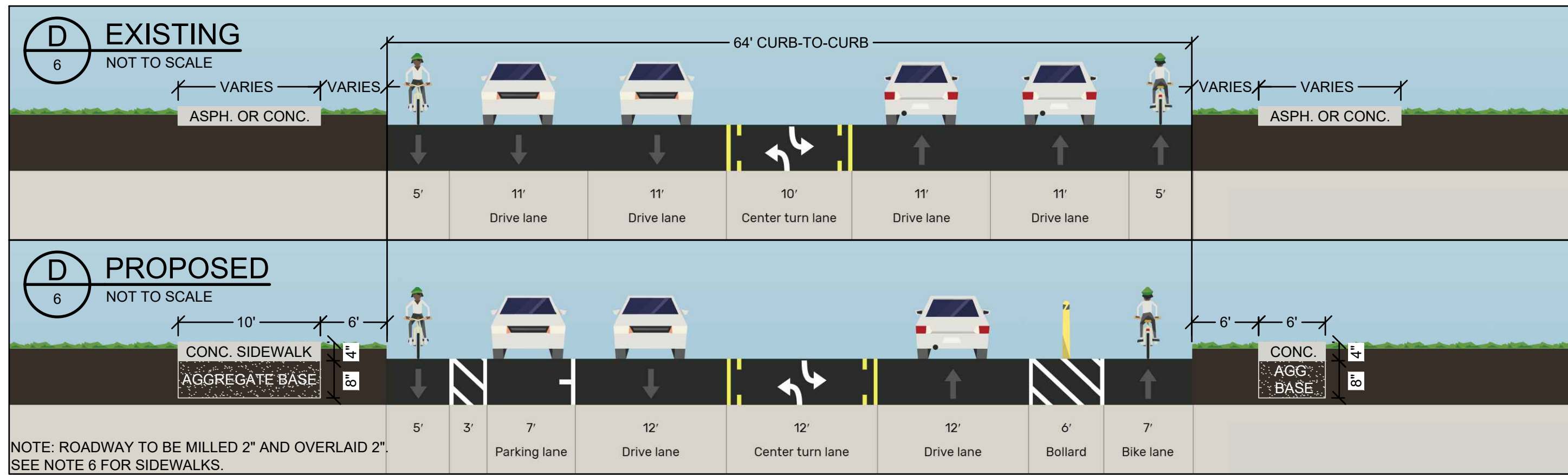
TOOLE
DESIGN

1635 BROADWAY, SUITE 200
OAKLAND, CA 94612
PHONE: 510.298.0740
FAX: 301.927.2800
www.tooledesign.com

SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

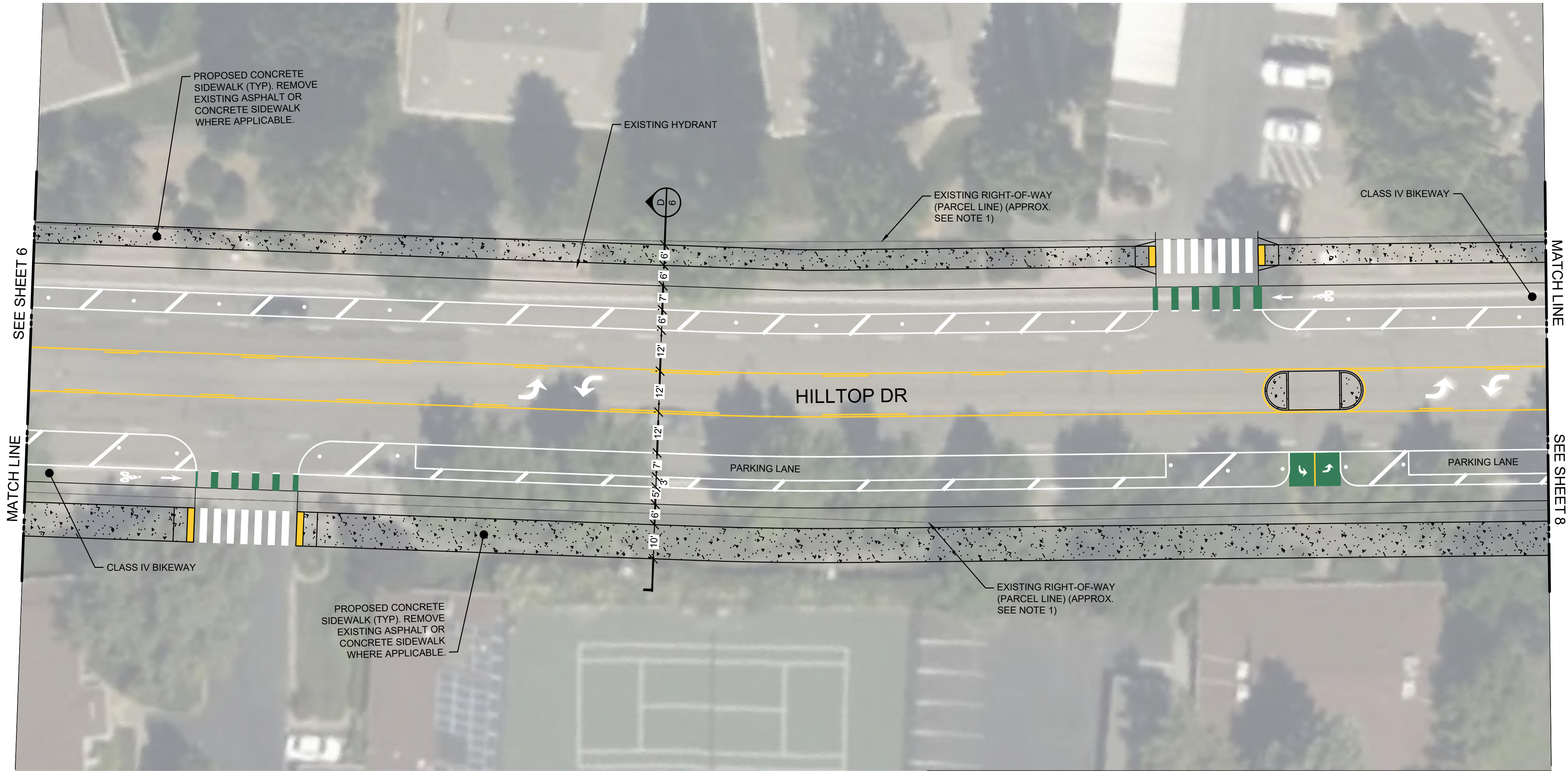


- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

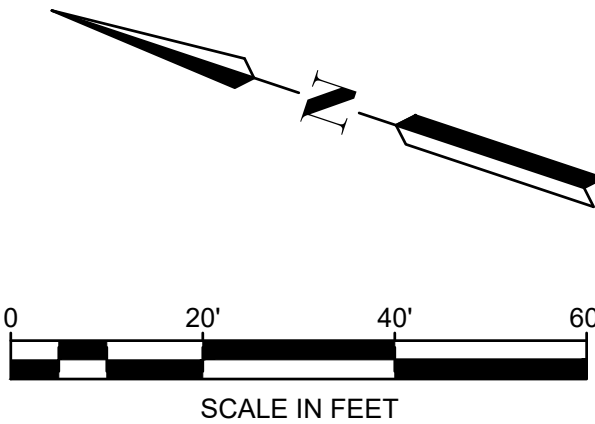


CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____ EXPIRATION DATE: _____	REUSE OF DOCUMENTS ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.				TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING	CIVIL	PROJECT NO. 70164
	DSGN	PF					HILLTOP DR	DATE 06.14.2022
	DR	PF						DRAWING NO. 1
	CHK	KM						SHEET NO. 6 OF 30
	APVD	KM	NO.	DATE	REVISION	BY	APVD	



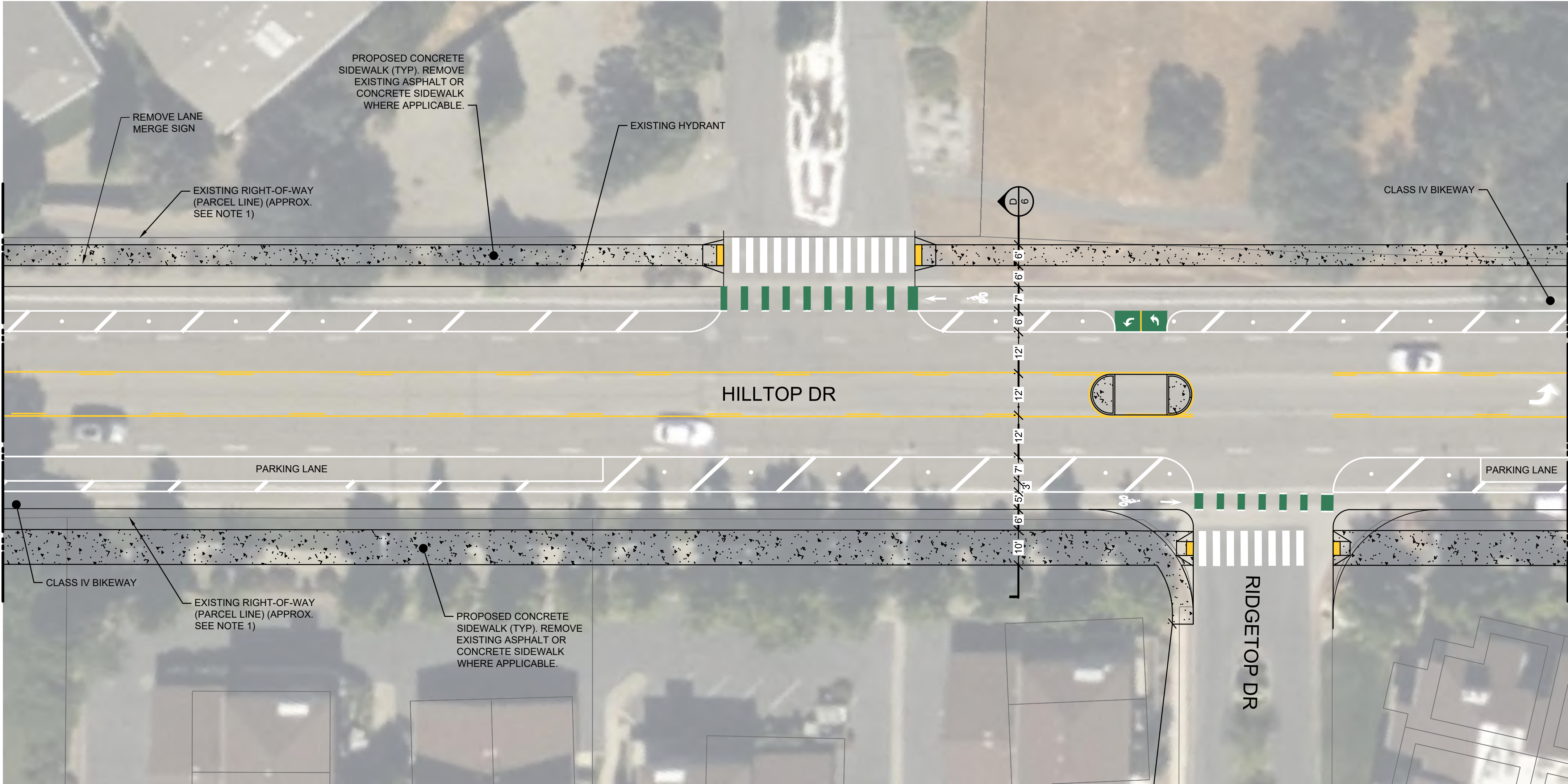
- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

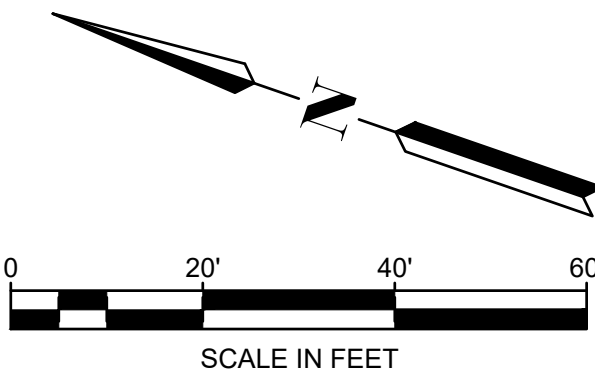
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164		
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		HILLTOP DR		DATE 06.14.2022
		DSGN	PF										DRAWING NO. 1
		DR	PF										SHEET NO. 7 OF 30
		CHK	KM										
		APVD	KM	NO.	DATE	REVISION	BY	APVD					

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:17 PM



NOTES:

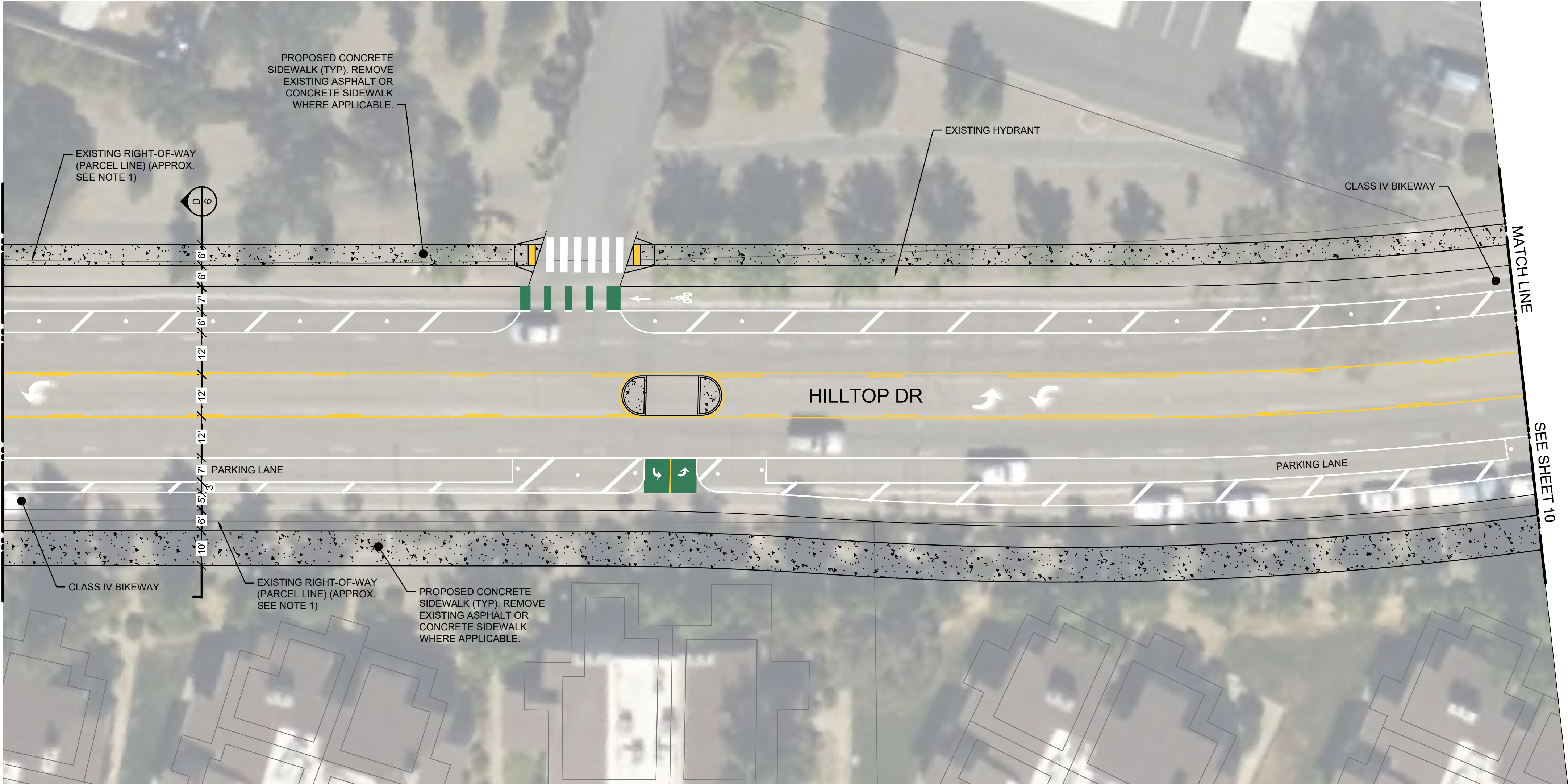
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
- EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
- ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
- ALL LIGHTING TO REMAIN.
- CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
- ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
- CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
- THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
- THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



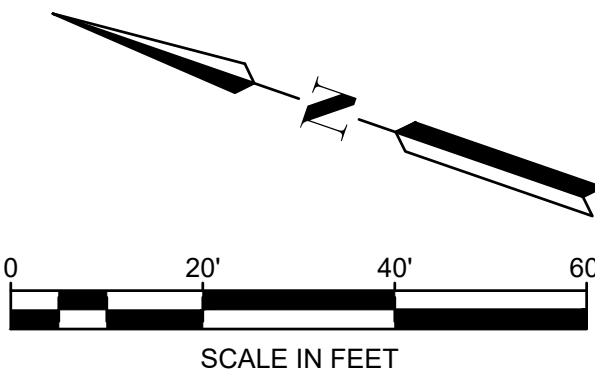
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							HILLTOP DR		DATE 06.14.2022
		DSGN PF									
		DR PF							SHEET NO. 8 OF 30		
		CHK KM									
		APVD KM	NO.	DATE	REVISION	BY	APVD				

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:21 PM



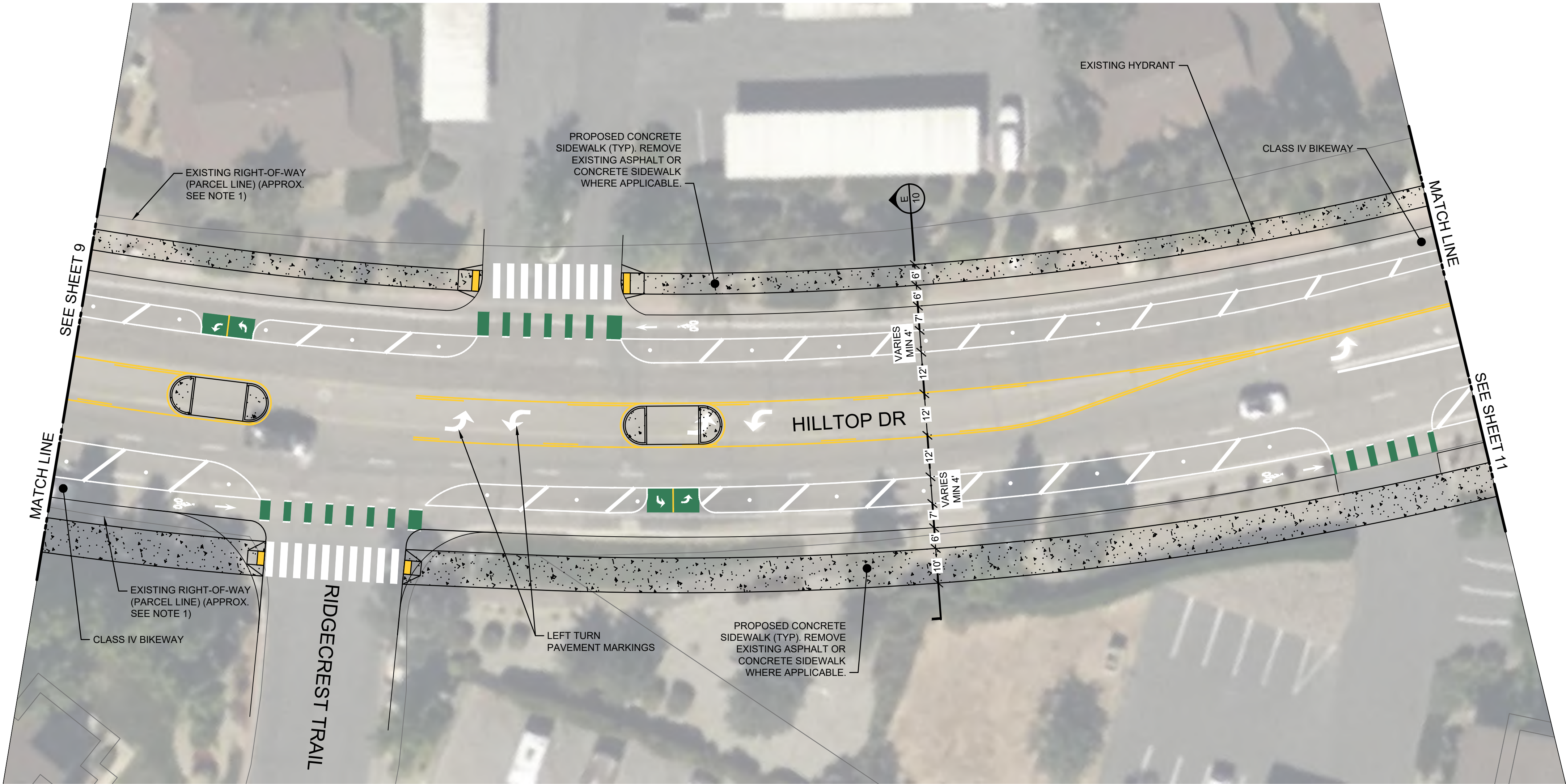
- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



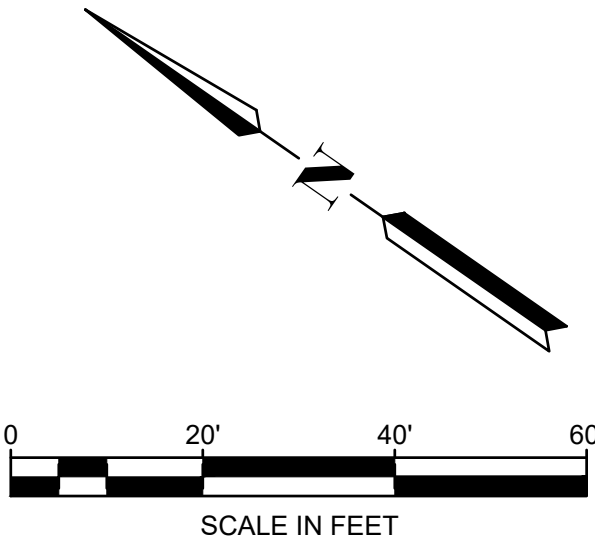
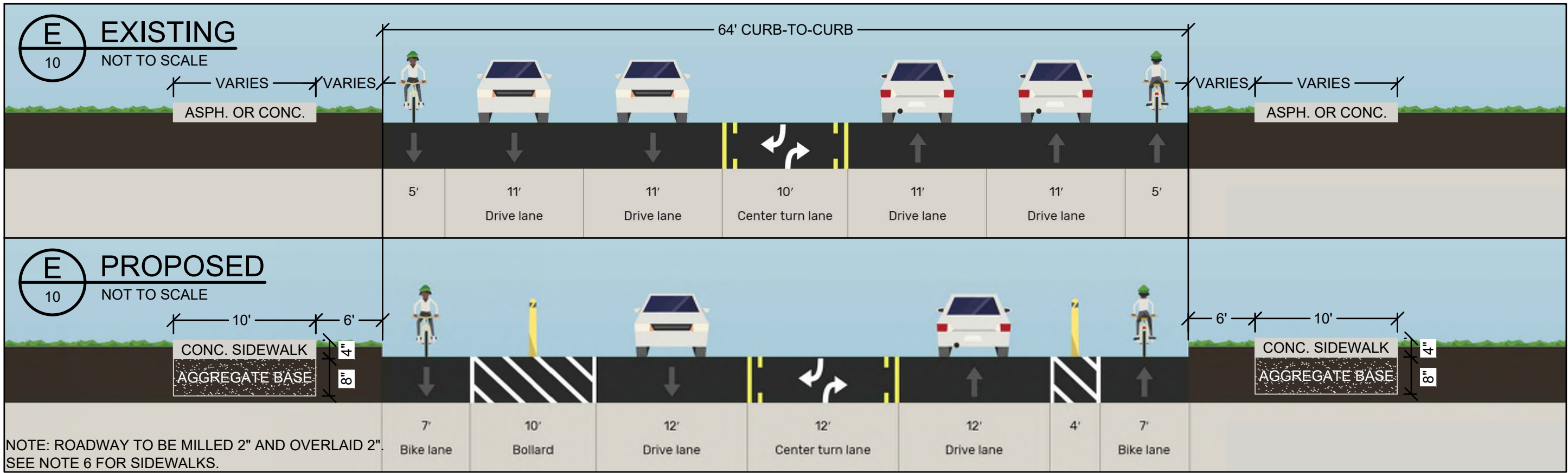
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							HILLTOP DR SRTA/CITY OF REDDING		DATE 06.14.2022
		DSGN	PF								DRAWING NO. 1
		DR	PF								SHEET NO. 9 OF 30
		CHK	KM								
		APVD	KM	NO.	DATE	REVISION	BY	APVD			

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:25 PM



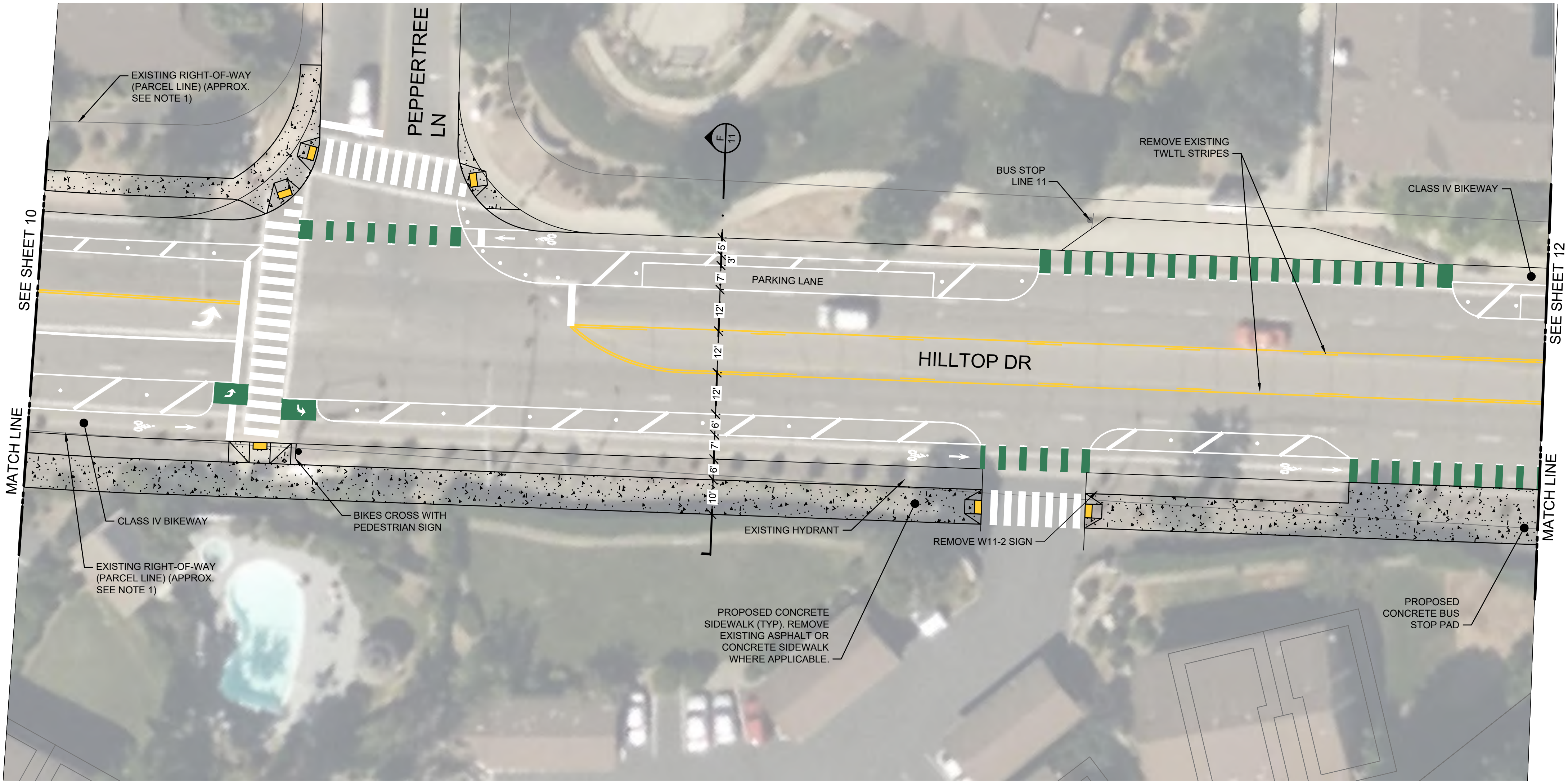
- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



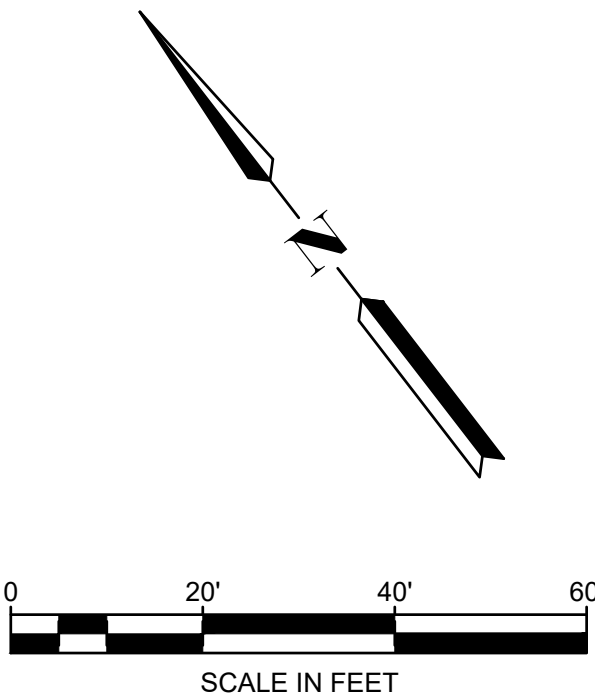
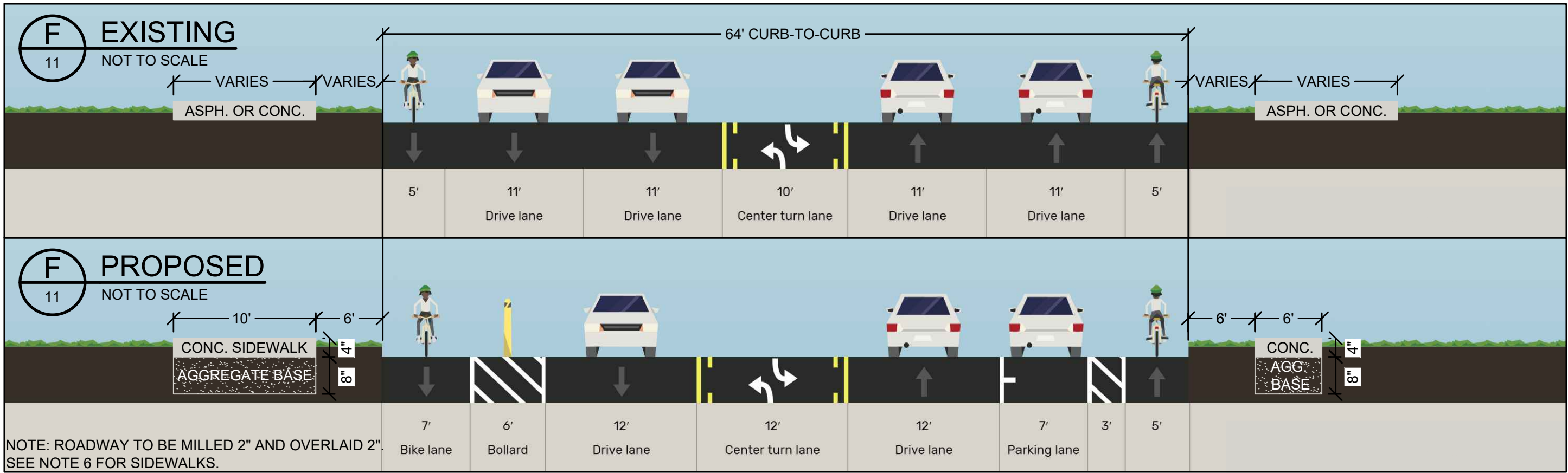
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		CIVIL		PROJECT NO. 70164				
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		HILLTOP DR		DATE 06.14.2022		
		DSGN PF													DRAWING NO. 1	
		DR PF													SHEET NO. 10 OF 30	
		CHK KM														
		APVD KM		NO.	DATE	REVISION		BY	APVD							

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:29 PM



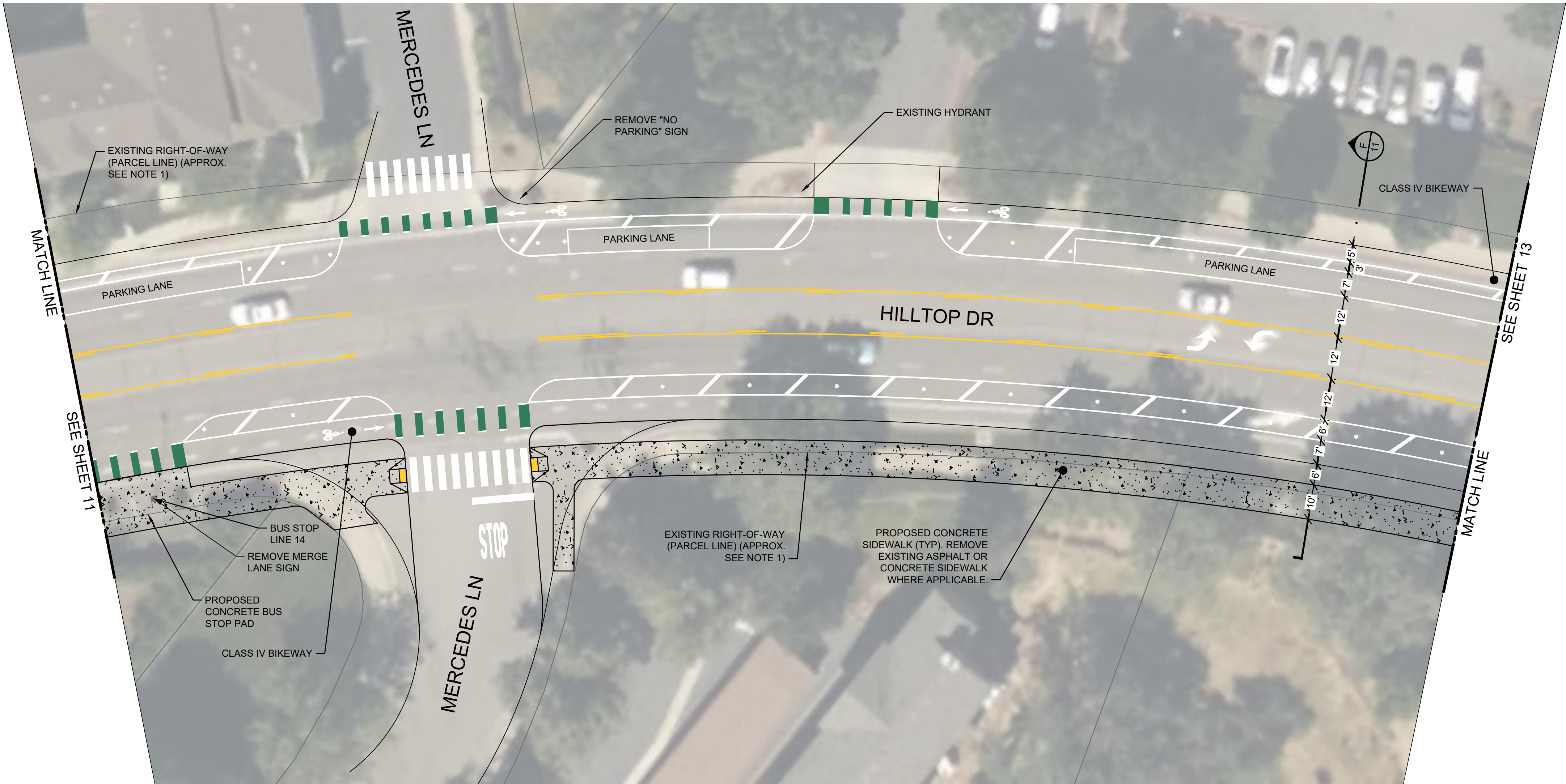
- NOTES:**
1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 4. ALL LIGHTING TO REMAIN.
 5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



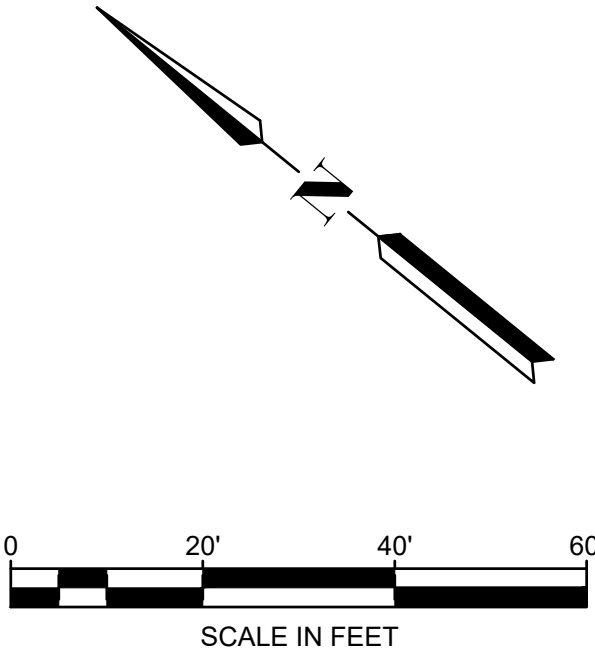
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							HILLTOP DR SRTA/CITY OF REDDING		DATE 06.14.2022	
		DSGN	PF									DRAWING NO. 1
		DR	PF									SHEET NO. 11 OF 30
		CHK	KM									
		APVD	KM	NO.	DATE	REVISION	BY	APVD				

H:\7000070164_S Shastia RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:33 PM



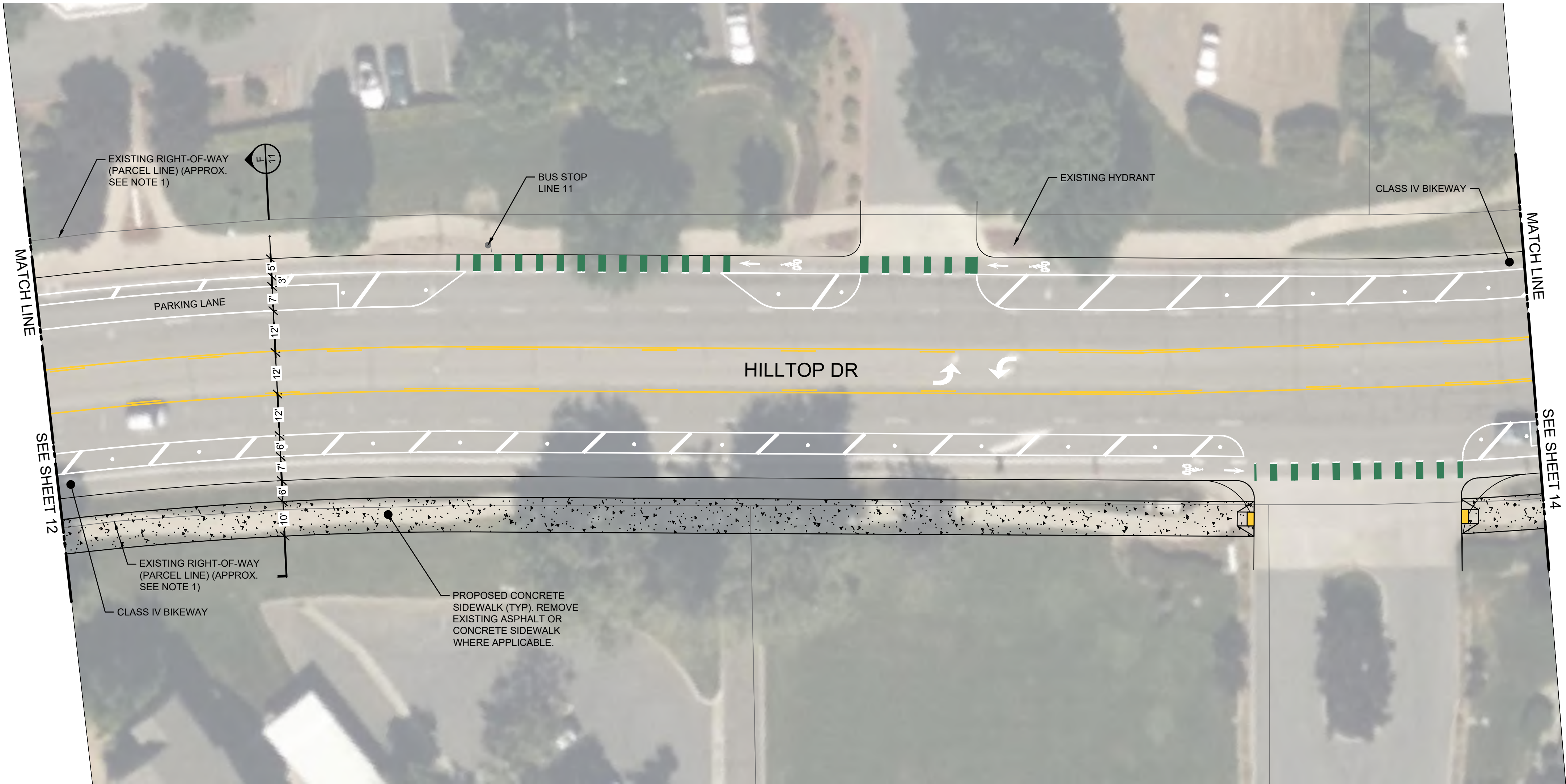
- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



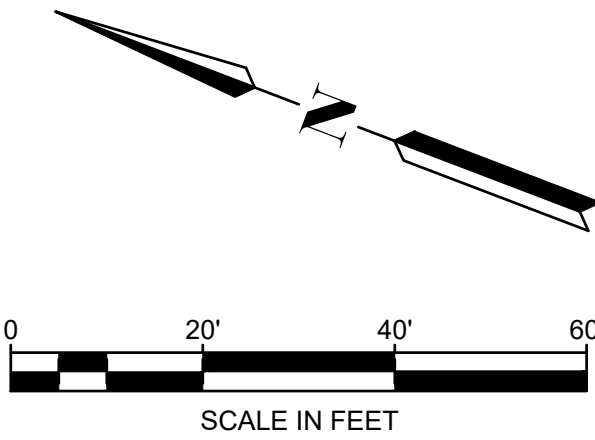
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		HILLTOP DR	DATE 06.14.2022
		DSGN	PF								DRAWING NO. 1	
		DR	PF								SHEET NO. 12 OF 30	
		CHK	KM									
		APVD	KM	NO.	DATE	REVISION	BY	APVD				

H:\7000070164_S Shastia RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:37 PM

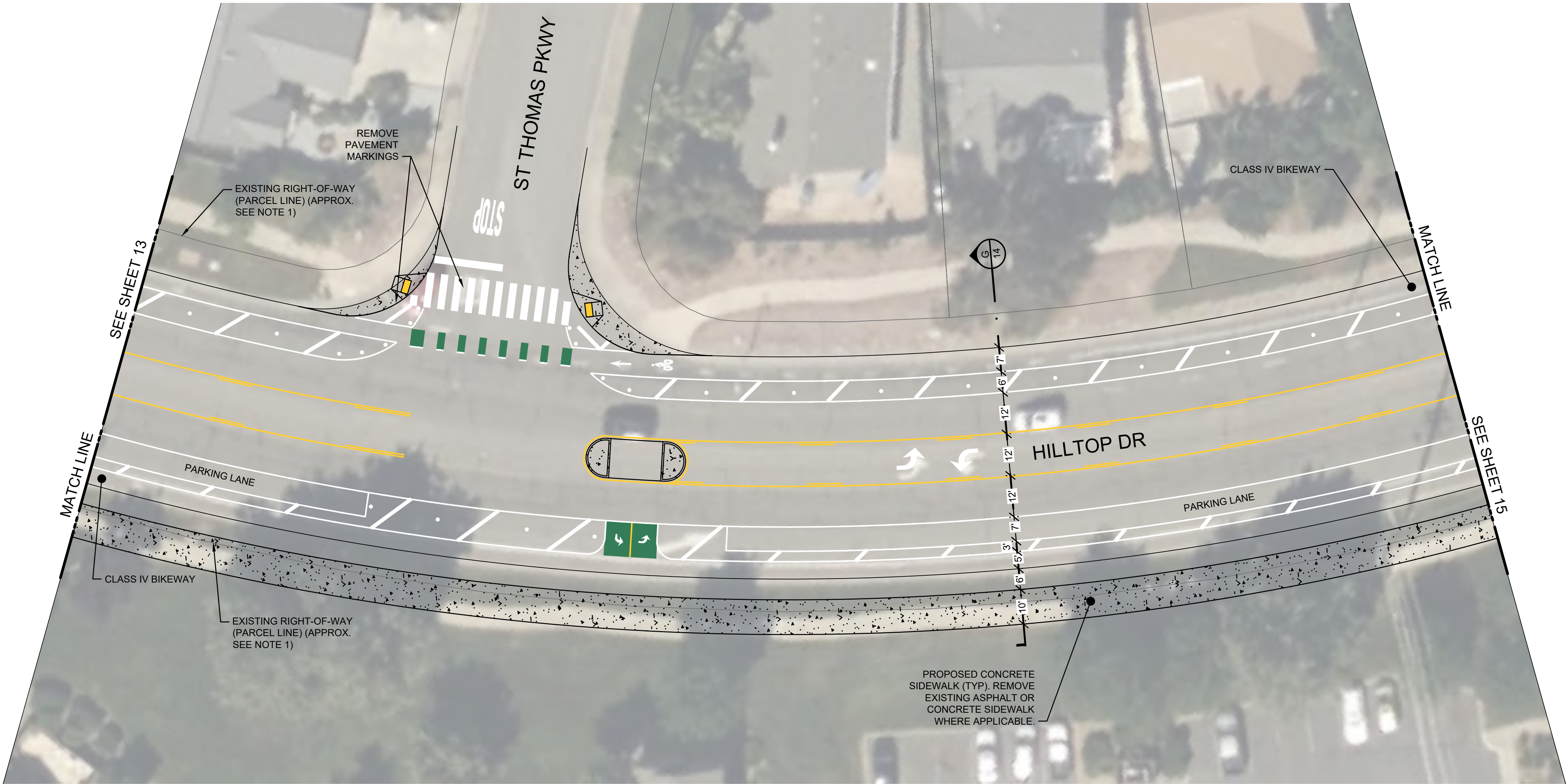


- NOTES:**
1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 4. ALL LIGHTING TO REMAIN.
 5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

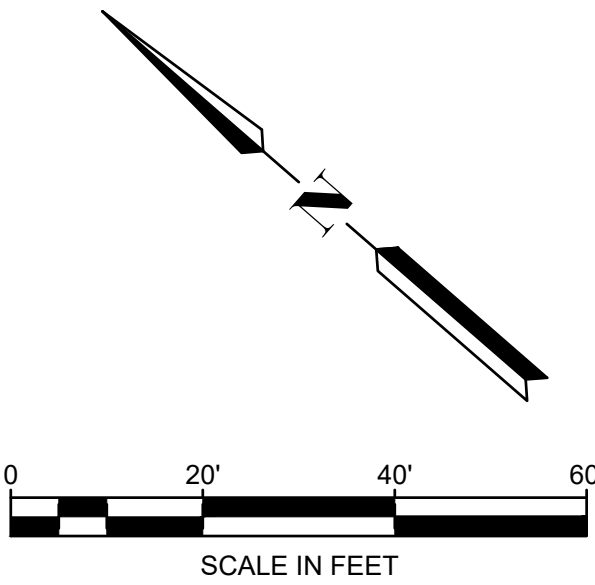
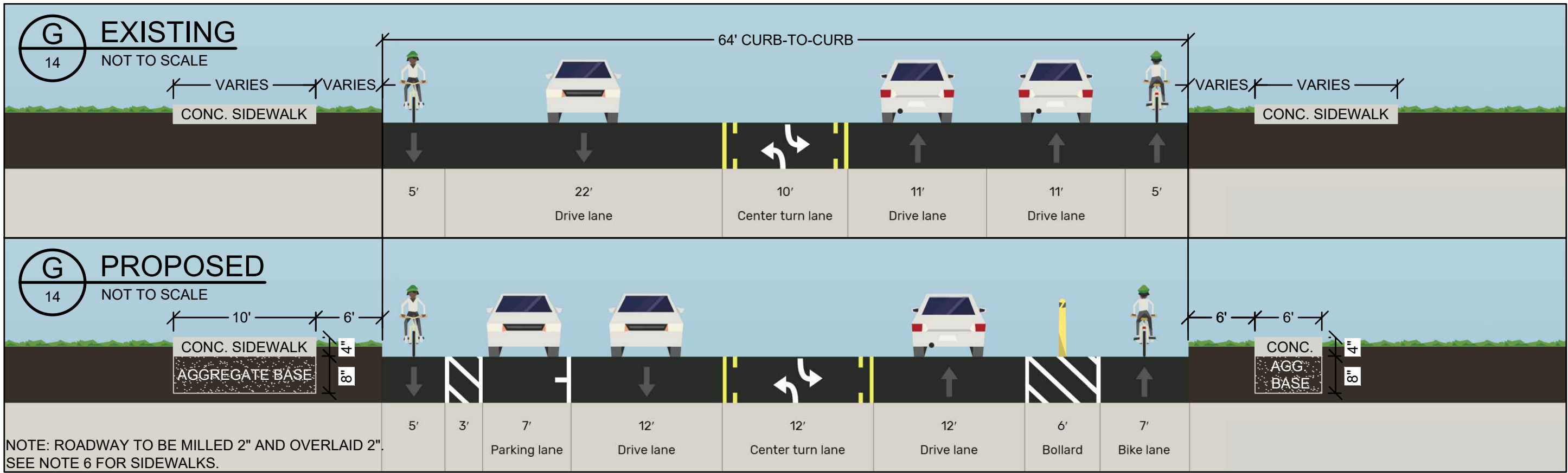


CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164		
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		HILLTOP DR		DATE 06.14.2022
		DSGN	PF										DRAWING NO. 1
		DR	PF										SHEET NO. 13 OF 30
		CHK	KM										
		APVD	KM	NO.	DATE	REVISION	BY	APVD					



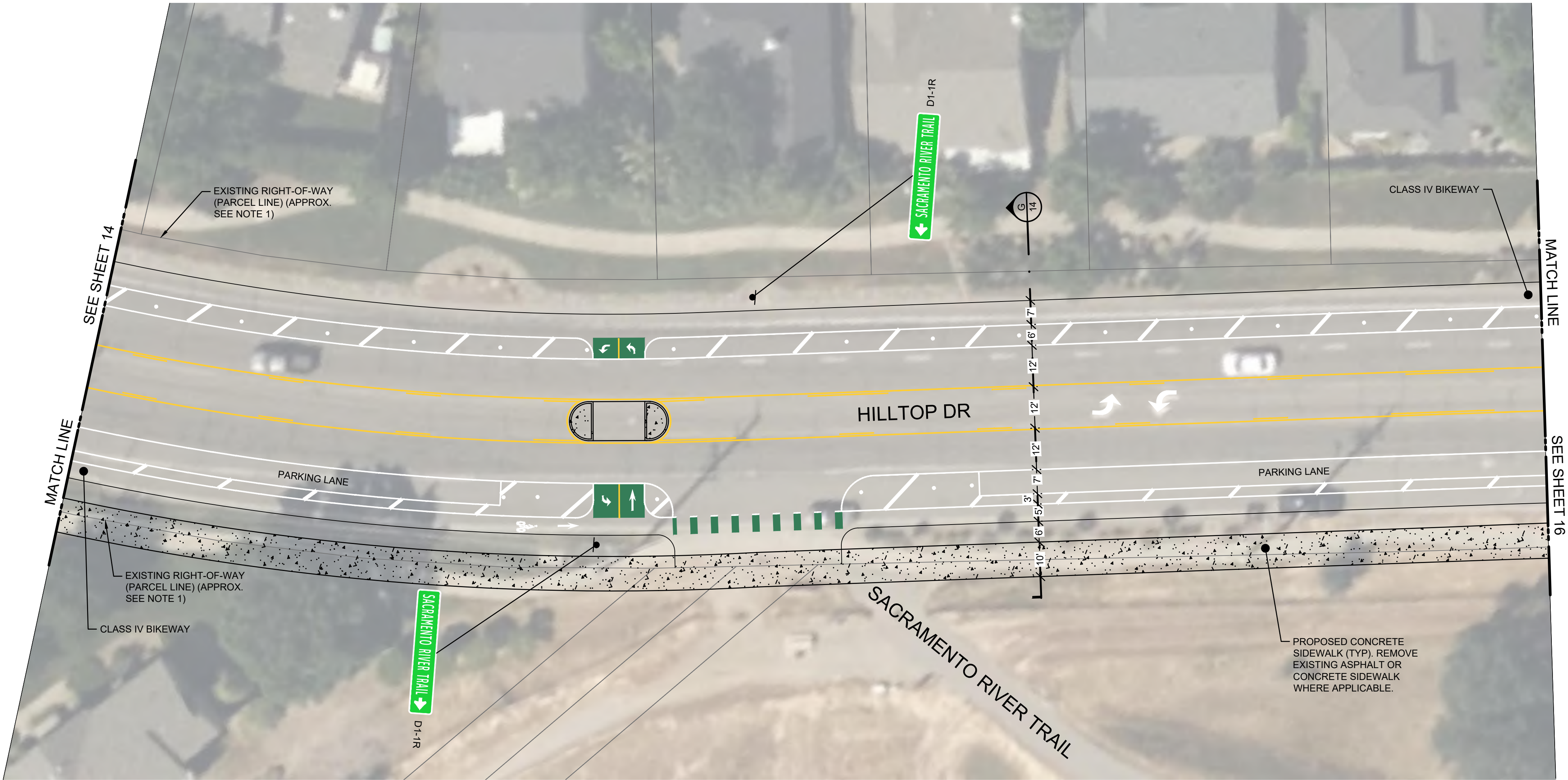
- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



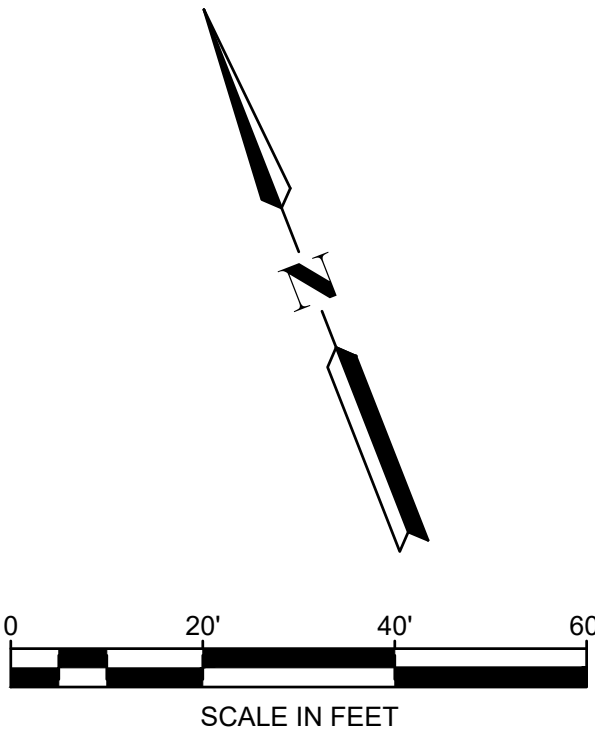
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____ EXPIRATION DATE: _____	REUSE OF DOCUMENTS ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.				TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING	CIVIL	PROJECT NO. 70164
	DSGN	PF					HILLTOP DR	DATE 06.14.2022
	DR	PF						DRAWING NO. 1
	CHK	KM						SHEET NO. 14 OF 30
	APVD	KM	NO.	DATE	REVISION	BY	APVD	

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:45 PM



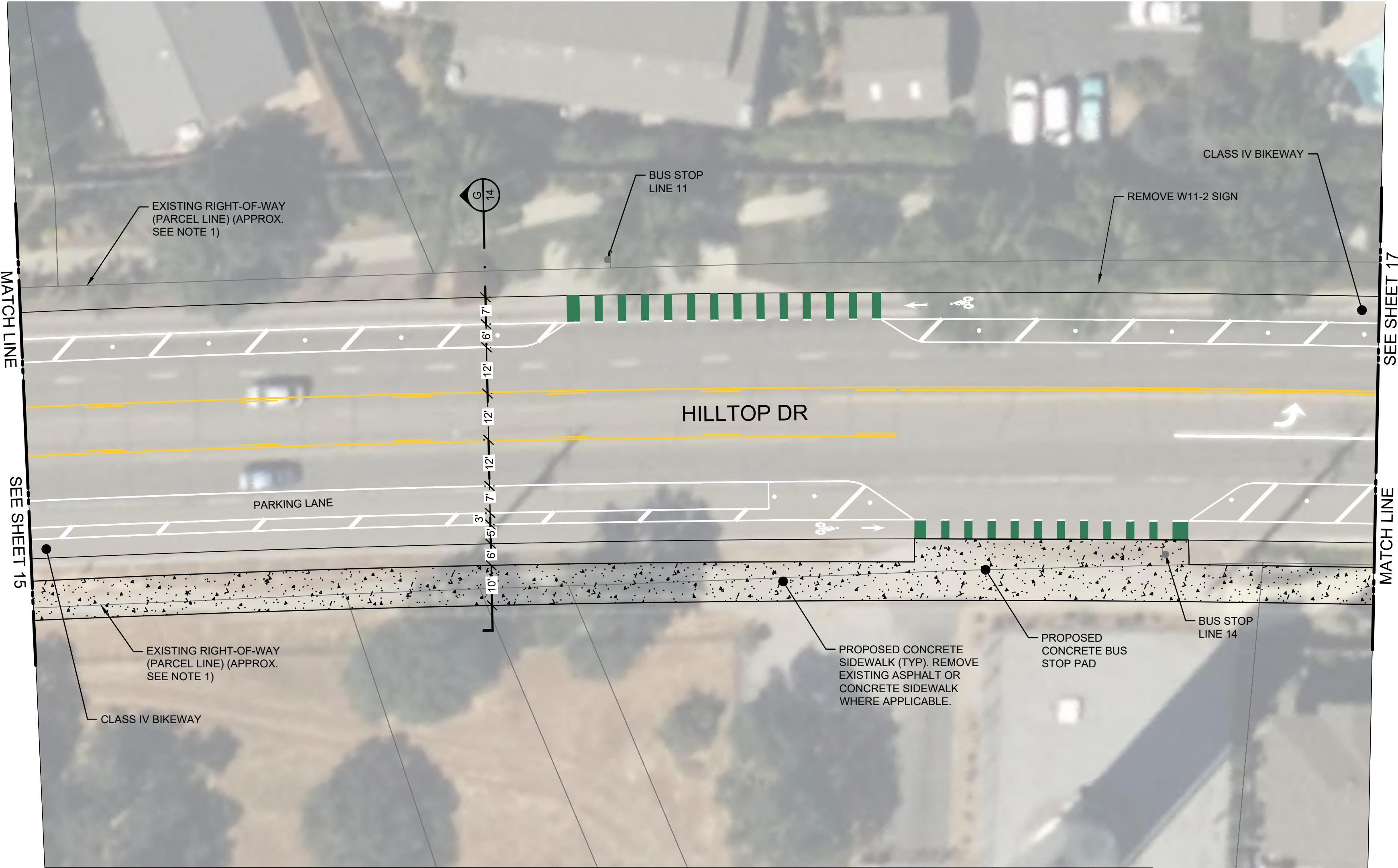
- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

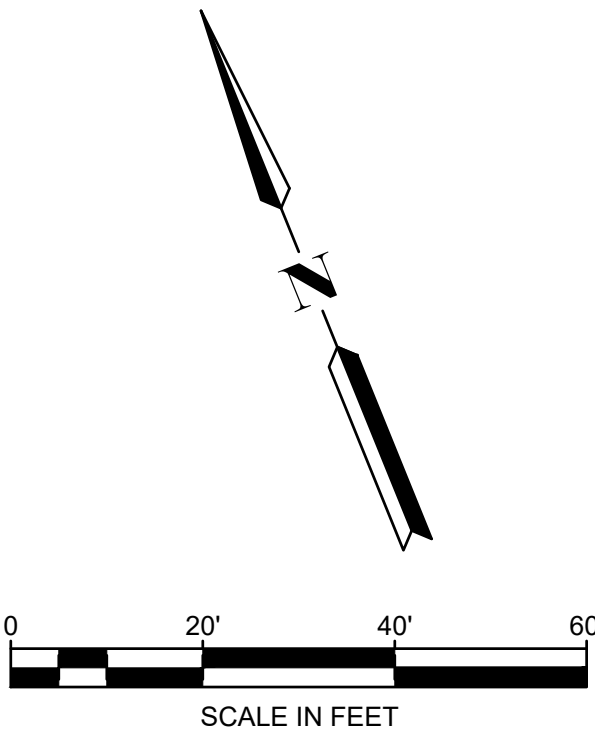
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164			
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		HILLTOP DR		DATE 06.14.2022	
		DSGN	PF											DRAWING NO. 1
		DR	PF											
		CHK	KM											
		APVD	KM	NO.	DATE	REVISION	BY	APVD			SHEET NO. 15 OF 30			

H:\70000\070164_S Shastia RATN\PRODUCTION\CAD\PLANS\070164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:50 PM



NOTES:

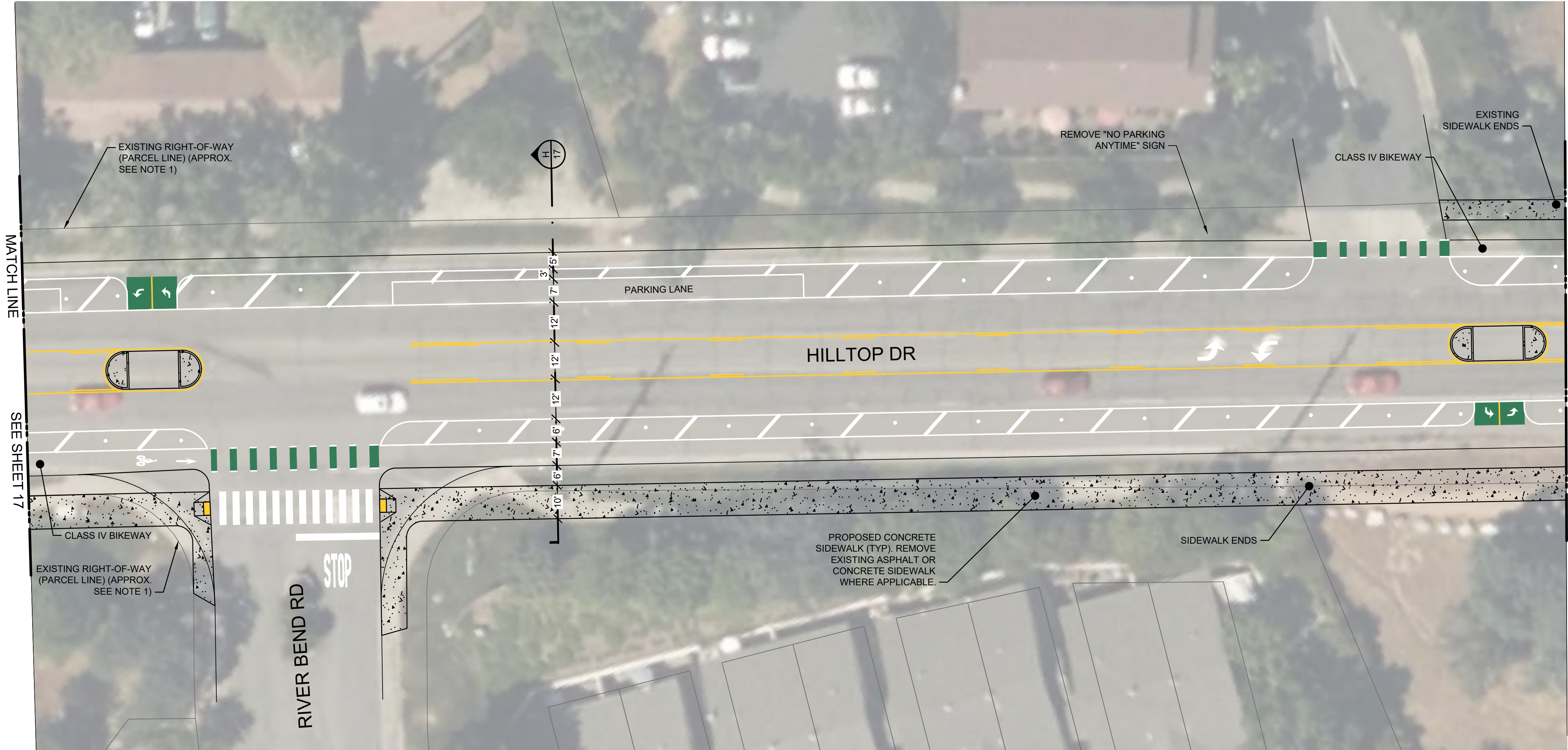
1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
4. ALL LIGHTING TO REMAIN.
5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

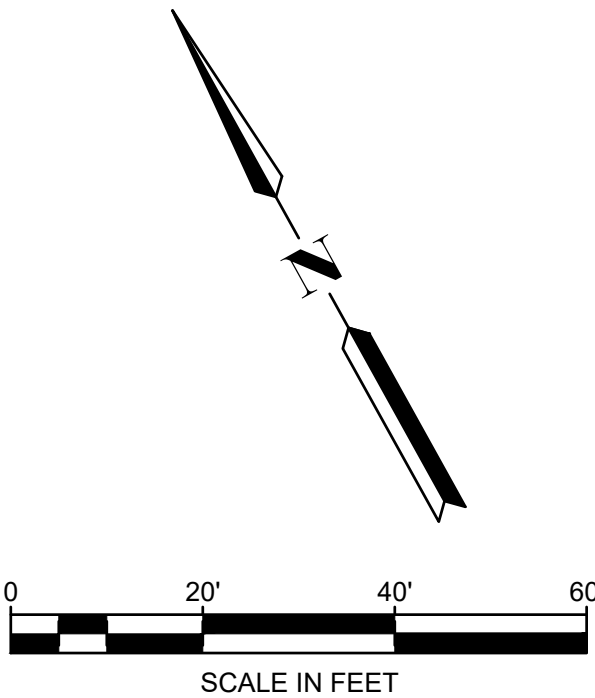
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							HILLTOP DR SRTA/CITY OF REDDING		DATE 06.14.2022	
		DSGN	PF									DRAWING NO. 1
		DR	PF									
		CHK	KM									
		APVD	KM	NO.	DATE	REVISION	BY	APVD		SHEET NO. 16 OF 30		

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:41:54 PM



NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
4. ALL LIGHTING TO REMAIN.
5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE].
LICENSE NO. _____
EXPIRATION DATE: _____.

REUSE OF DOCUMENTS							
ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							
DSGN	PF						
DR	PF						
CHK	KM						
APVD	KM						
		NO.		DATE	REVISION		BY

**TOOLE
DESIGN**

1635 BROADWAY, SUITE 200
OAKLAND, CA 94612
PHONE: 510.298.0740
FAX: 301.927.2800
www.tooledesign.com

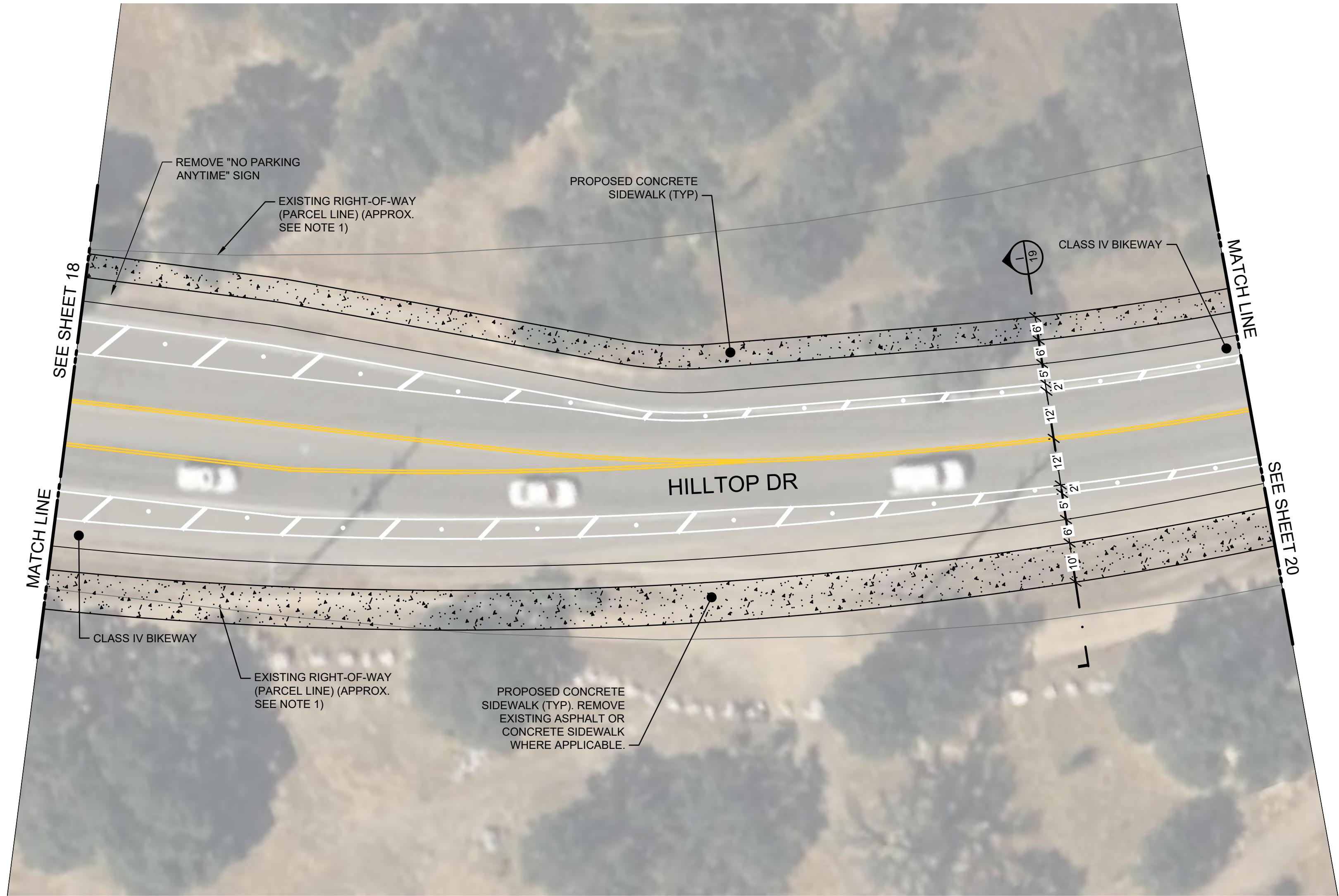
SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

CIVIL

HILLTOP DR

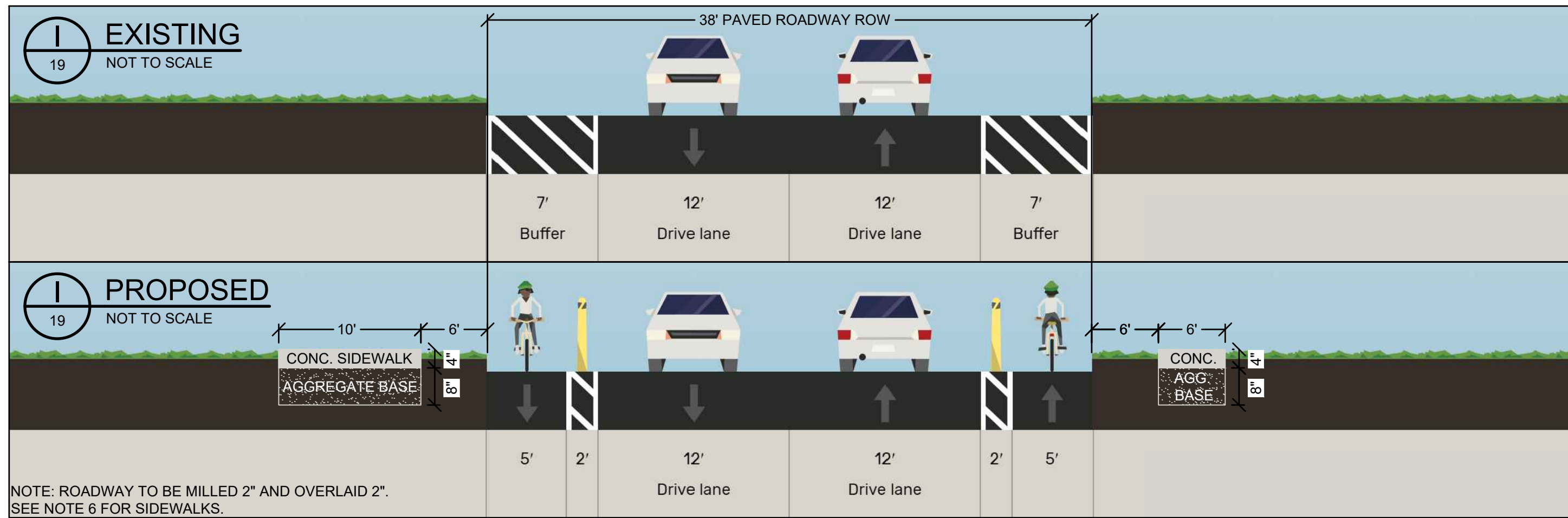
PROJECT NO.	70164
DATE	06.14.2022
DRAWING NO.	1
SHEET NO.	18 OF 30

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:42:06 PM



NOTES:

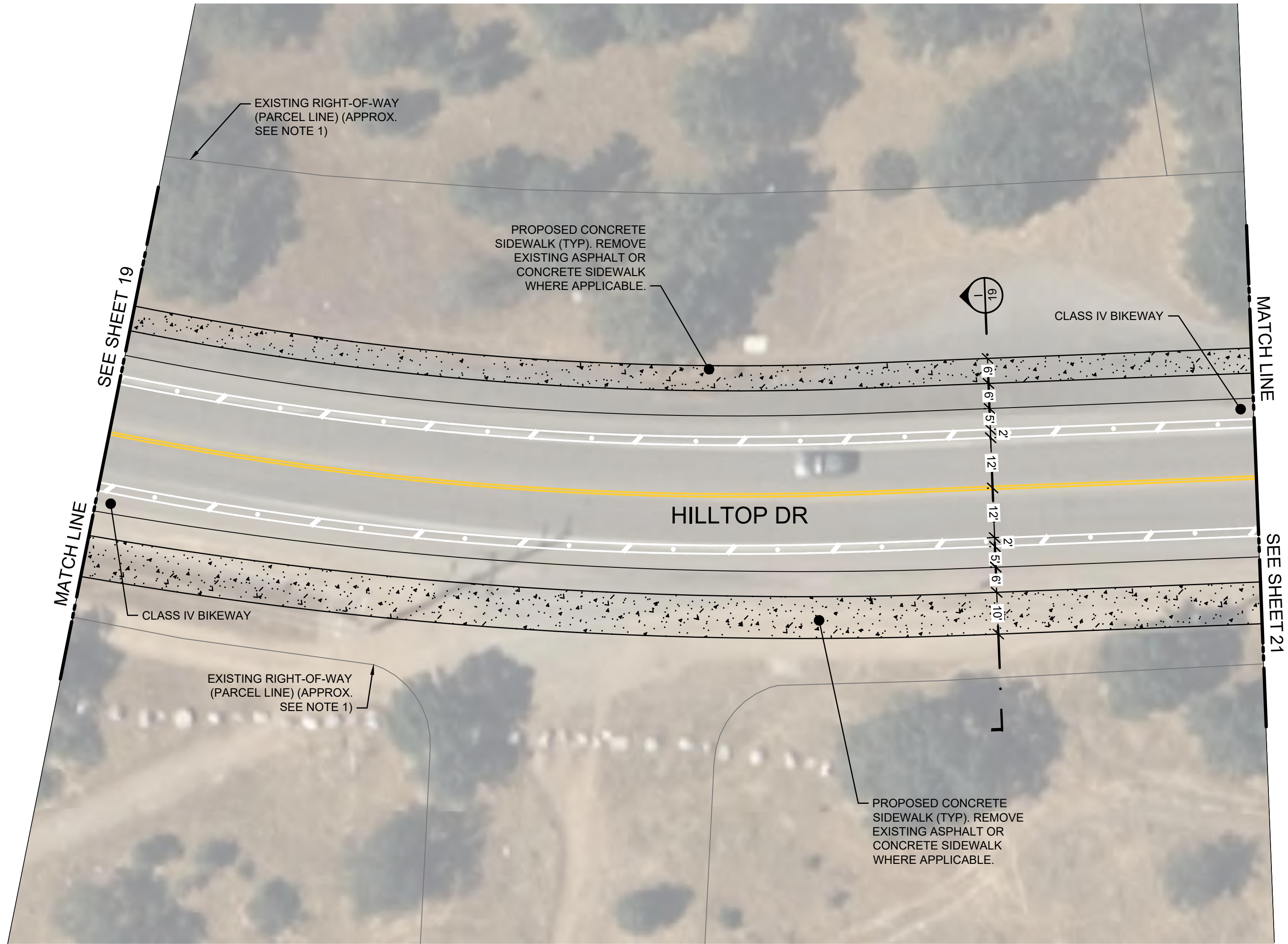
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
- EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
- ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
- ALL LIGHTING TO REMAIN.
- CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
- ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
- CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
- THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
- THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

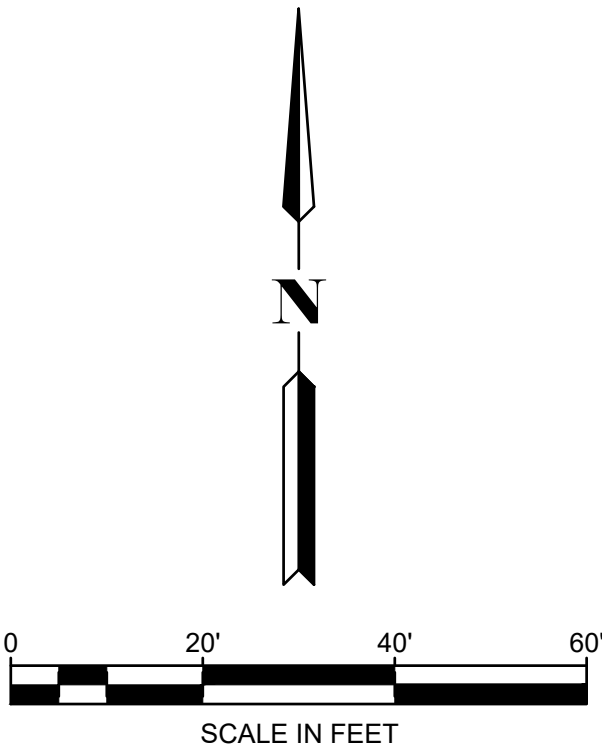
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS										TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		CIVIL		PROJECT NO.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.														HILLTOP DR		DATE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		DSGN	PF																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:42:11 PM



NOTES:

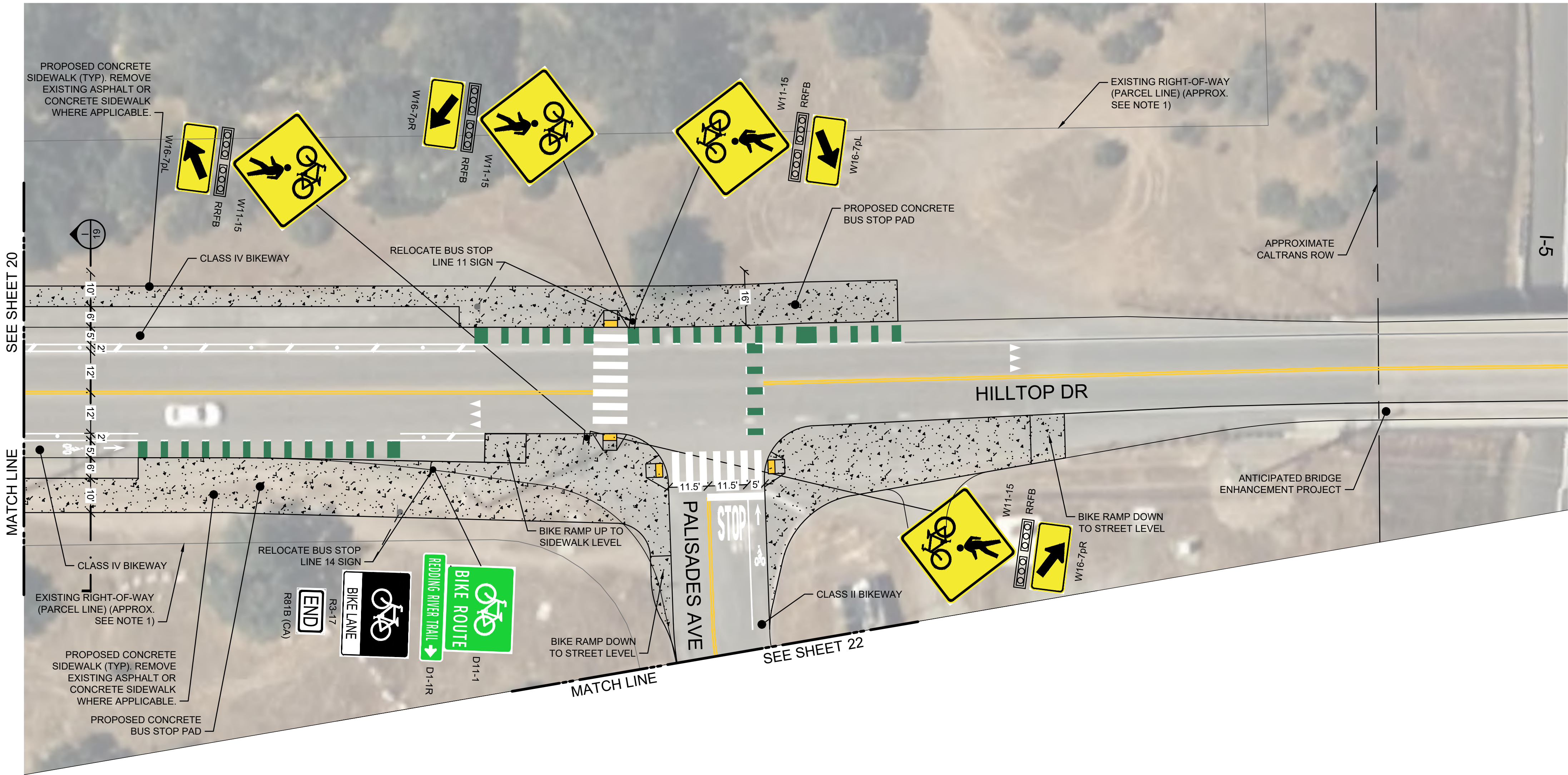
1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
4. ALL LIGHTING TO REMAIN.
5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

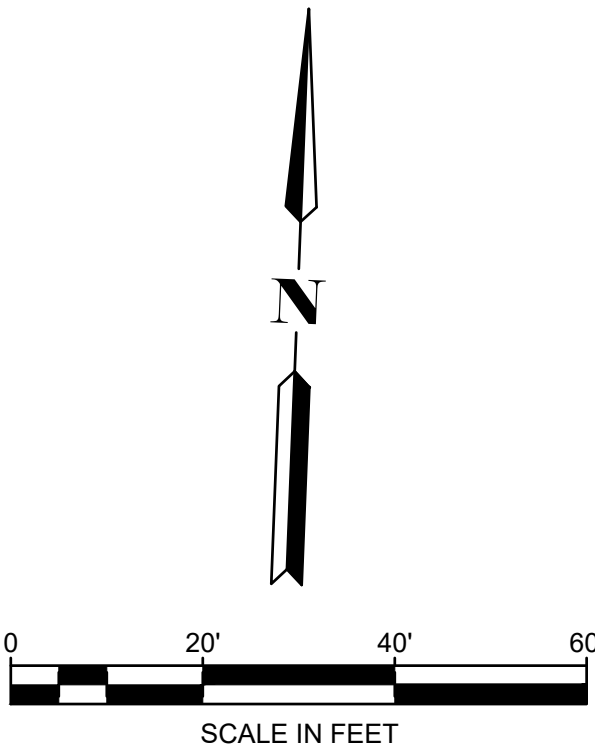
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS							TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		CIVIL		PROJECT NO. 70164
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.									HILLTOP DR		DATE 06.14.2022
		DSGN	PF									DRAWING NO.	1
		DR	PF									SHEET NO.	20 OF 30
		CHK	KM										
		APVD	KM	NO.	DATE	REVISION	BY	APVD					

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:42:15 PM



NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
4. ALL LIGHTING TO REMAIN.
5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

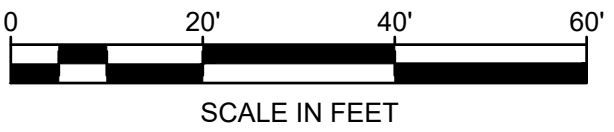
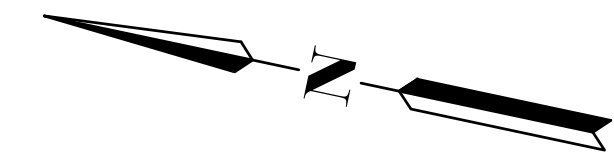
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS										TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		CIVIL		PROJECT NO. 70164
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.														HILLTOP DR TO PALASADES AVE		DATE 06.14.2022
		DSGN	PF														DRAWING NO.	1
		DR	PF															
		CHK	KM															SHEET NO.
		APVD	KM	NO.	DATE	REVISION					BY	APVD						

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:42:19 PM



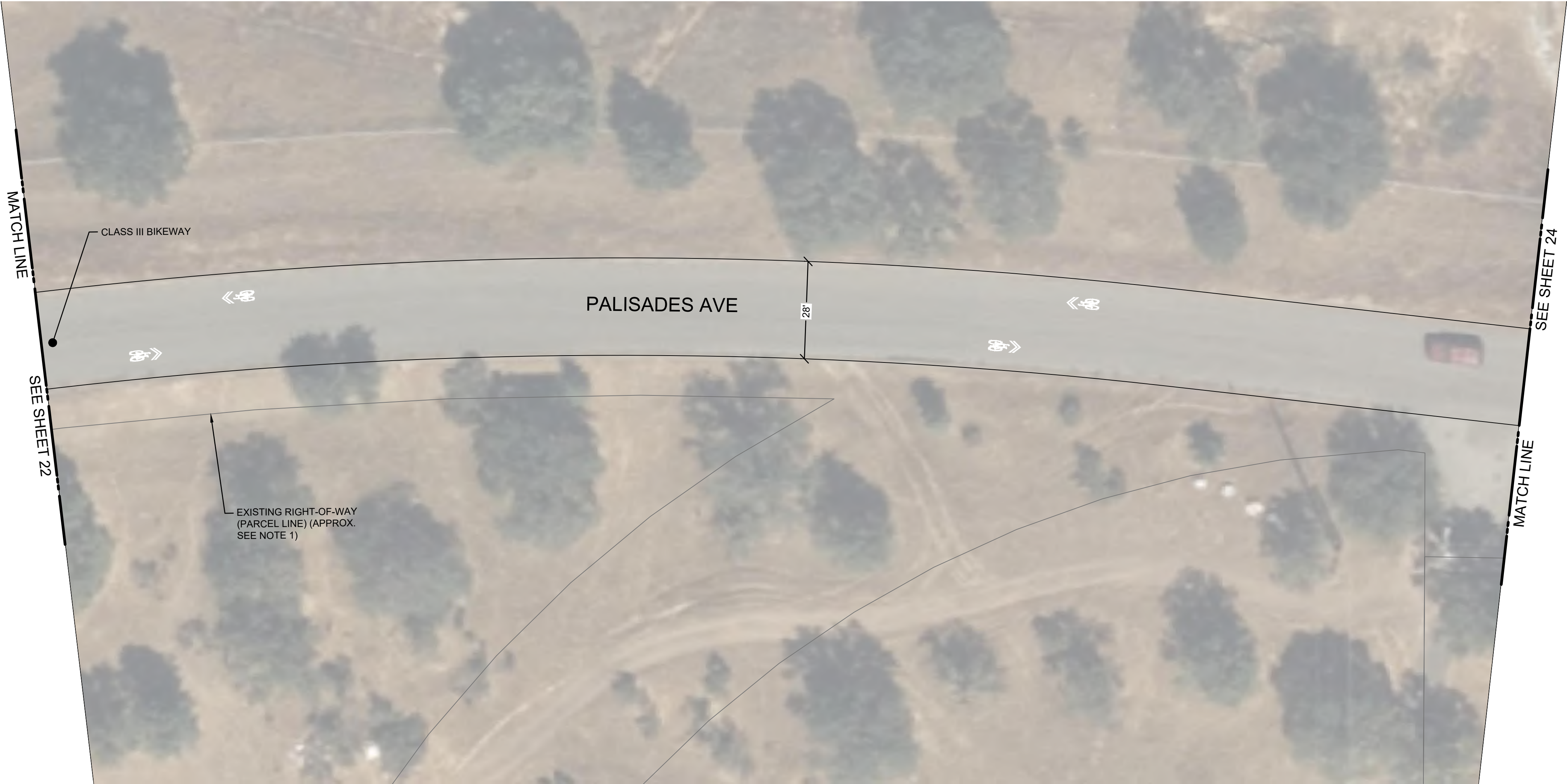
NOTES:

- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
- EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
- ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
- ALL LIGHTING TO REMAIN.
- CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
- ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
- CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
- THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
- THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		CIVIL		PROJECT NO. 70164			
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		PALASADES AVE		DATE 06.14.2022	
		DSGN PF												DRAWING NO. 1	
		DR PF													
		CHK KM													
		APVD KM		NO. DATE		REVISION		BY		APVD		SHEET NO. 22 OF 30			



NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
4. ALL LIGHTING TO REMAIN.
5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS										TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		CIVIL		PROJECT NO. 70164
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.														PALASADES AVE		DATE 06.14.2022
		DSGN	PF													DRAWING NO. 1		
		DR	PF															
		CHK	KM															
		APVD	KM	NO.	DATE	REVISION					BY	APVD				SHEET NO. 23 OF 30		

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:42:24 PM

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:42:28 PM



NOTES:

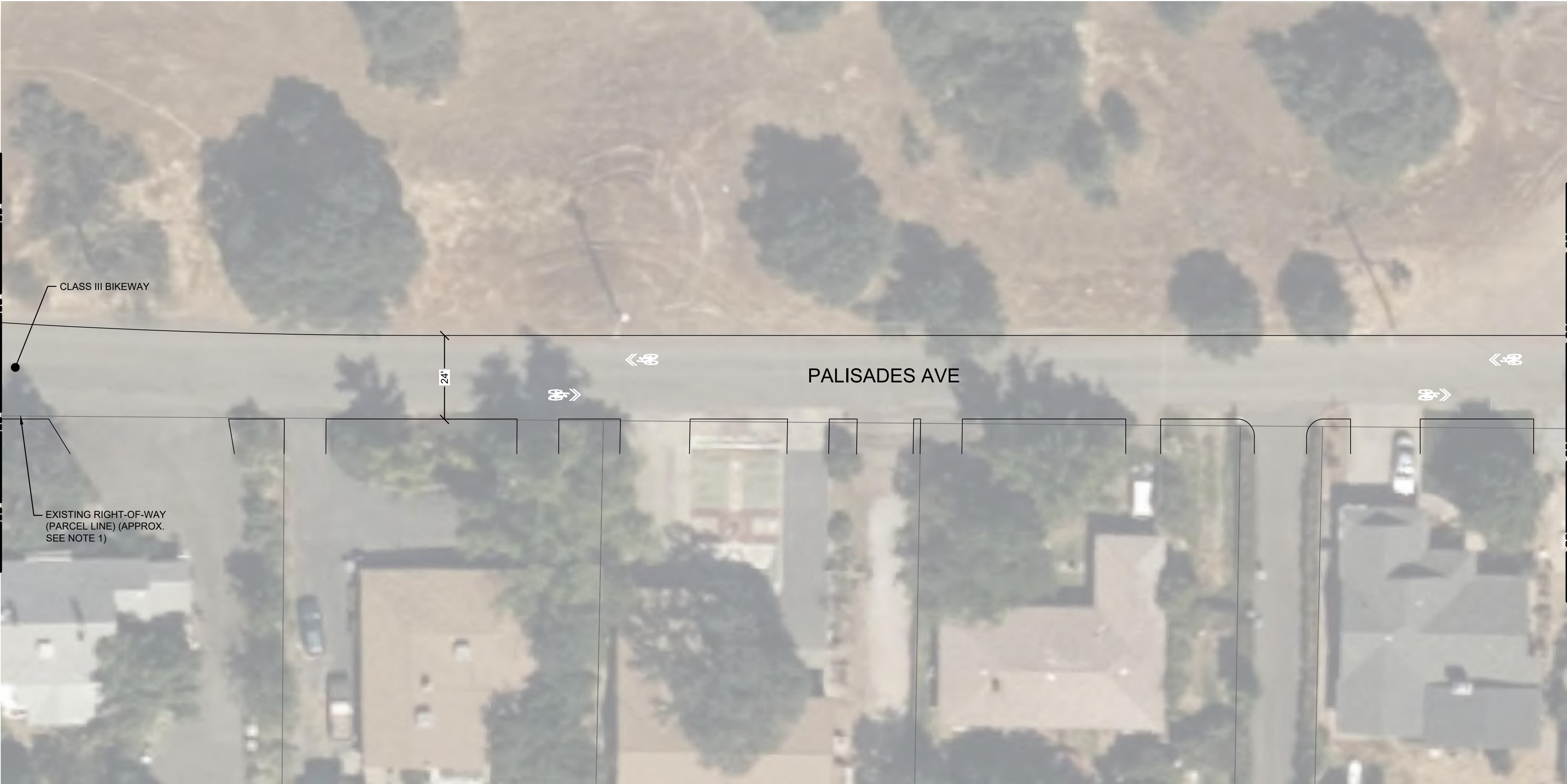
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
- EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
- ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
- ALL LIGHTING TO REMAIN.
- CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
- ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
- CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
- THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
- THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

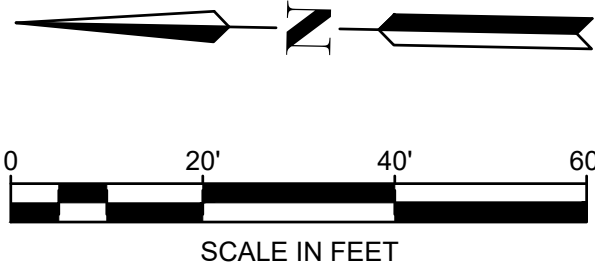
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		CIVIL		PROJECT NO. 70164			
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		PALASADES AVE		DATE 06.14.2022	
		DSGN	PF											DRAWING NO. 1	
		DR	PF												
		CHK	KM												
		APVD	KM	NO.	DATE	REVISION		BY	APVD			SHEET NO. 24 OF 30			

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:42:32 PM



NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
4. ALL LIGHTING TO REMAIN.
5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



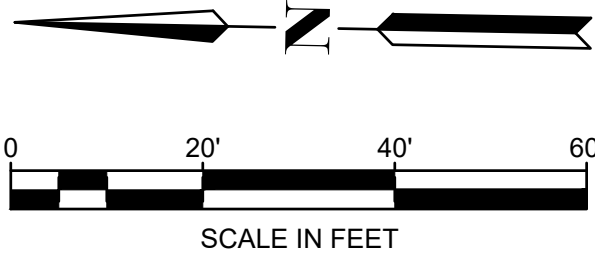
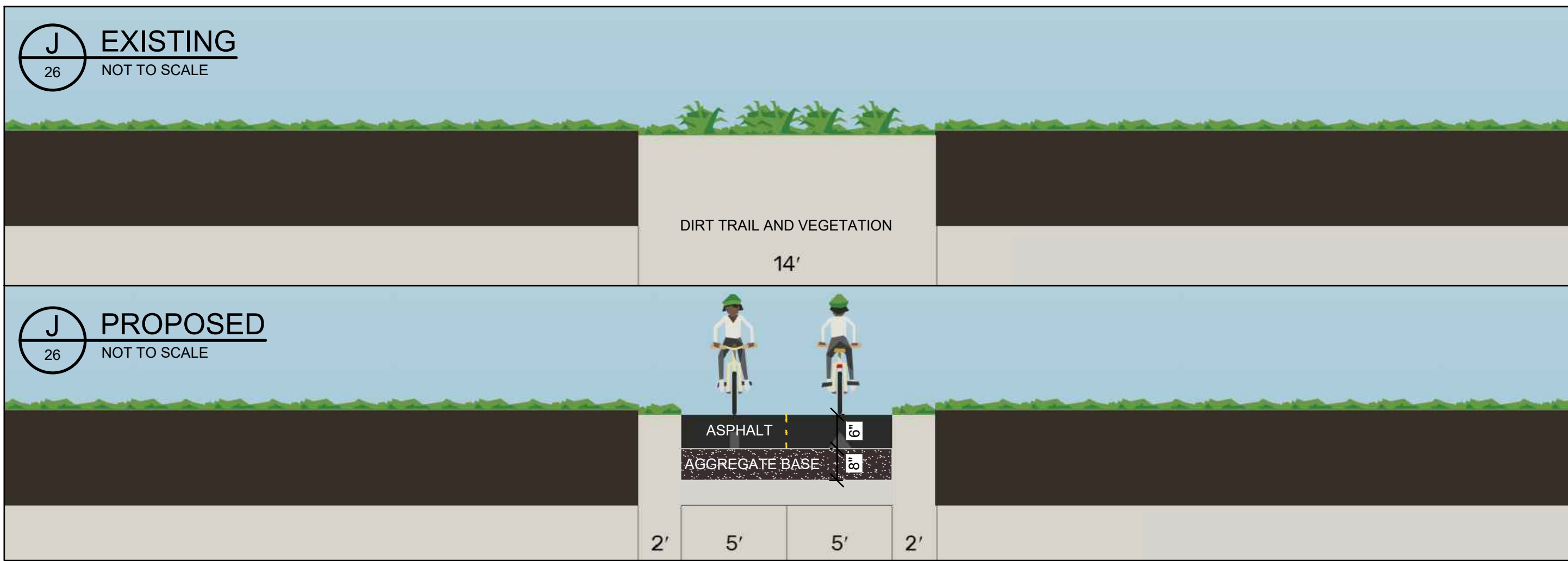
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		CIVIL		PROJECT NO. 70164			
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		PALASADES AVE		DATE 06.14.2022	
		DSGN	PF											DRAWING NO. 1	
		DR	PF												
		CHK	KM												
		APVD	KM	NO.	DATE	REVISION		BY	APVD			SHEET NO. 25 OF 30			



NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
4. ALL LIGHTING TO REMAIN.
5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE].
LICENSE NO. _____
EXPIRATION DATE: _____.

REUSE OF DOCUMENTS							
ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							
DSGN	PF						
DR	PF						
CHK	KM						
APVD	KM						
		NO.		DATE	REVISION		BY

**TOOLE
DESIGN**

1635 BROADWAY, SUITE 200
OAKLAND, CA 94612
PHONE: 510.298.0740
FAX: 301.927.2800
www.tooledesign.com

SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

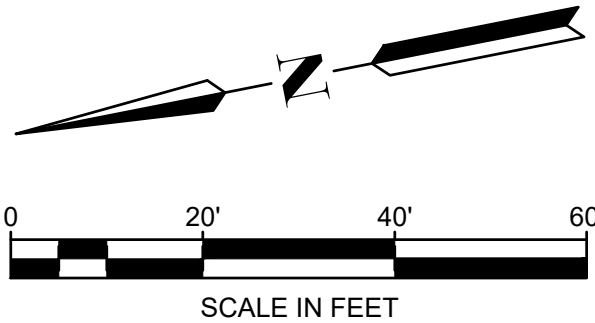
PALASADES
AVE TO
CONNECTOR
TRAIL

PROJECT NO.	70164
DATE	06.14.2022
DRAWING NO.	1
SHEET NO.	26 OF 30



NOTES:

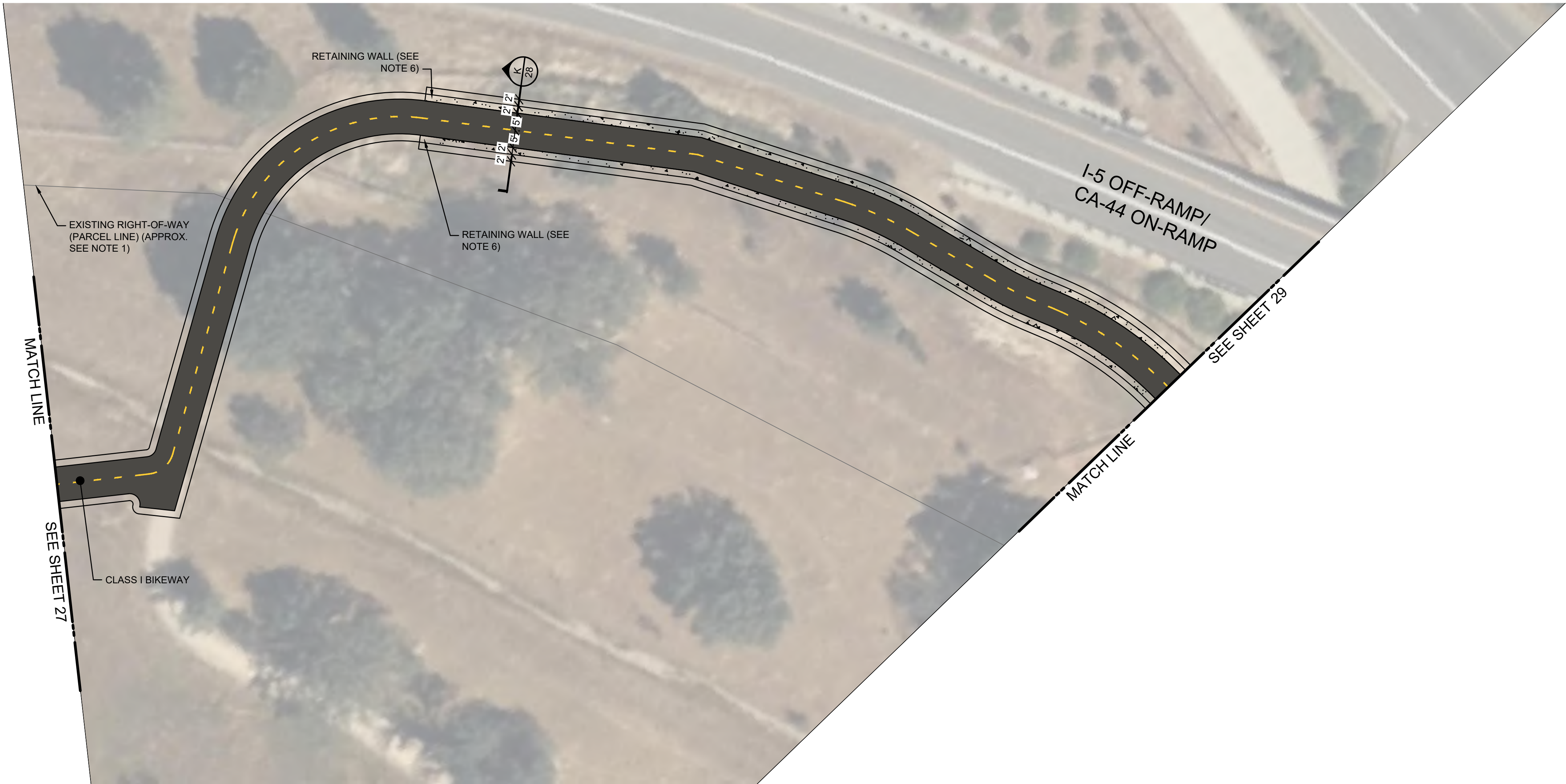
1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
4. ALL LIGHTING TO REMAIN.
5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



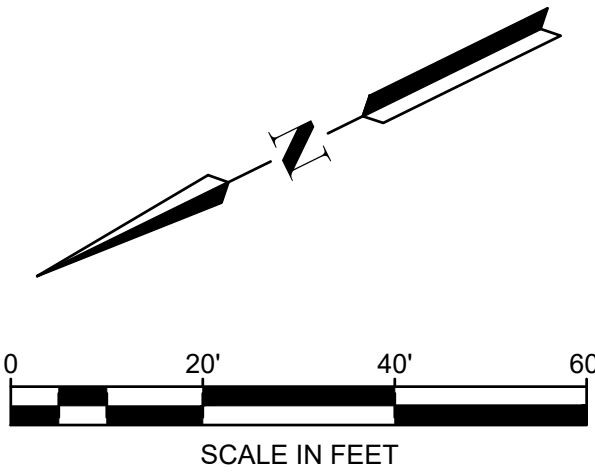
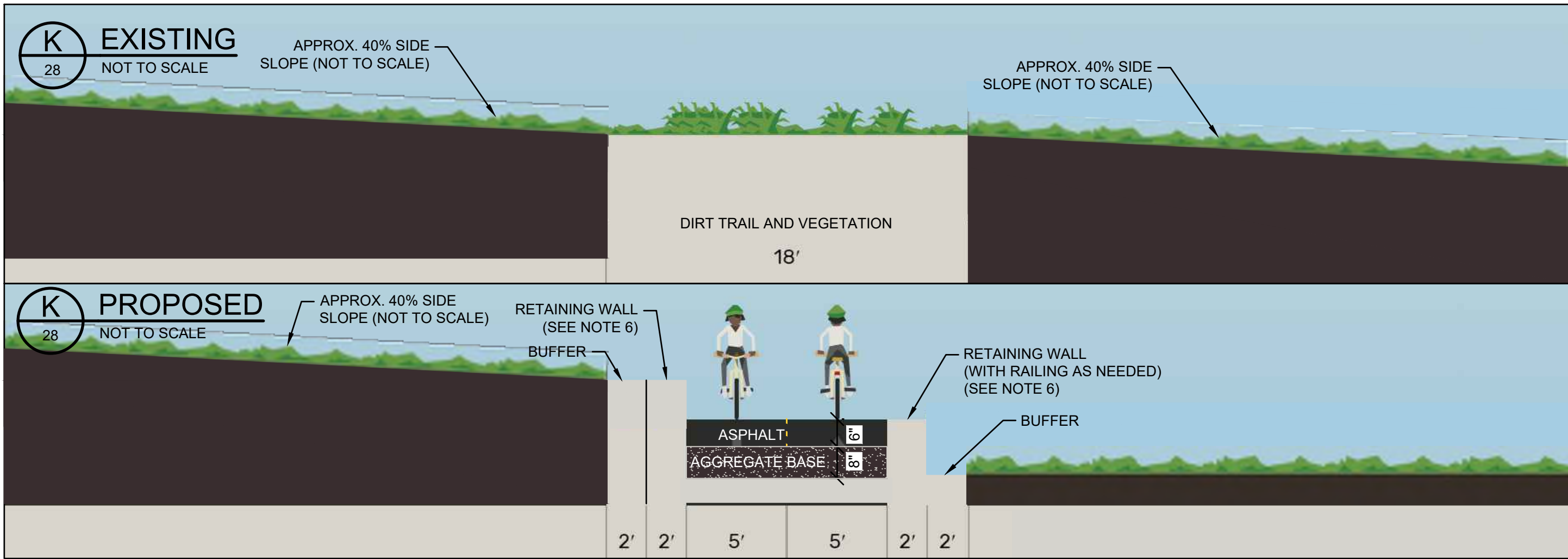
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS										TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		CIVIL		PROJECT NO. 70164
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.														CONNECTOR TRAIL		DATE 06.14.2022
		DSGN	PF													DRAWING NO. 1		
		DR	PF															
		CHK	KM															
		APVD	KM	NO.	DATE	REVISION					BY	APVD				SHEET NO. 27 OF 30		

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:42:40 PM



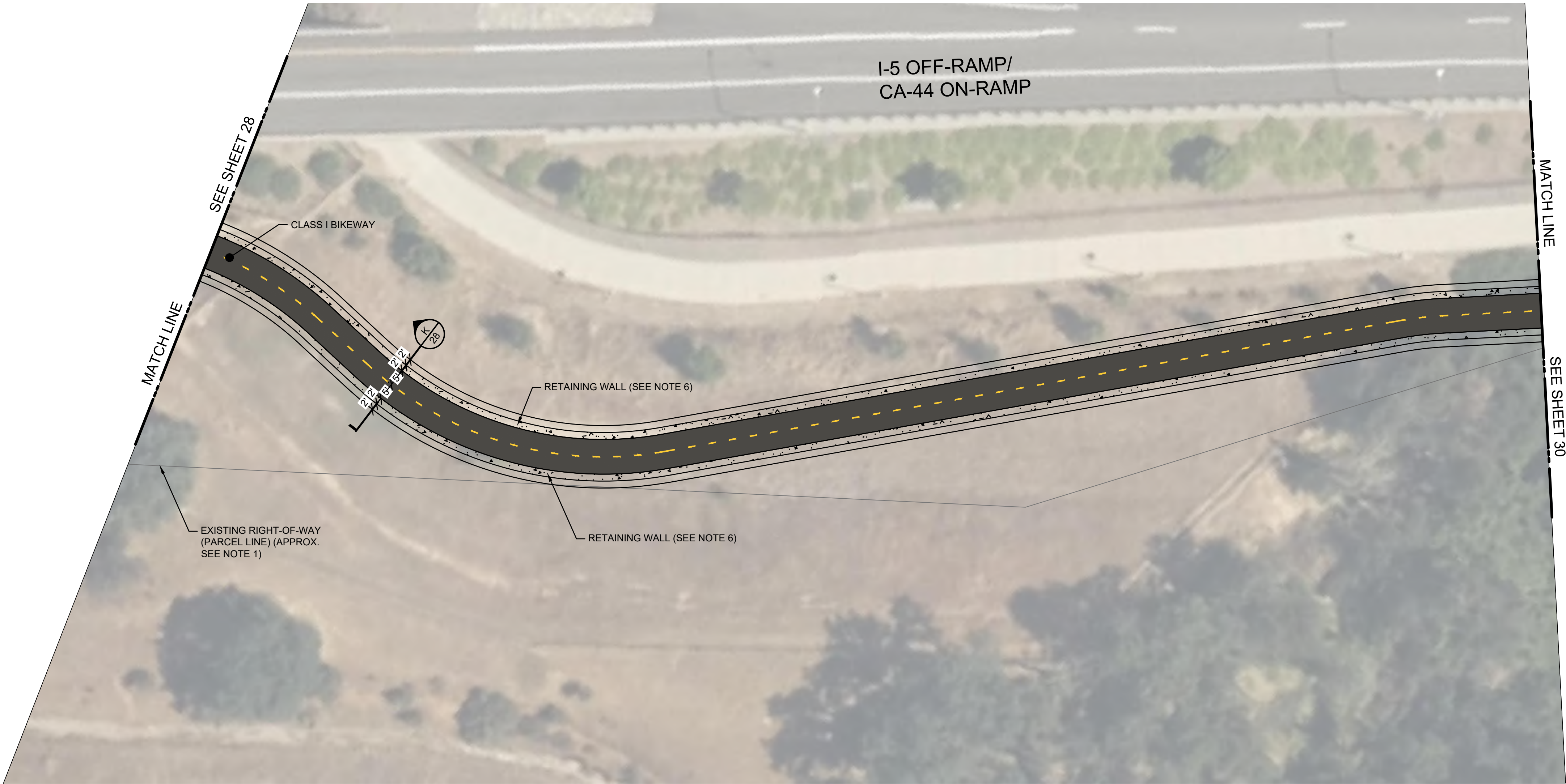
- NOTES:**
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



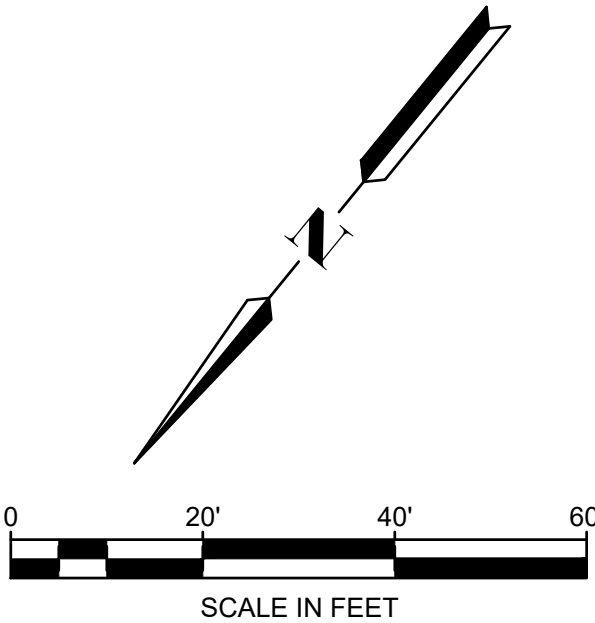
CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com	CIVIL		PROJECT NO. 70164
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____. EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.							CONNECTOR TRAIL		DATE 06.14.2022
		DSGN	PF								DRAWING NO. 1
		DR	PF								SHEET NO. 28 OF 30
		CHK	KM								
		APVD	KM	NO.	DATE	REVISION	BY	APVD			

H:\7000070164_S Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:42:45 PM



- NOTES:**
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
 - ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
 - ALL LIGHTING TO REMAIN.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
 - ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
 - CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

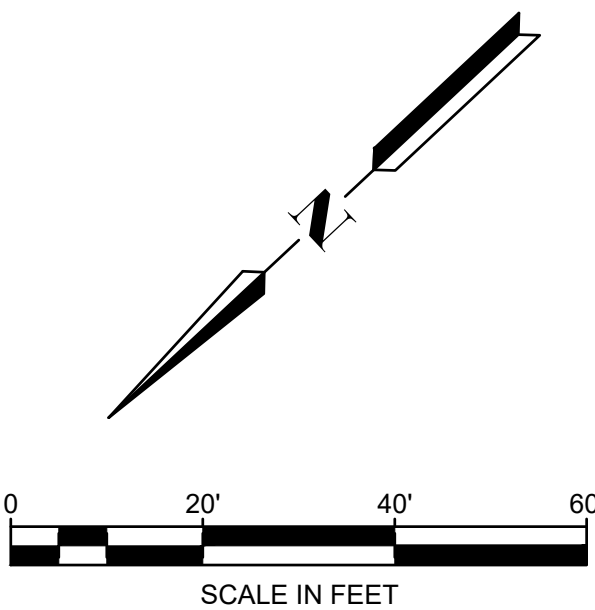
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS										TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		CIVIL		PROJECT NO. 70164
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.														CONNECTOR TRAIL		DATE 06.14.2022
		DSGN	PF													DRAWING NO. 1		
		DR	PF															
		CHK	KM															
		APVD	KM	NO.	DATE	REVISION				BY	APVD				SHEET NO. 29 OF 30			

H:\7000070164_S Shastia RATN\PRODUCTION\CAD\PLANS\70164_TP_Hilltop Dr.dwg
Tuesday, June 14, 2022 2:42:49 PM



NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINEWORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE.
3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.
4. ALL LIGHTING TO REMAIN.
5. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN. UTILITIES AND TREES WERE NOT SURVEYED FOR THIS CONCEPT DESIGN.
6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.
7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).
8. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 25% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS										TOOLE DESIGN 1635 BROADWAY, SUITE 200 OAKLAND, CA 94612 PHONE: 510.298.0740 FAX: 301.927.2800 www.tooledesign.com		SHASTA RATN - HILLTOP DR SRTA/CITY OF REDDING		CIVIL		PROJECT NO. 70164
ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.										CONNECTOR TRAIL						DATE 06.14.2022		
DSGN	PF									DRAWING NO. 1								
DR	PF																	
CHK	KM																	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		APVD	KM	NO.	DATE	REVISION				BY	APVD			SHEET NO. 30 OF 30				

APPENDIX E

Park Marina Drive Rapid Implementation Project Concept Design



CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

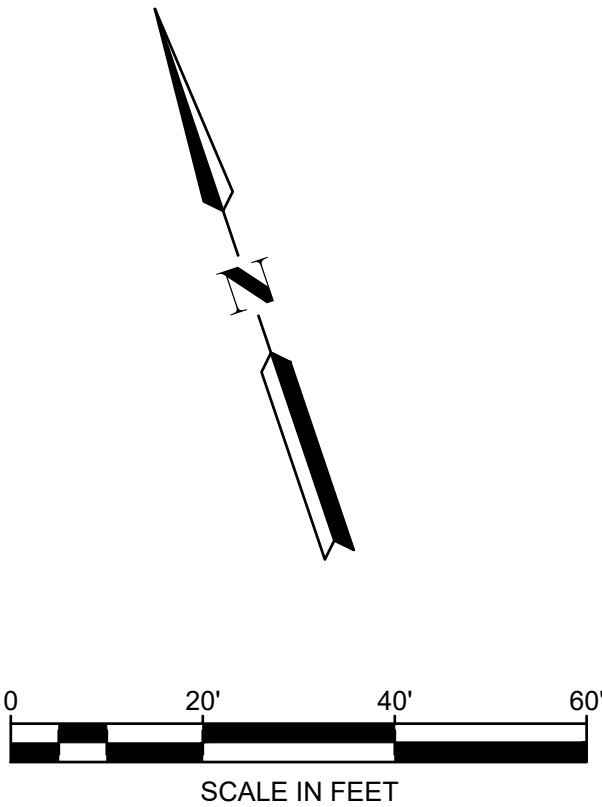
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS										TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com	PARK MARINA DR CITY OF REDDING	TRAFFIC		PROJECT NO.	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.												CHANNELIZATION AND SIGNING PLAN		TBD	
		DSGN	TW							DATE	06.15.2022						
		DR	TW							DRAWING NO.	TP0						
		CHK	KM							SHEET NO.	1 OF 18						
		APVD	KM	NO.	DATE	REVISION				BY	APVD						

H:\7000\070164_s_Shaista RATNIPRODUCTION\CAD\PLANS\0164_TP_Park Marina.dwg
6/15/2022



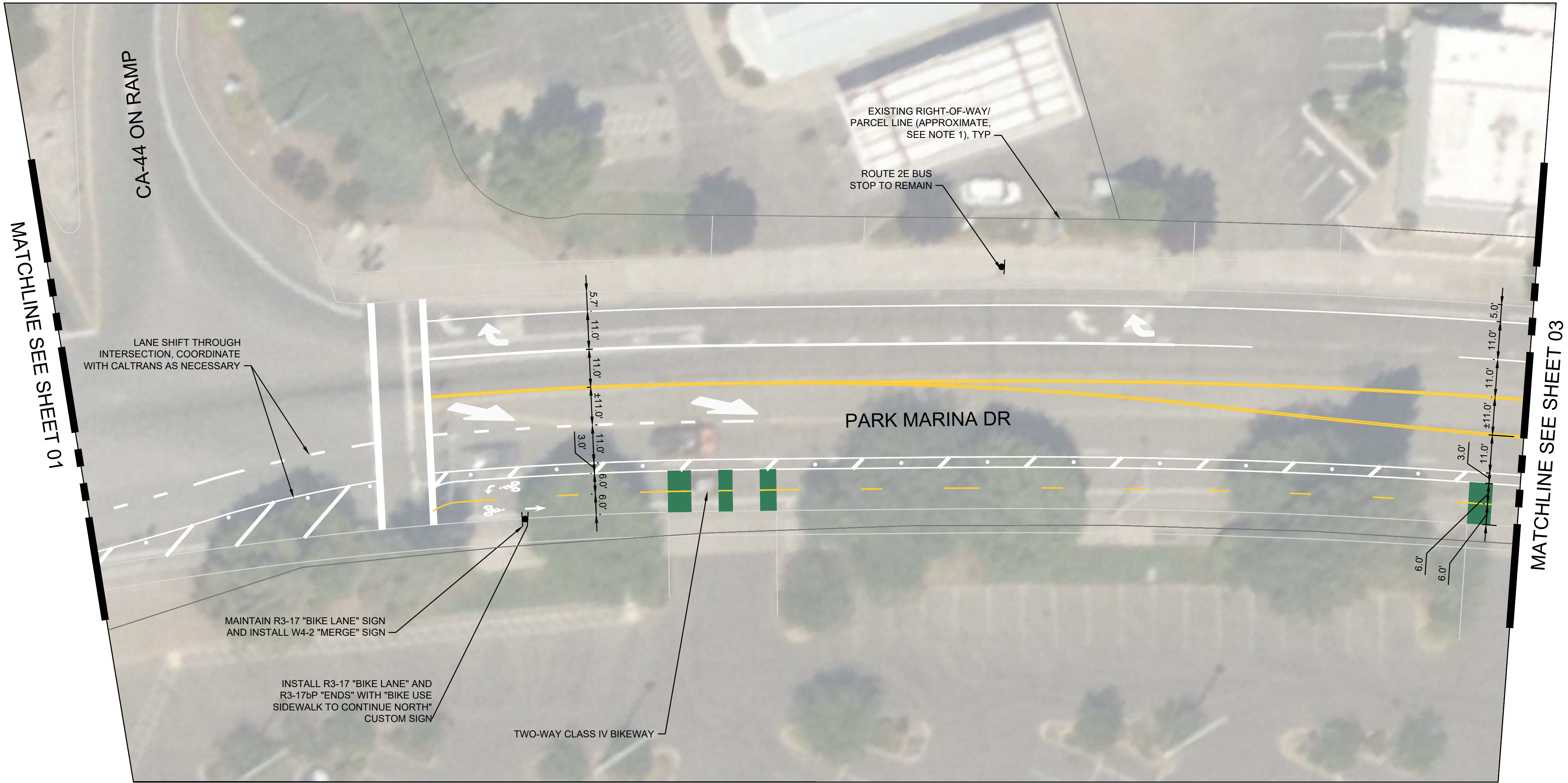
MATCHLINE SEE SHEET 02

- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
 - EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
 - ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

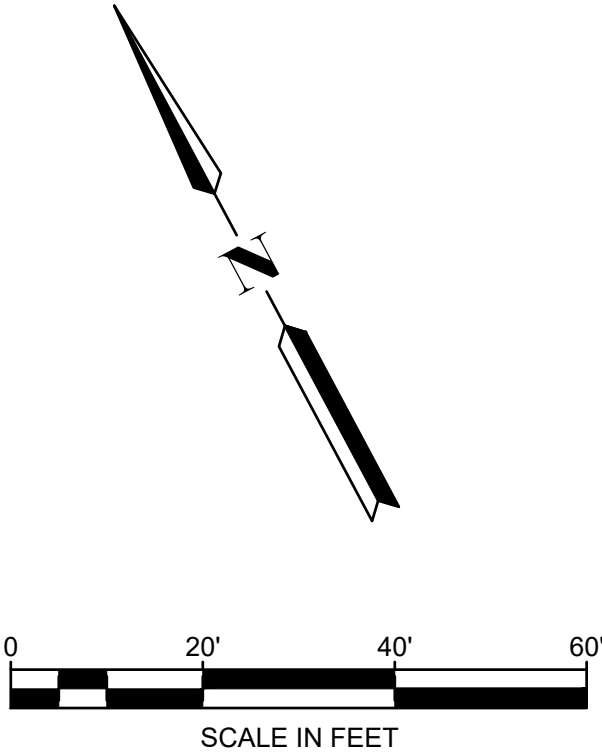
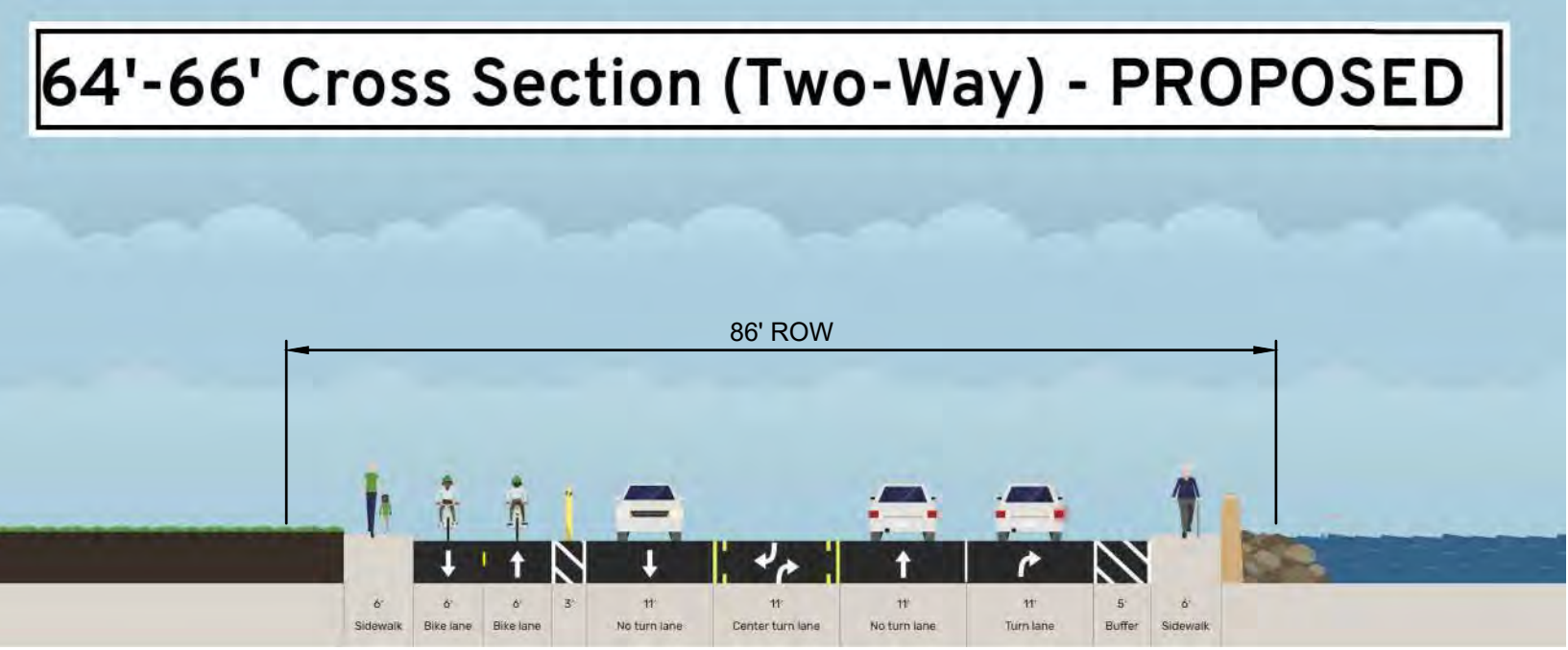
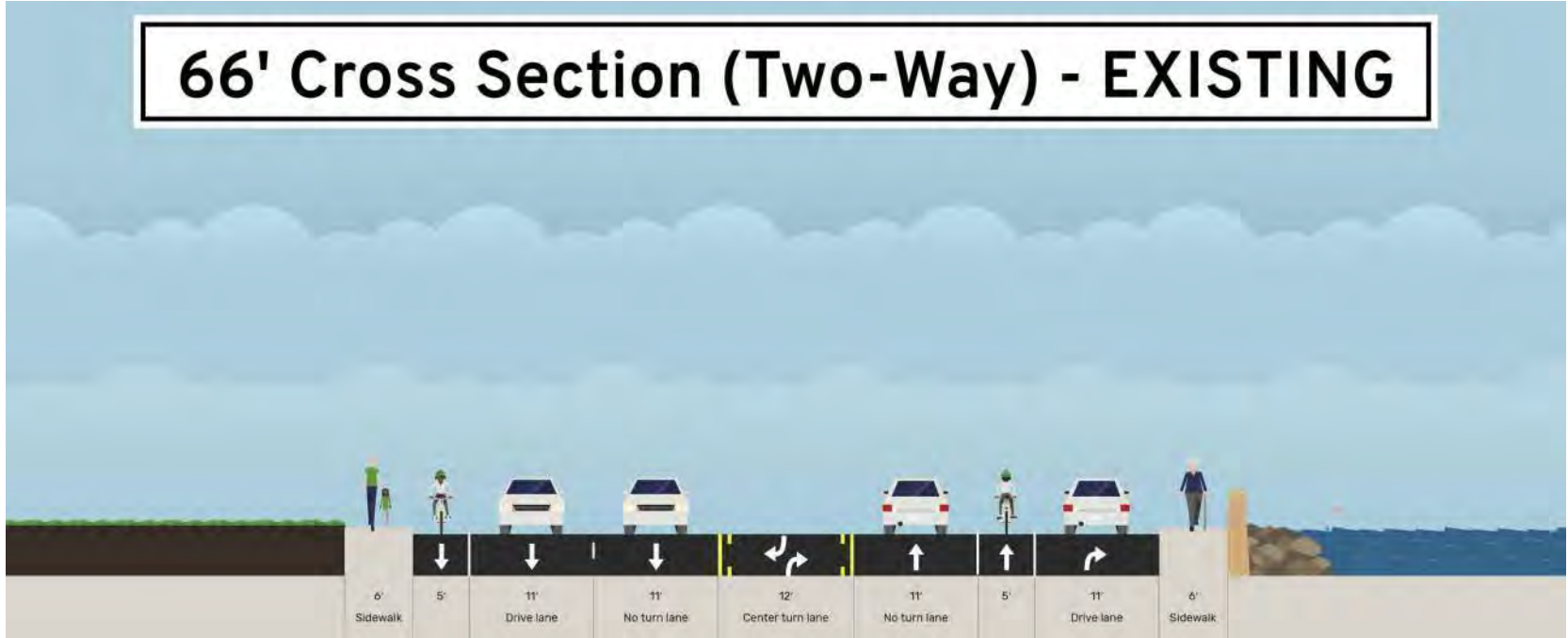


CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS										TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		PARK MARINA DR CITY OF REDDING		TRAFFIC		PROJECT NO. TBD	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.														CHANNELIZATION AND SIGNING PLAN		DATE 05.24.2022	
		DSGN TW								DRAWING NO. TP1									
		DR TW								SHEET NO.									
		CHK KM								2 OF 18									
		APVD KM		NO. DATE		REVISION				BY		APVD							

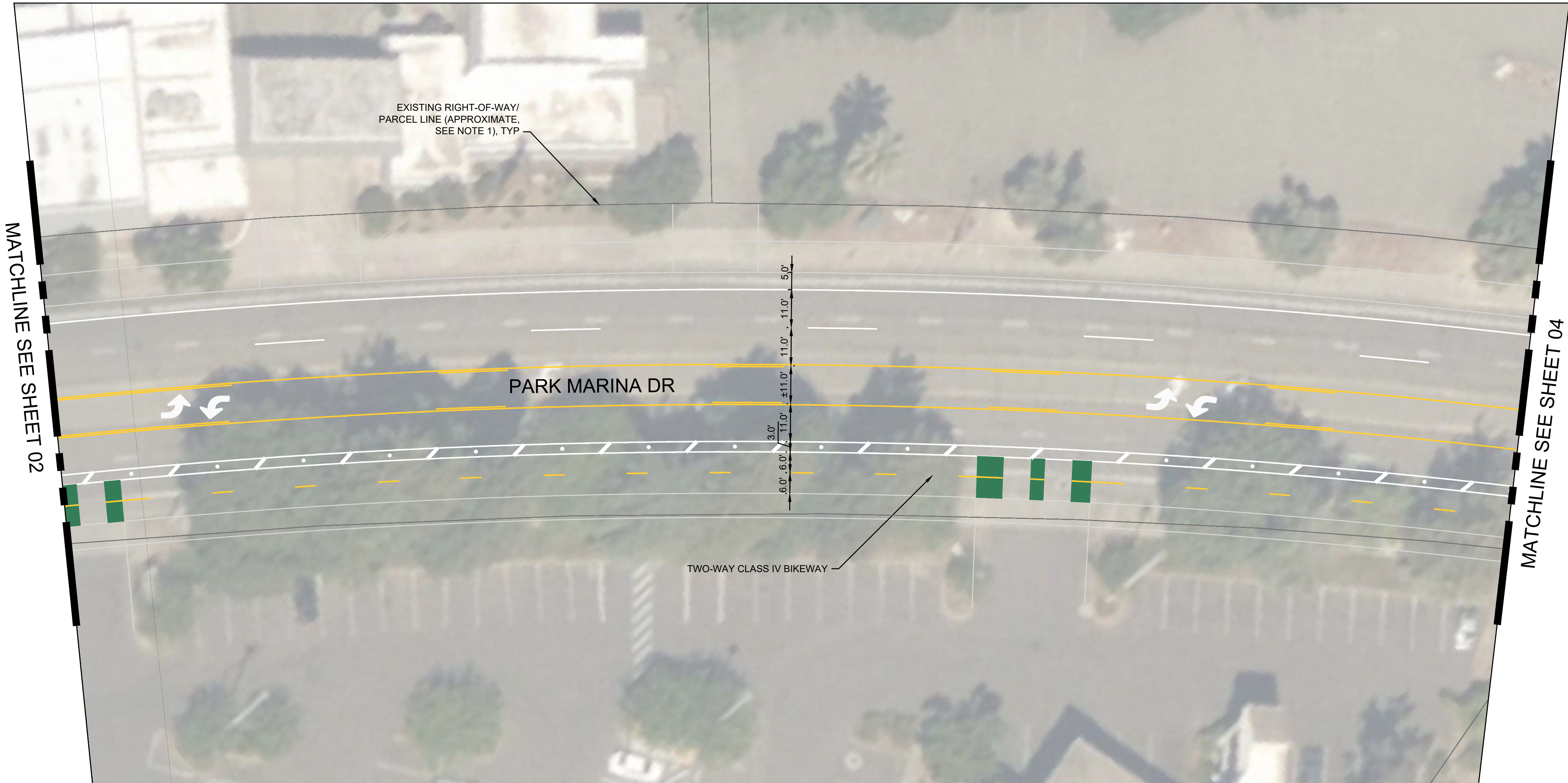


- NOTES:**
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
 - EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
 - ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

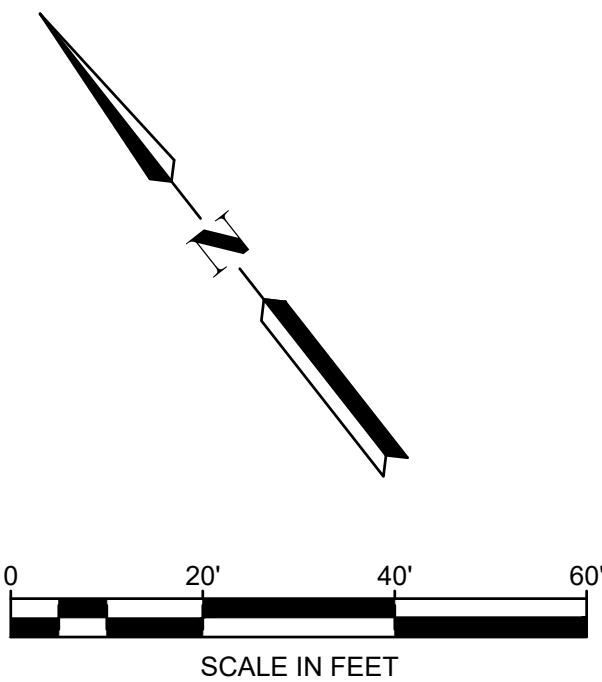
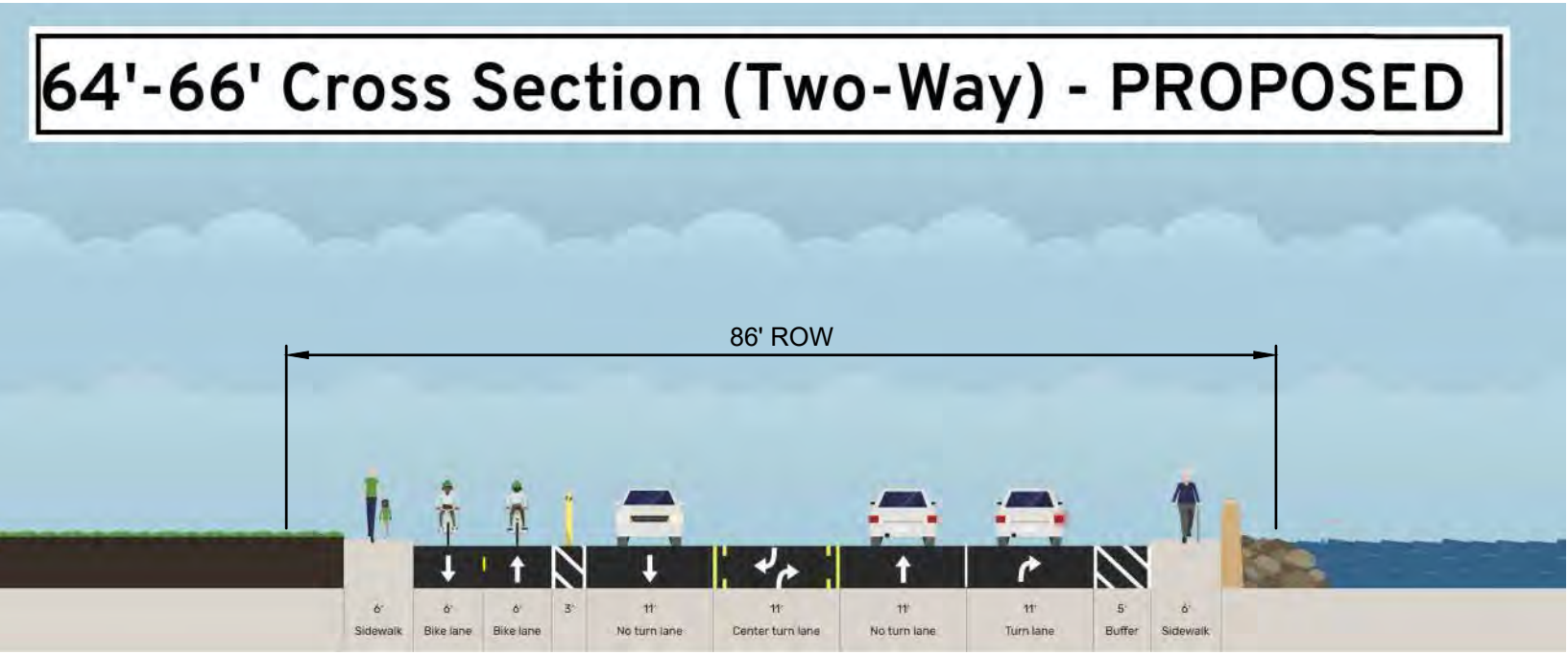
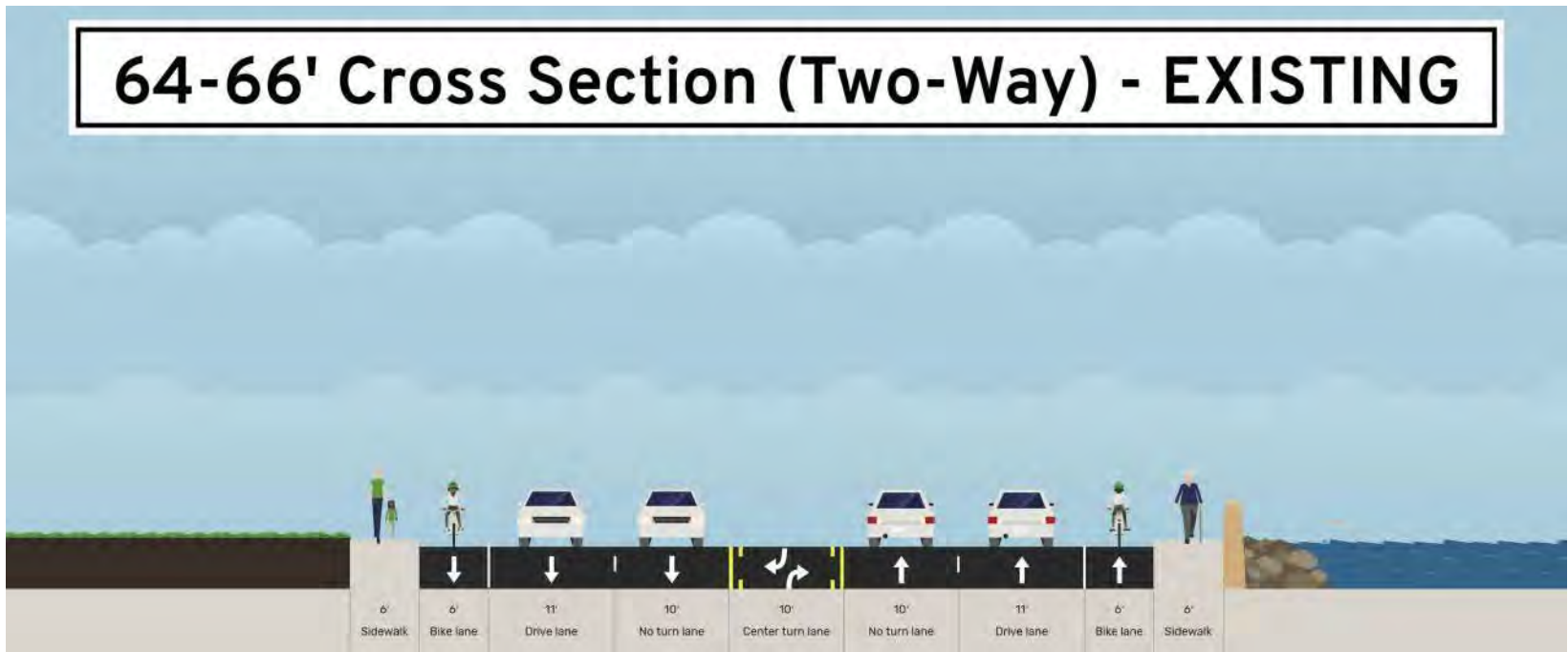


CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		TRAFFIC		PROJECT NO.		
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE]. LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								CHANNELIZATION AND SIGNING PLAN		TBD		
		DSGN TW									DATE		05.24.2022	
		DR TW									DRAWING NO.		TP2	
		CHK KM									SHEET NO.		3 OF 18	
		APVD KM		NO. DATE		REVISION				BY		APVD		

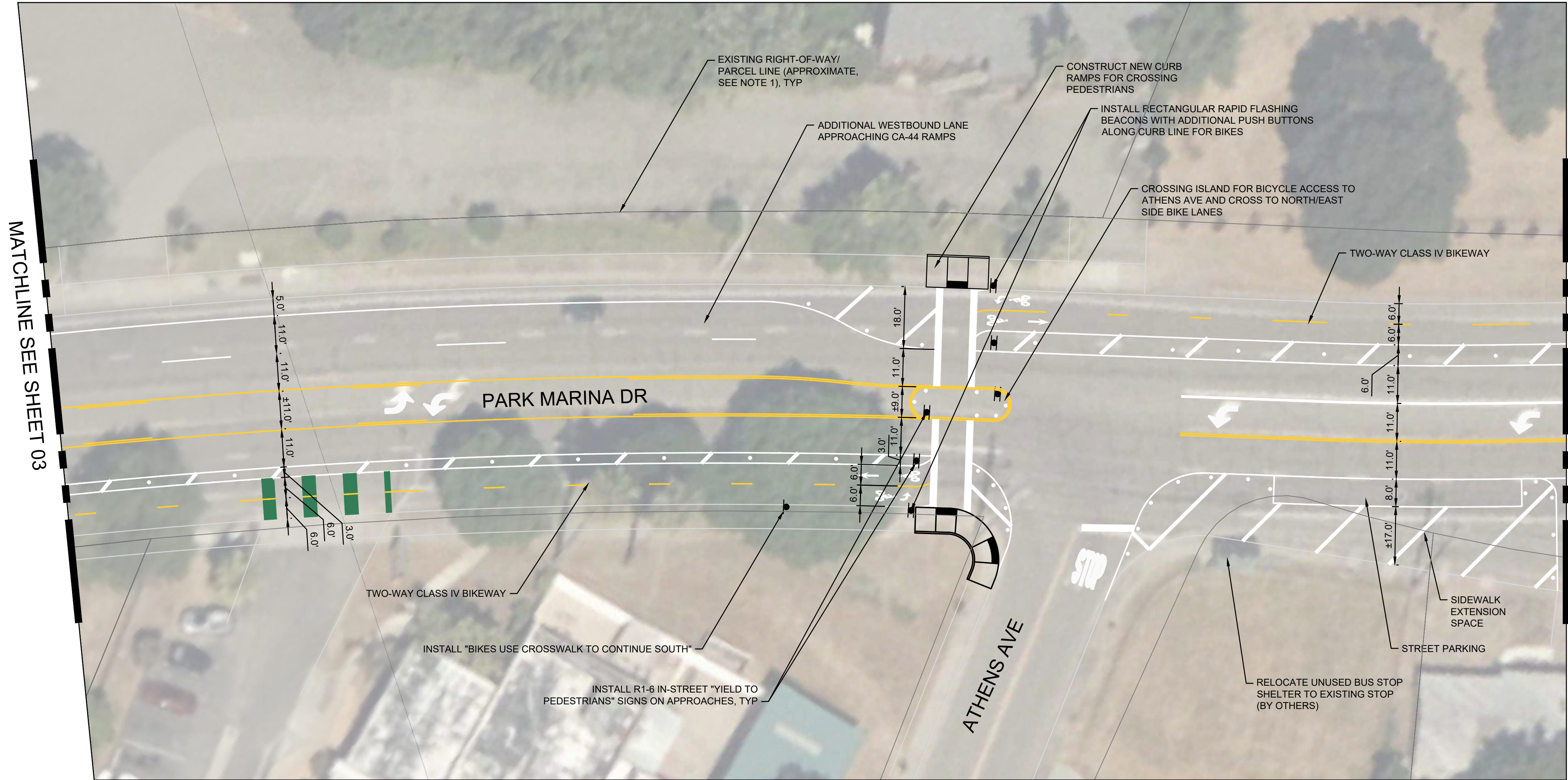


- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
 - EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
 - ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

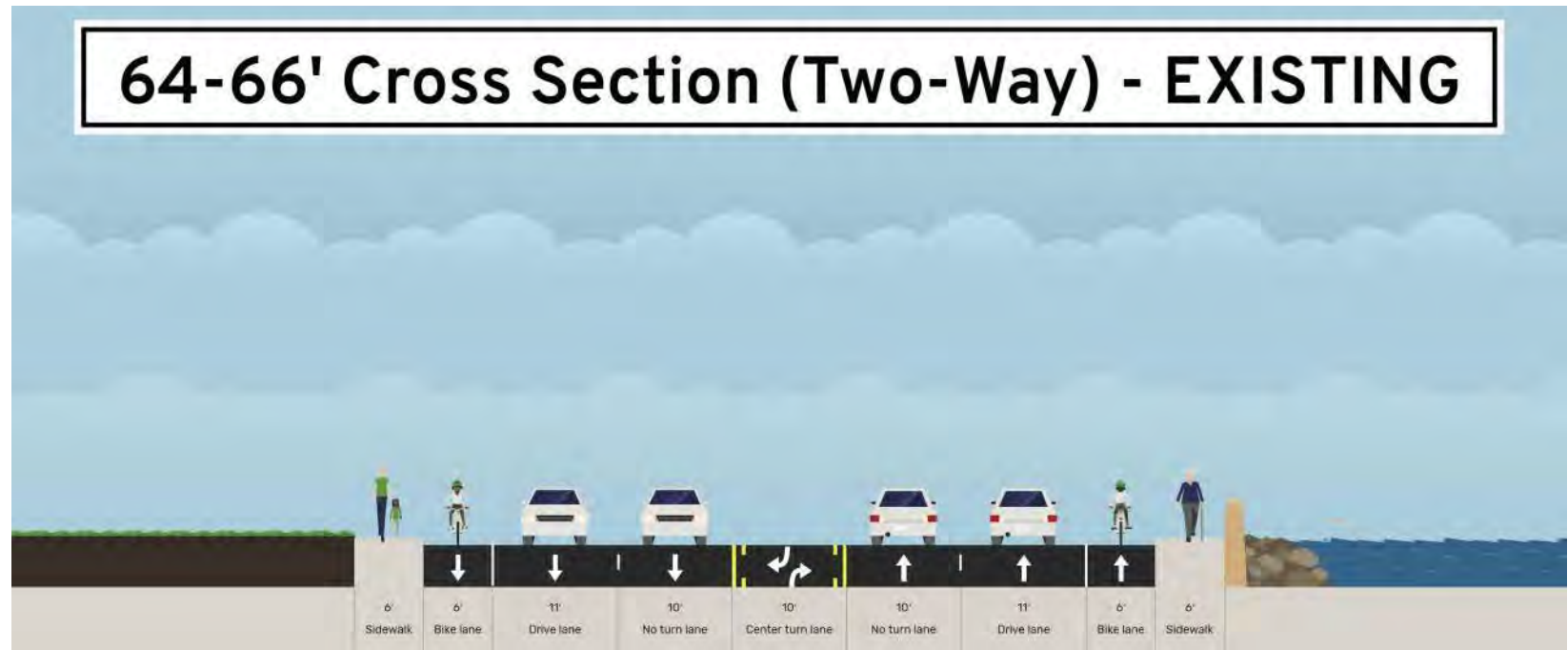
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com PARK MARINA DR CITY OF REDDING		TRAFFIC		PROJECT NO.					
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								TBD		DATE					
		DSGN		TW								05.24.2022					
		DR		TW								DRAWING NO.					
		CHK		KM								TP3					
		APVD		KM		NO.		DATE		REVISION		BY		APVD		SHEET NO.	
																4 OF 18	



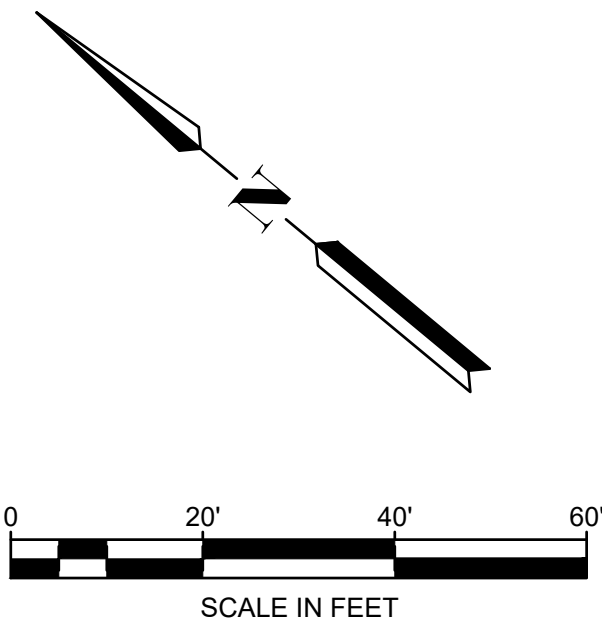
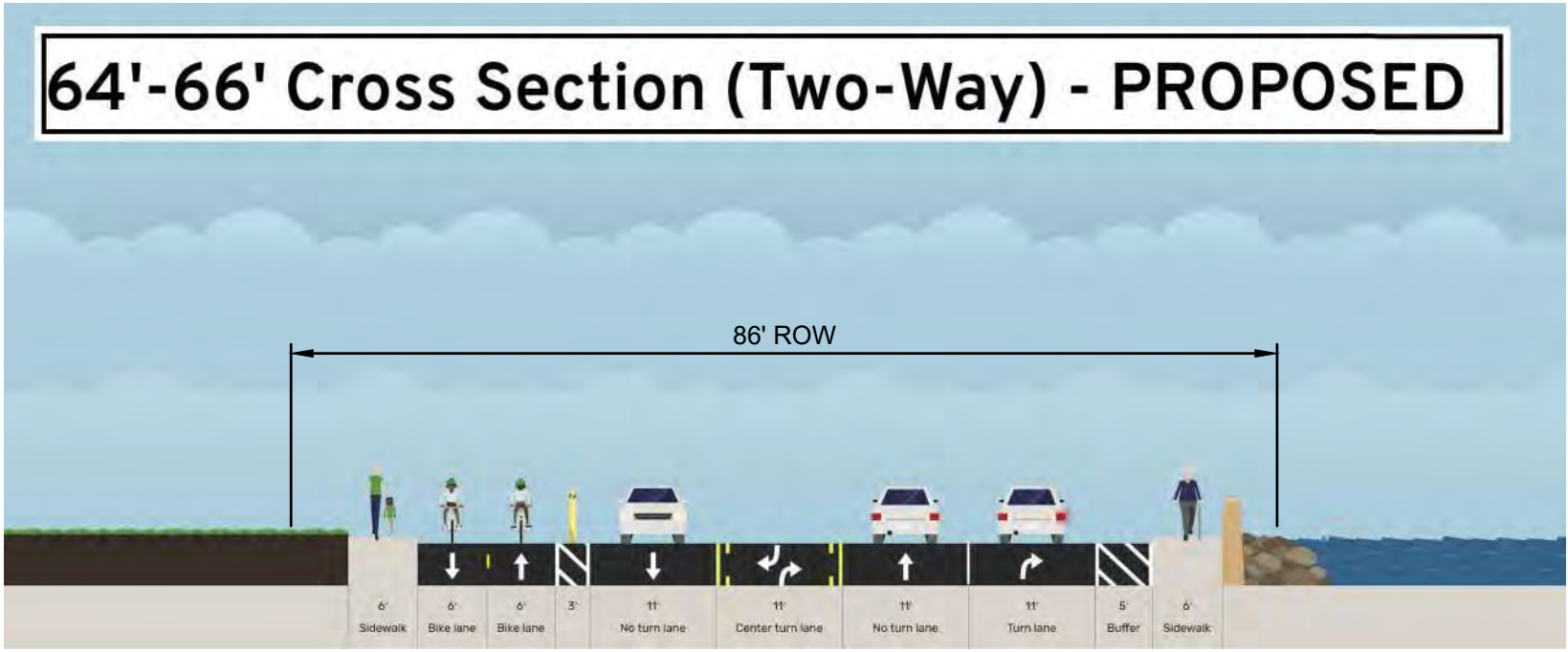
NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
3. EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
4. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
5. ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
6. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
7. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

64-66' Cross Section (Two-Way) - EXISTING



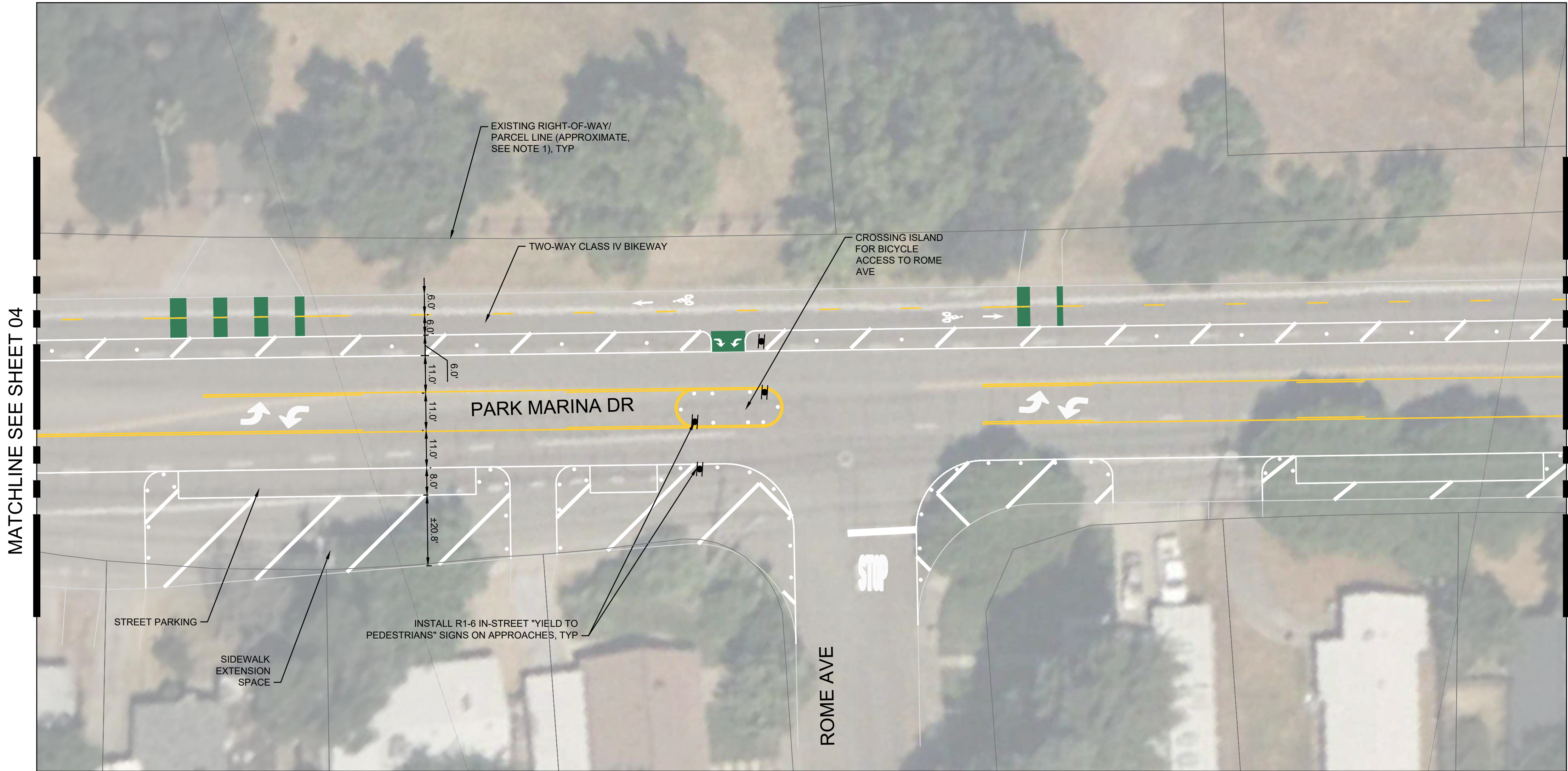
64'-66' Cross Section (Two-Way) - PROPOSED



CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		TRAFFIC		PROJECT NO.			
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								PARK MARINA DR CITY OF REDDING		CHANNELIZATION AND SIGNING PLAN		TBD	
		DSGN	TW											DATE	05.24.2022
		DR	TW											DRAWING NO.	TP4
		CHK	KM									SHEET NO.	5 OF 18		
		APVD	KM									NO.	DATE	REVISION	BY

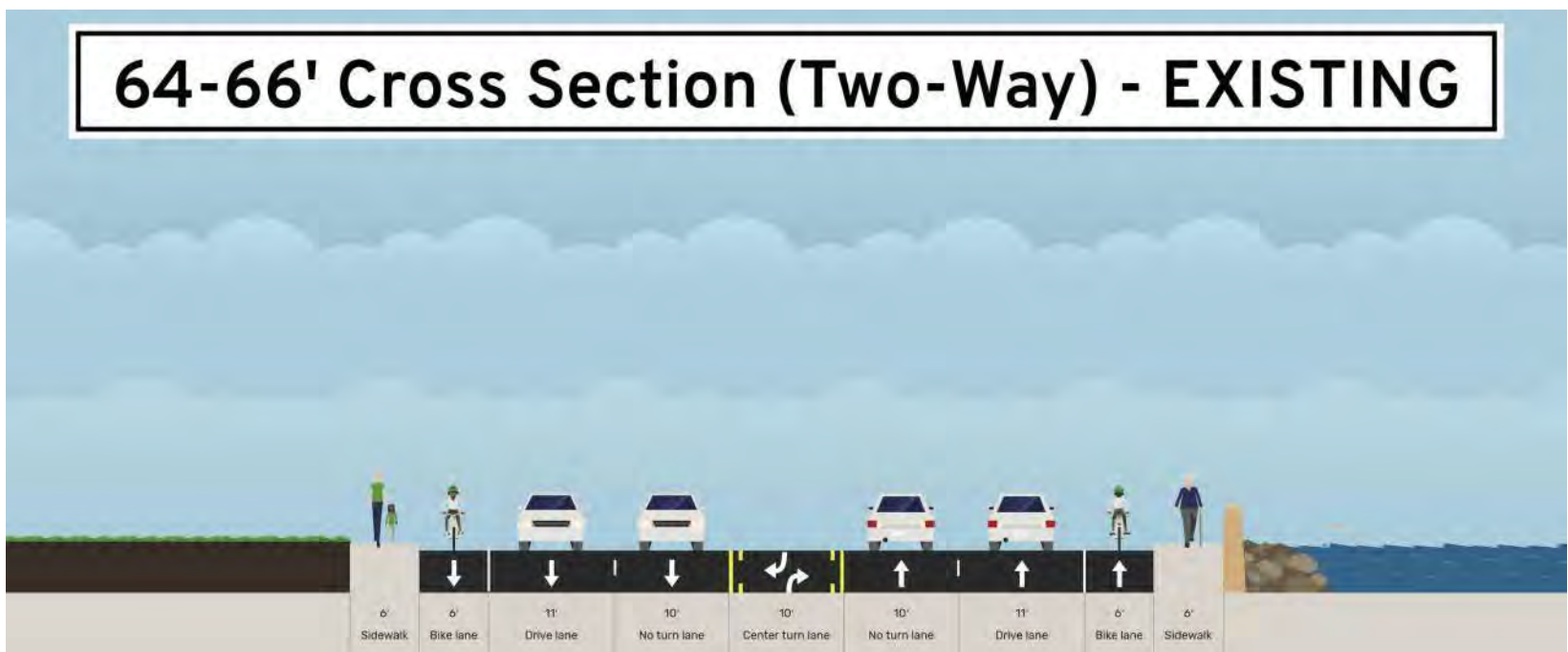
H:\7000\070164_S_Shaista RATN\PRODUCTION\CAD\PLANS\0164_TP_Park Marina.dwg
6/14/2022



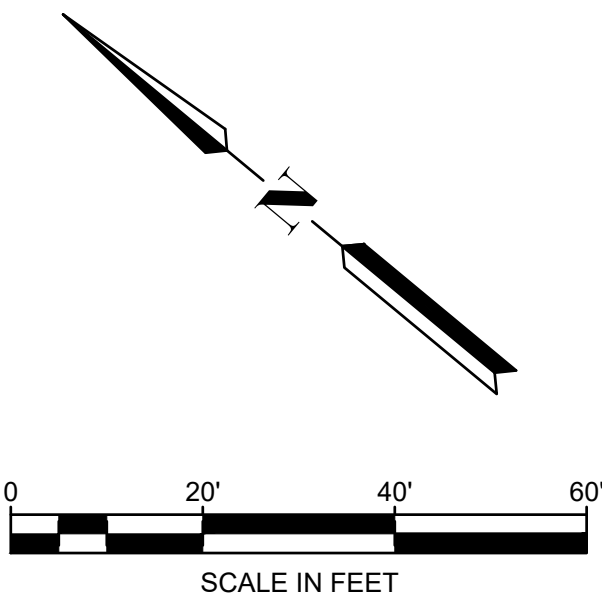
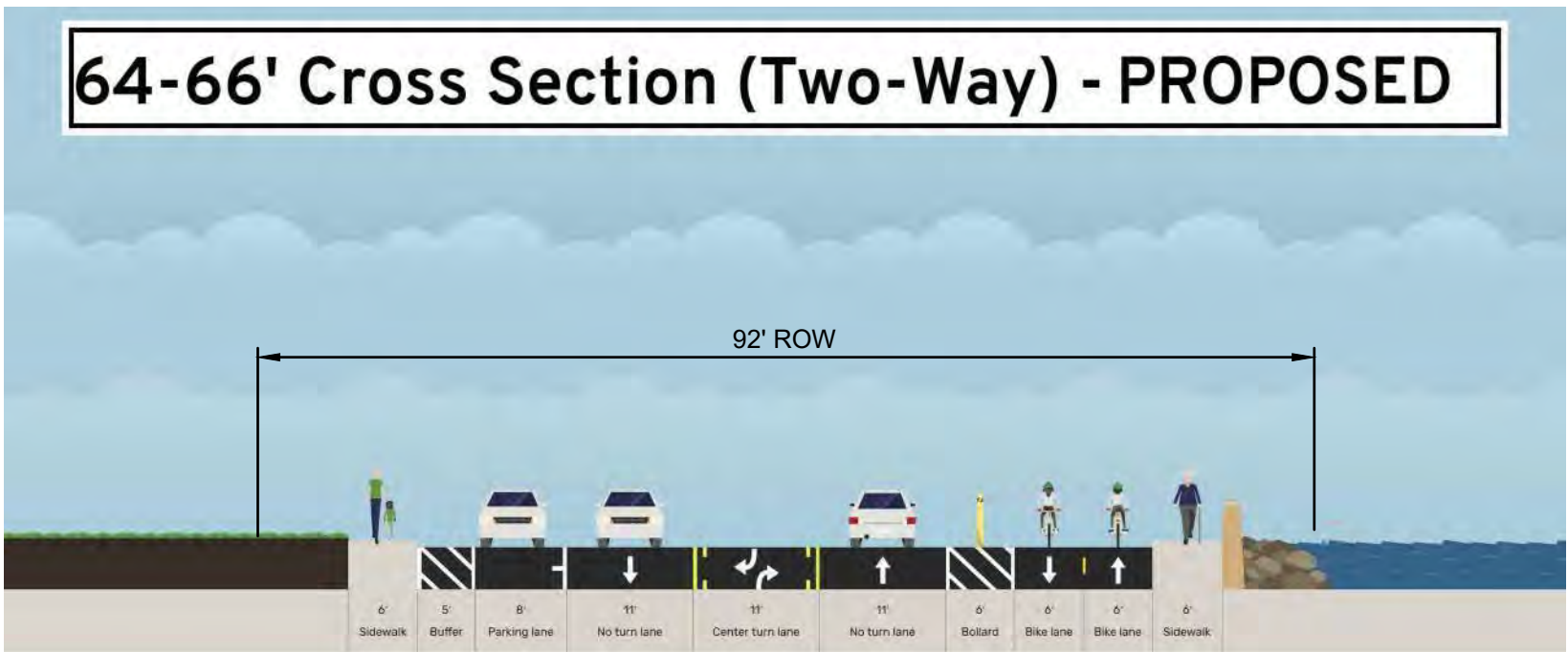
NOTES:

- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
- ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
- EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
- EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
- ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
- CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
- THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
- THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

64-66' Cross Section (Two-Way) - EXISTING



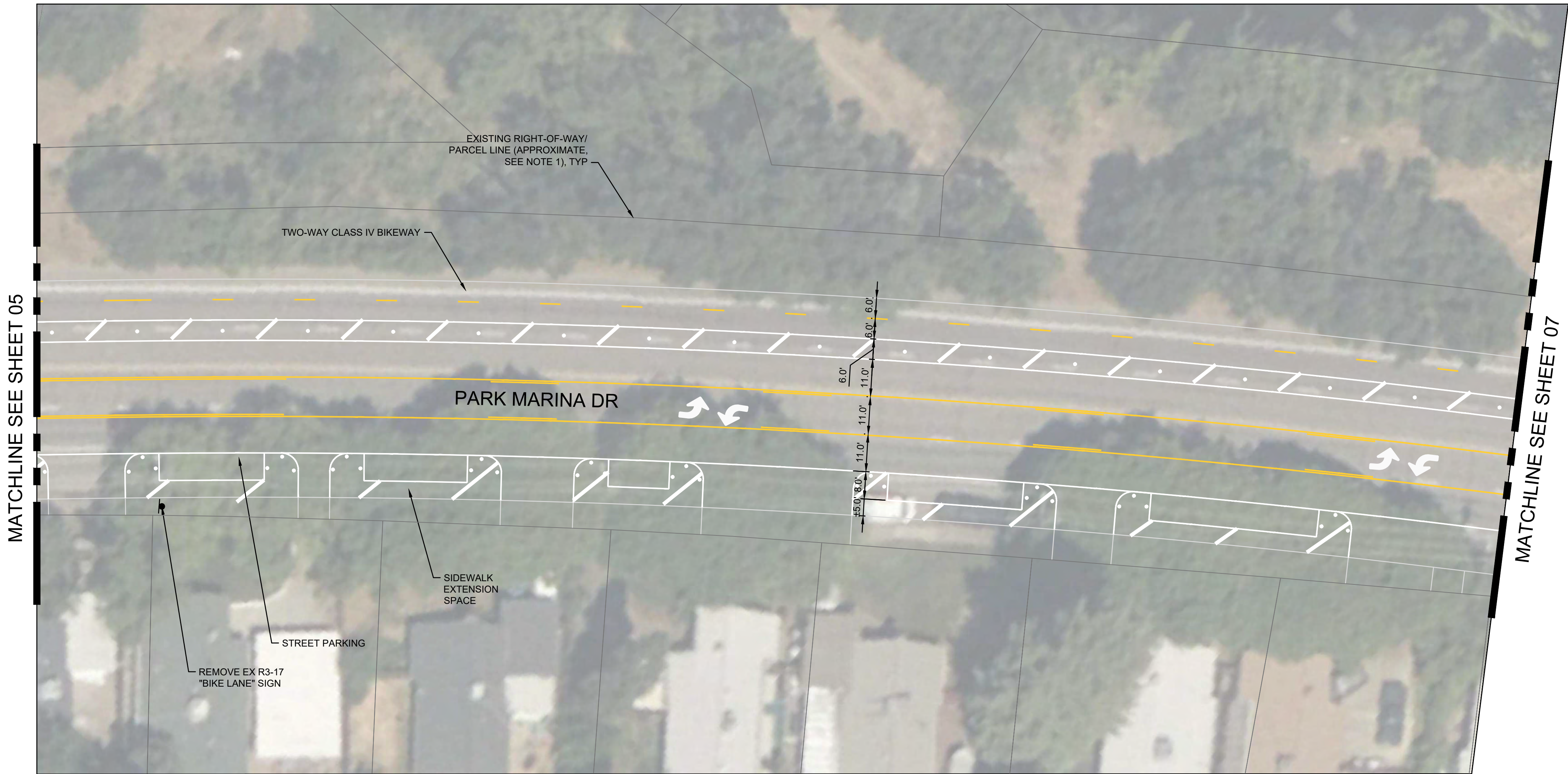
64-66' Cross Section (Two-Way) - PROPOSED



CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		TRAFFIC		PROJECT NO.		
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO: _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								PARK MARINA DR CITY OF REDDING		CHANNELIZATION AND SIGNING PLAN		TBD
		DSGN	TW											
		DR	TW											
		CHK	KM											
		APVD	KM	NO.	DATE	REVISION	BY	APVD			DATE	05.24.2022		
										DRAWING NO.		TP5		
										SHEET NO.		6 OF 18		

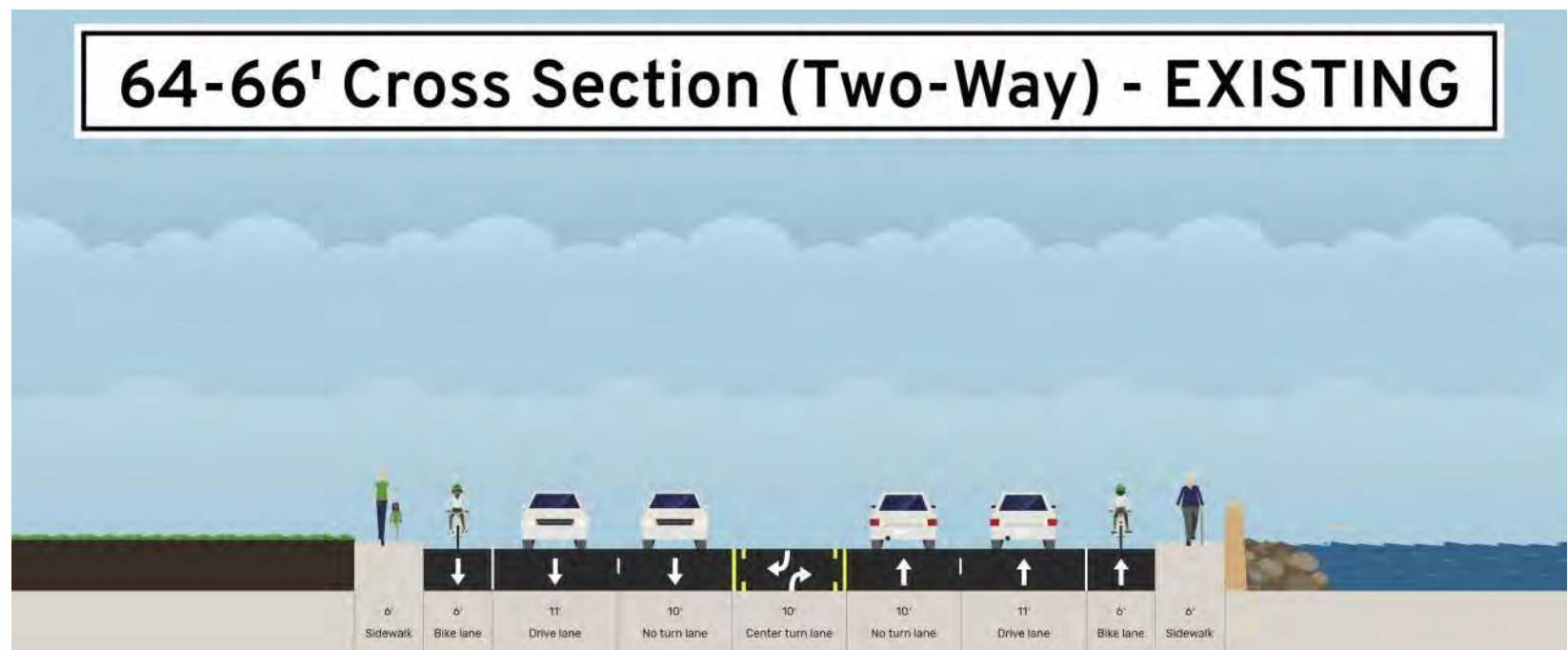
H:\7000\070164_s_Shaista RATN\PRODUCTION\CAD\PLANS\0164_TP_Park Marina.dwg
6/14/2022



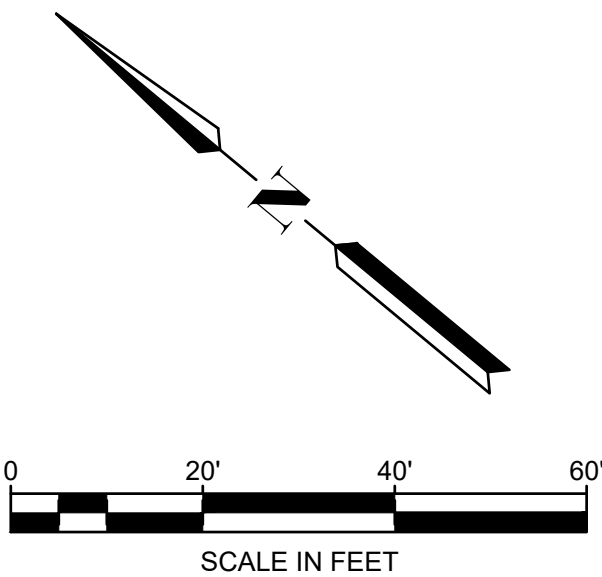
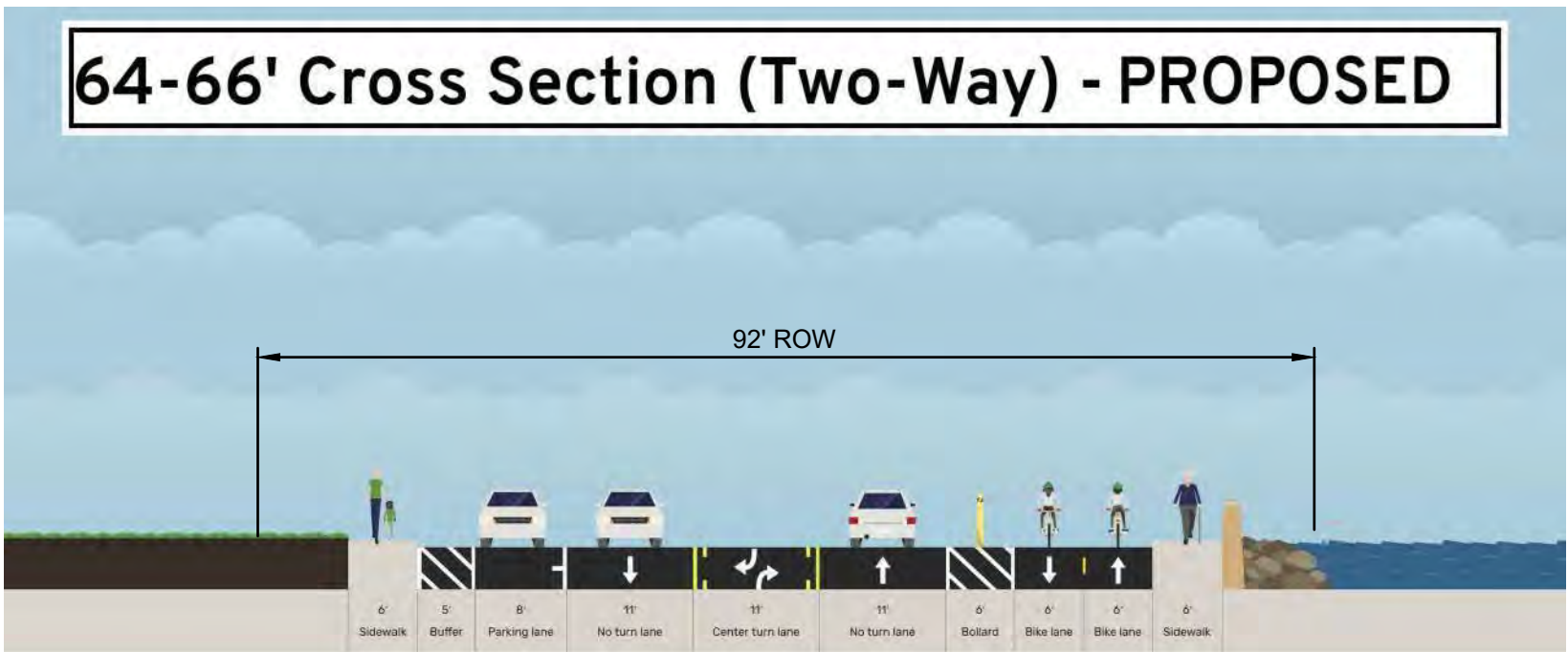
NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
3. EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
4. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
5. ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
6. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
7. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

64-66' Cross Section (Two-Way) - EXISTING



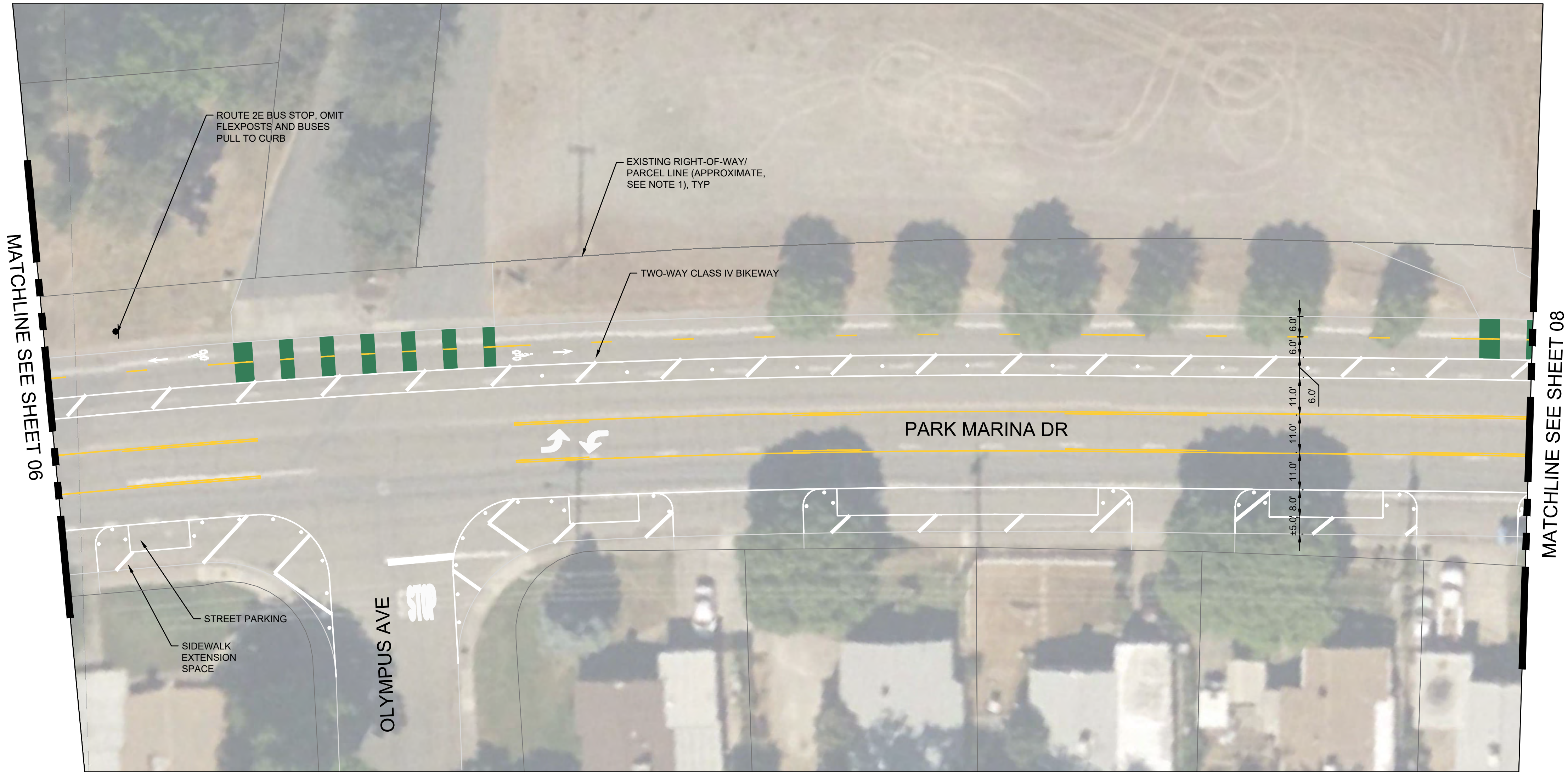
64-66' Cross Section (Two-Way) - PROPOSED



CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

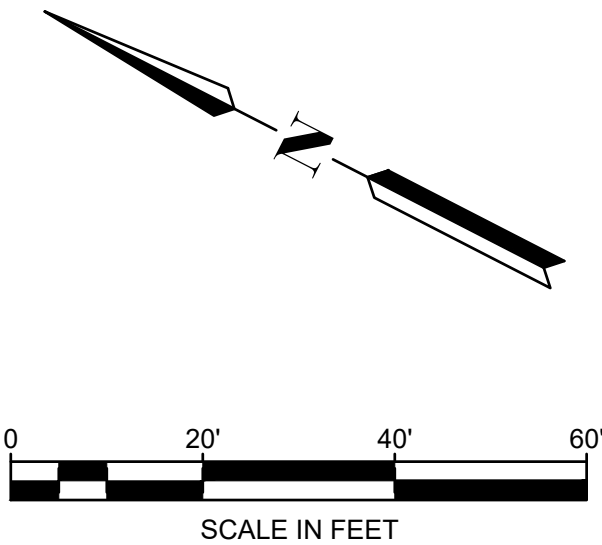
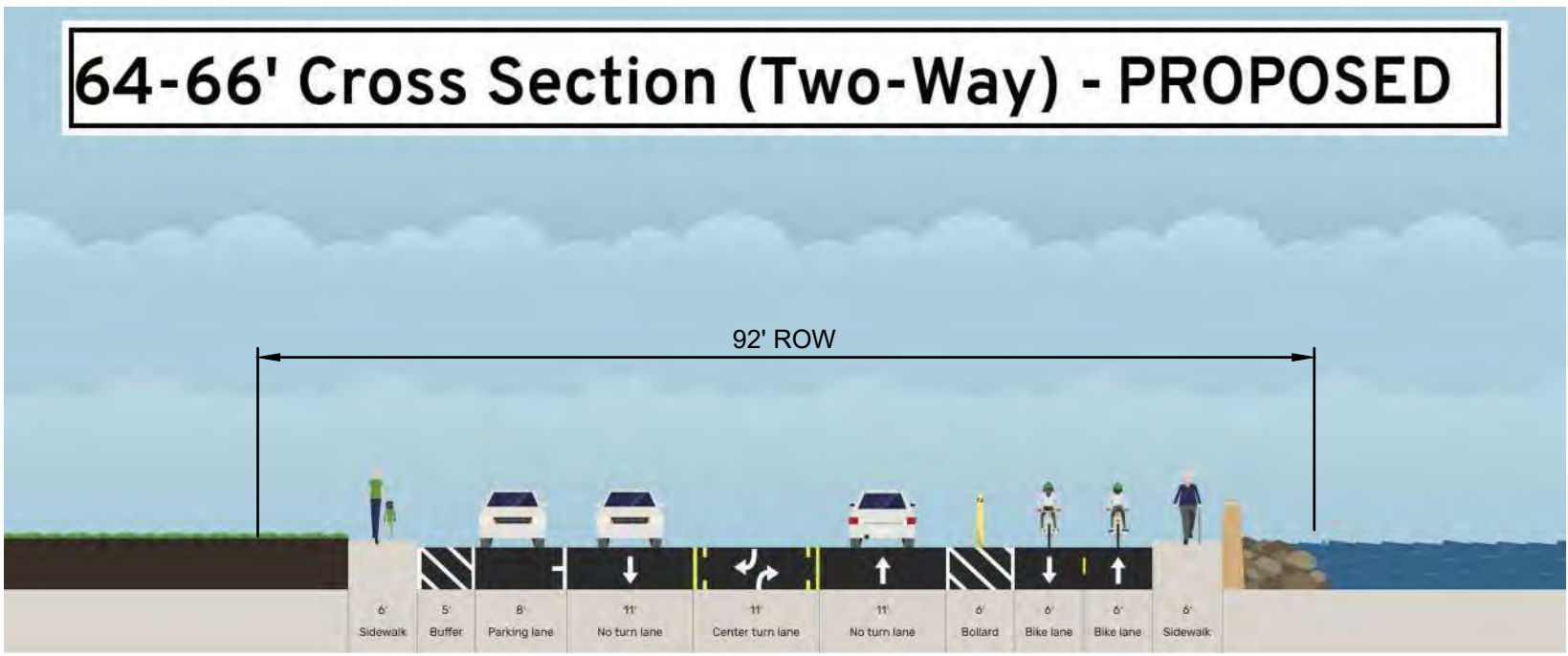
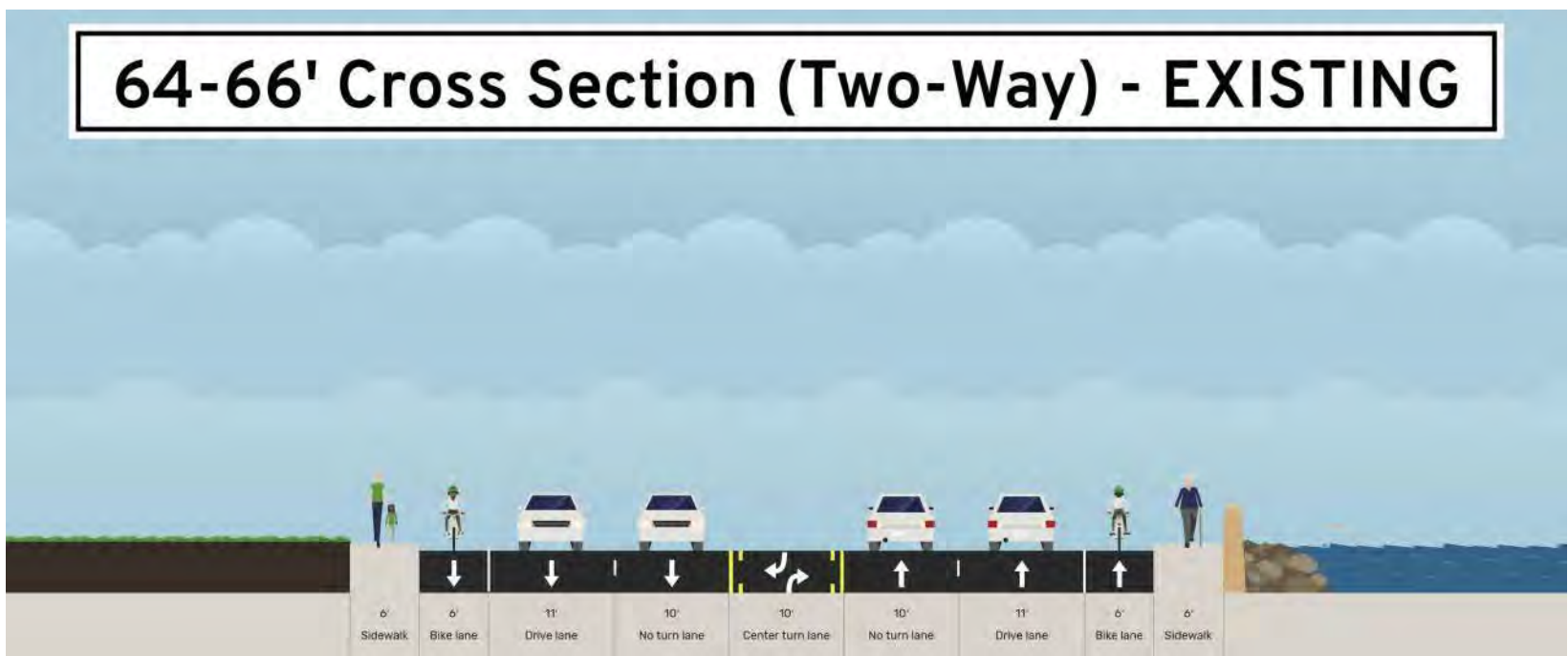
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com PARK MARINA DR CITY OF REDDING		TRAFFIC		PROJECT NO.							
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								CHANNELIZATION AND SIGNING PLAN		TBD							
		DSGN		TW								DATE							
		DR		TW								05.24.2022							
		CHK		KM								DRAWING NO.							
		APVD		KM		NO.		DATE		REVISION		BY		APVD		TP6		SHEET NO.	
																		7 OF 18	

H:\7000\070164_s_Shaista RATN\PRODUCTION\CAD\PLANS\70164_TP_Park Marina.dwg
6/14/2022



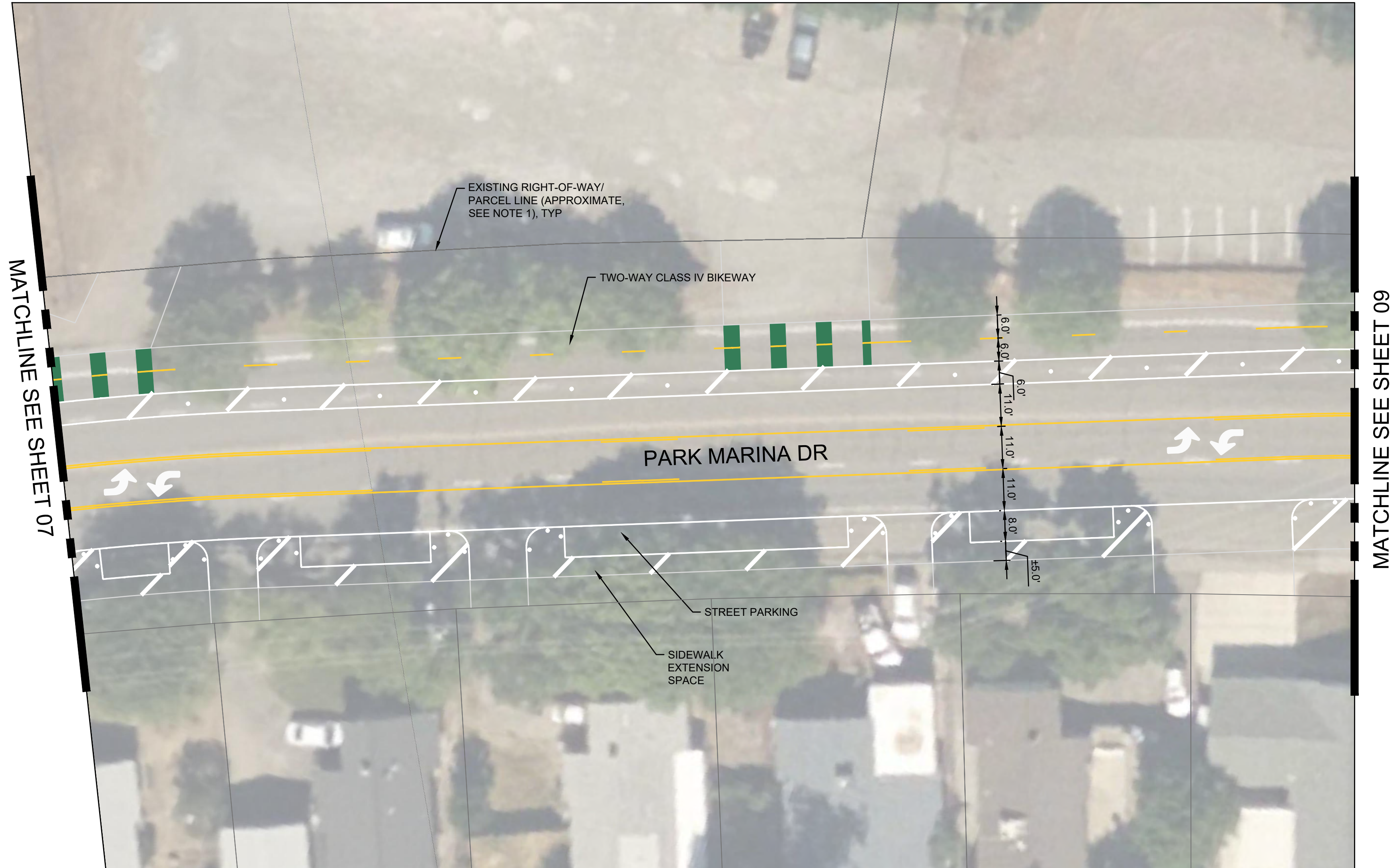
NOTES:

- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
- ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
- EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
- EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
- ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
- CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
- THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
- THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

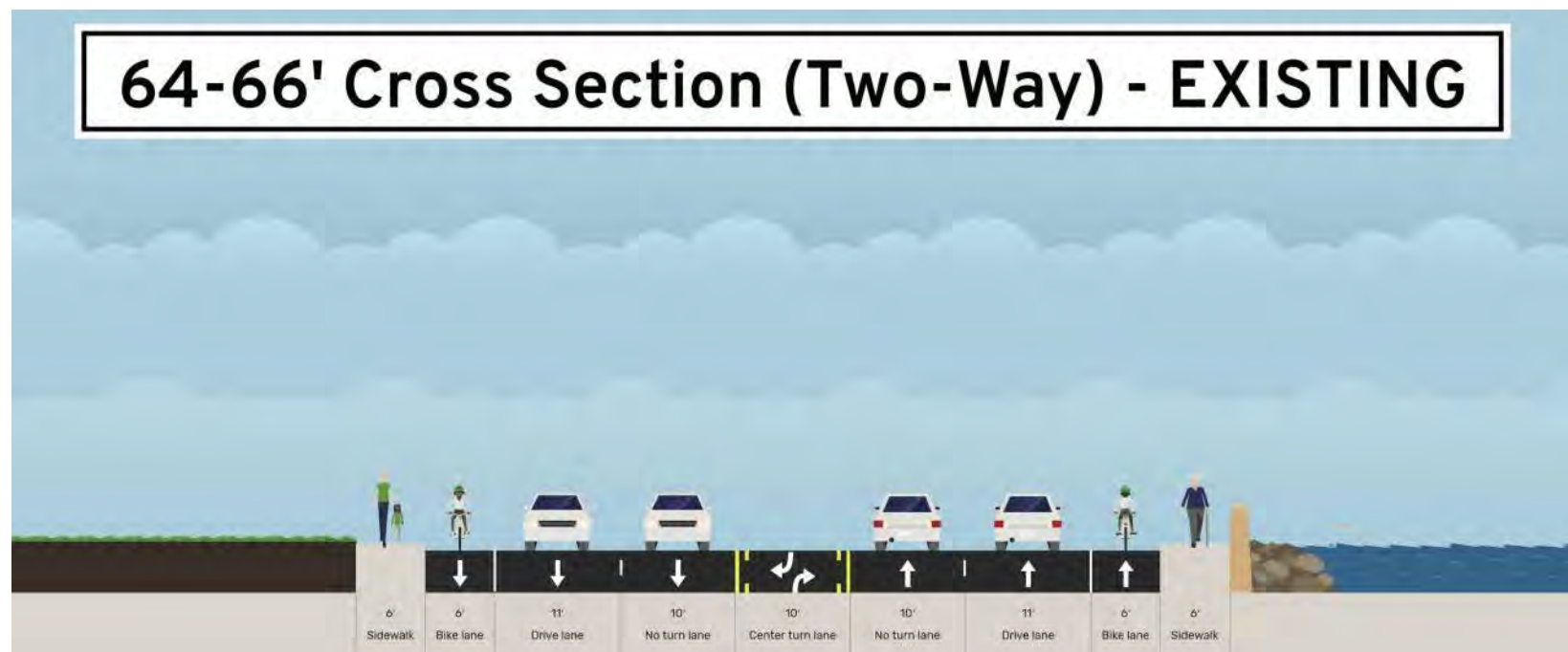
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS										 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		PARK MARINA DR CITY OF REDDING		TRAFFIC		PROJECT NO.	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.														TBD		DATE	
		DSGN		TW														05.24.2022	
		DR		TW														DRAWING NO.	
		CHK		KM														TP7	
		APVD		KM		NO.		DATE		REVISION		BY		APVD		SHEET NO.			
																8 OF 18			



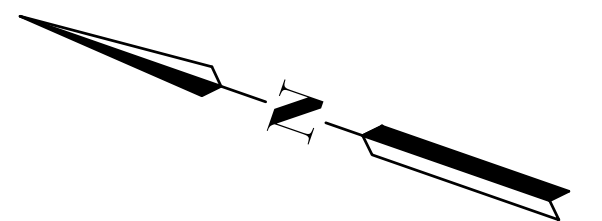
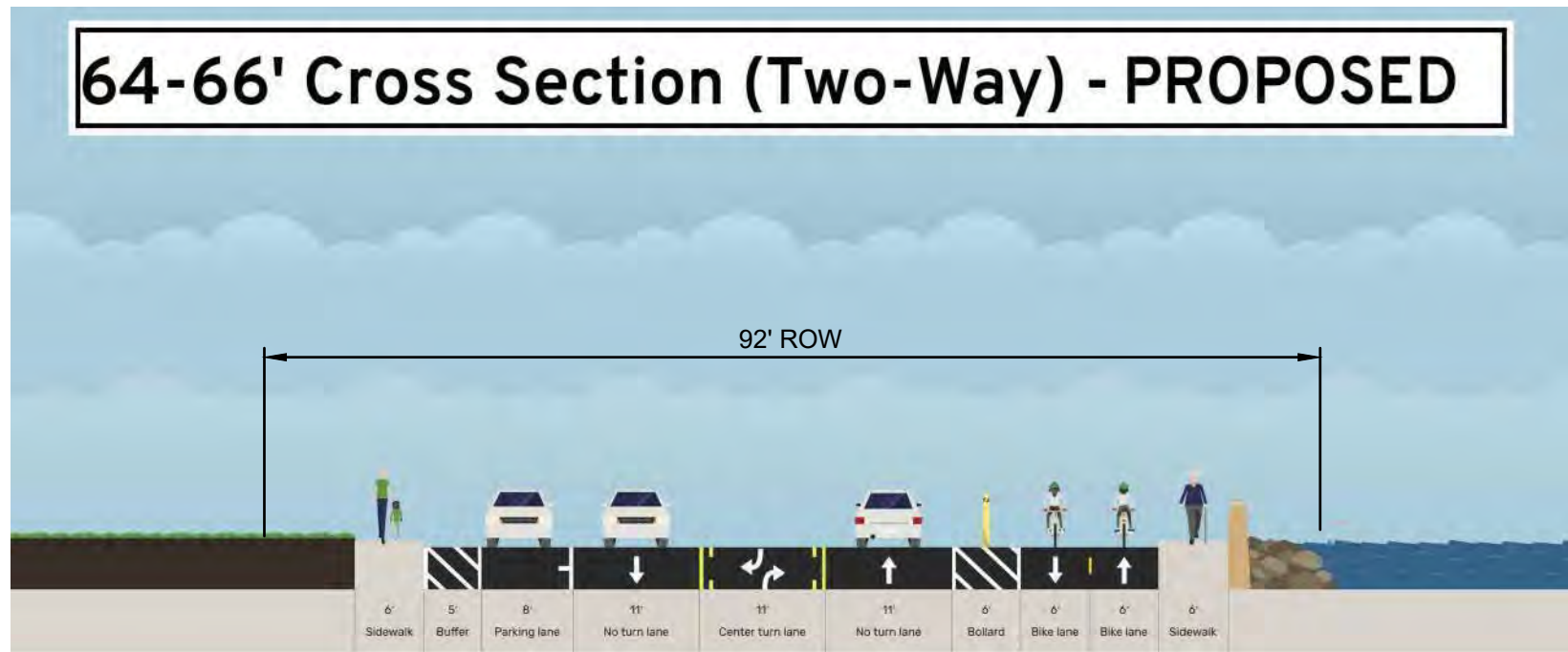
NOTES:

- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
- ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
- EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
- EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
- ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
- CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
- THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
- THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

64-66' Cross Section (Two-Way) - EXISTING



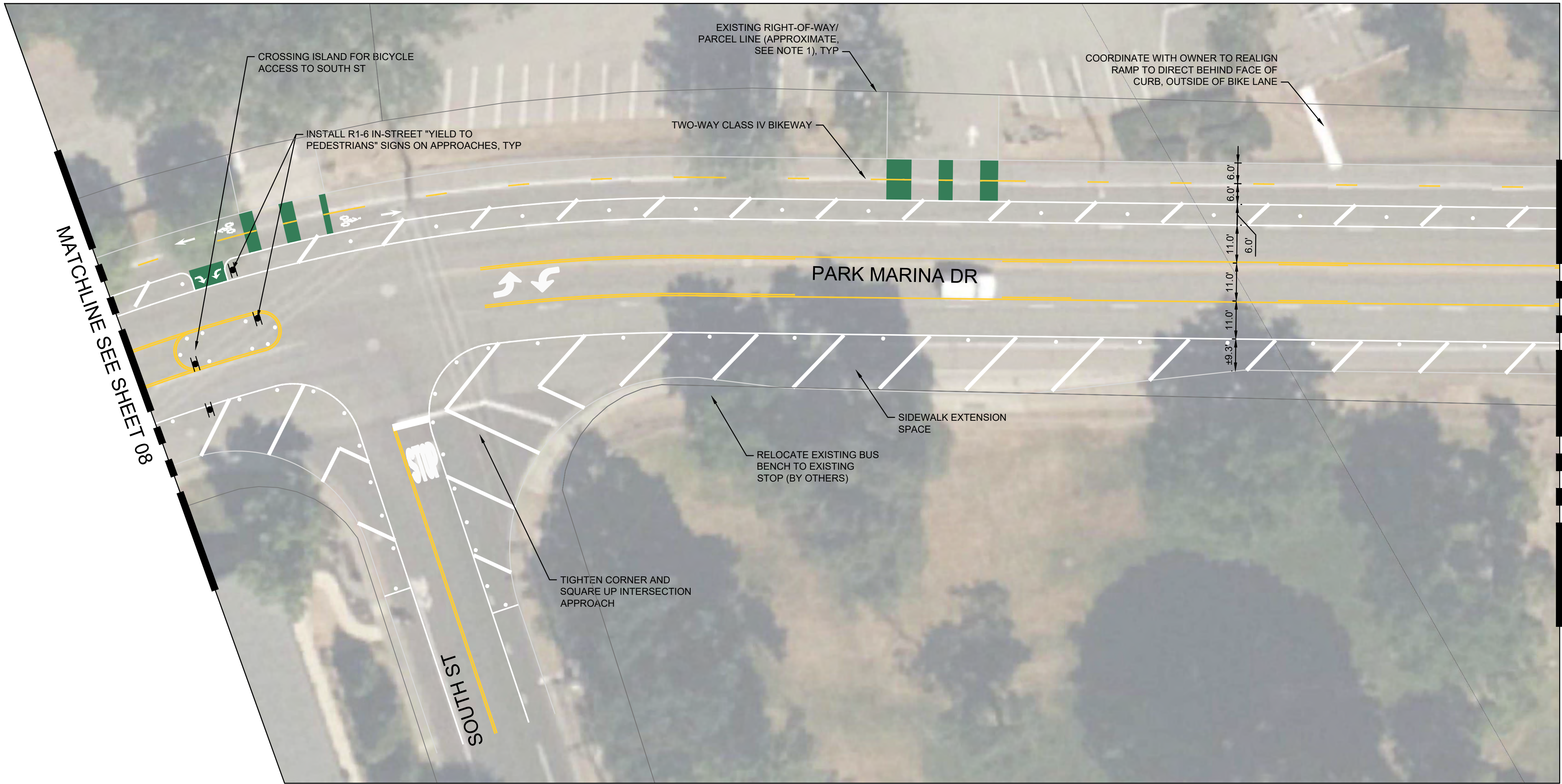
64-66' Cross Section (Two-Way) - PROPOSED



CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

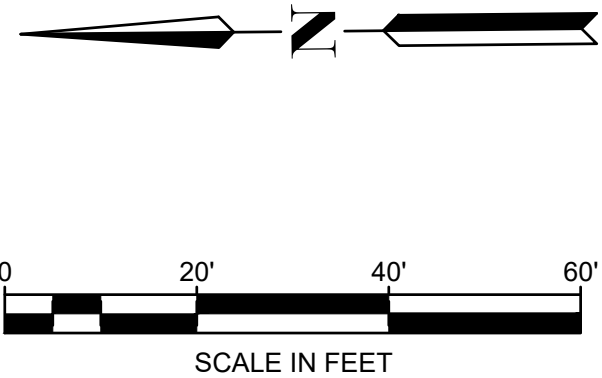
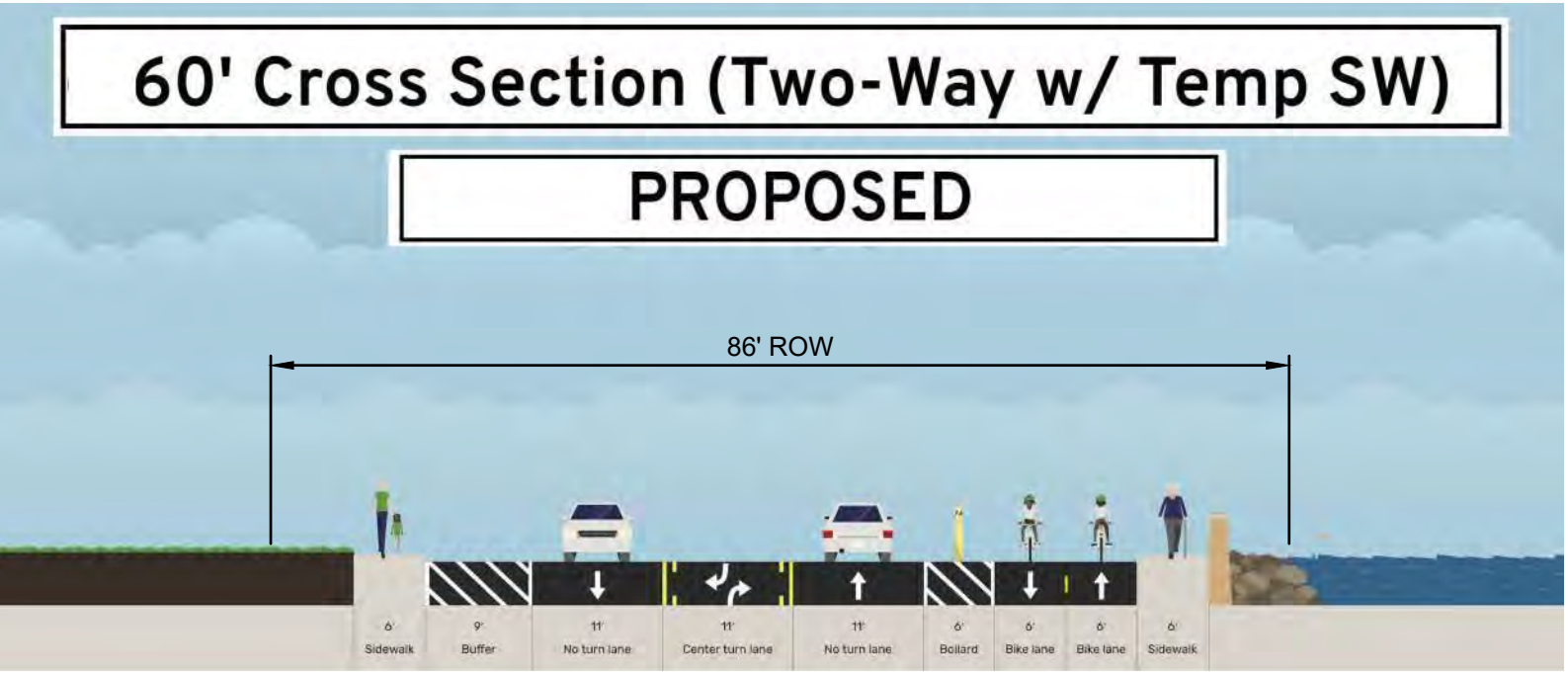
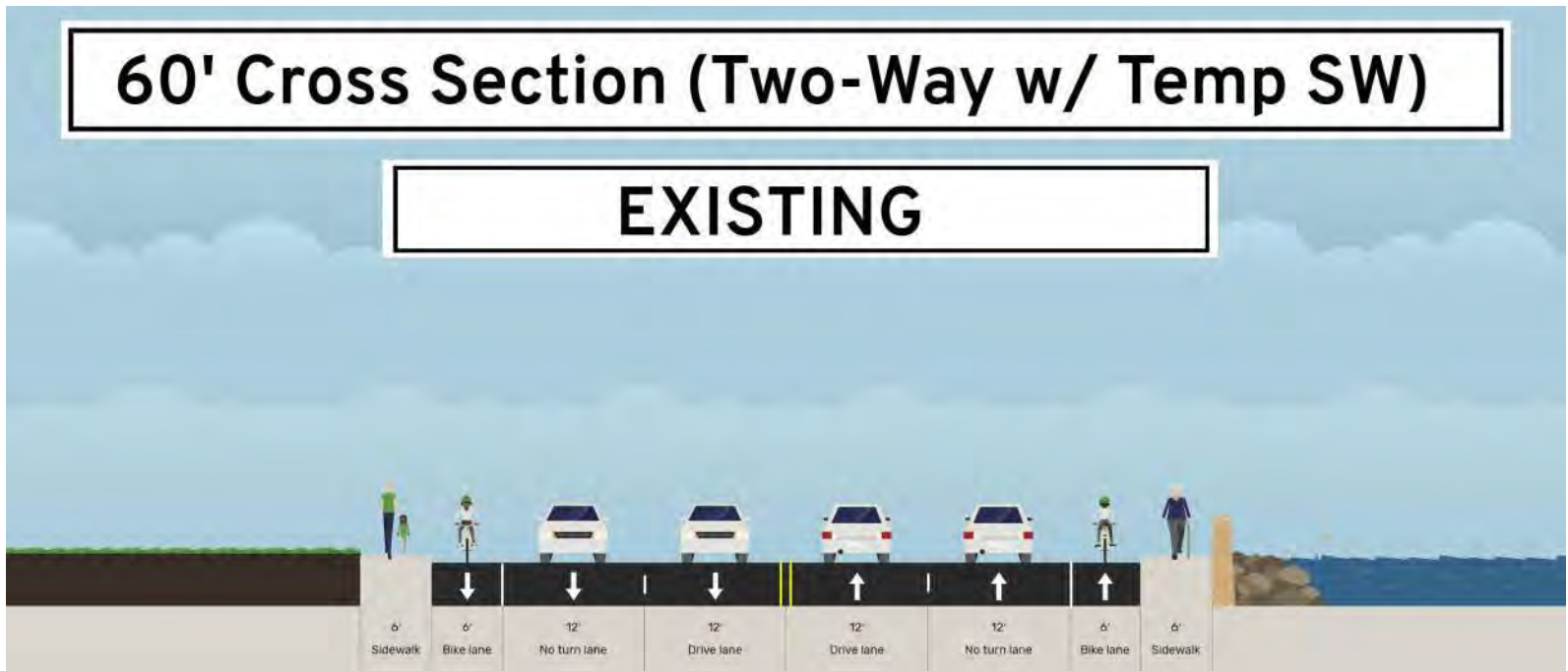
PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		TRAFFIC		PROJECT NO.	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								CHANNELIZATION AND SIGNING PLAN		TBD	
		DSGN	TW										DATE
		DR	TW										05.24.2022
		CHK	KM										DRAWING NO.
		APVD	KM	NO.	DATE	REVISION	BY	APVD			TP8		
										SHEET NO.	9 OF 18		

H:\7000\070164_S_Shaista RATN\PRODUCTION\CAD\PLANS\70164_TP_Park Marina.dwg
6/14/2022



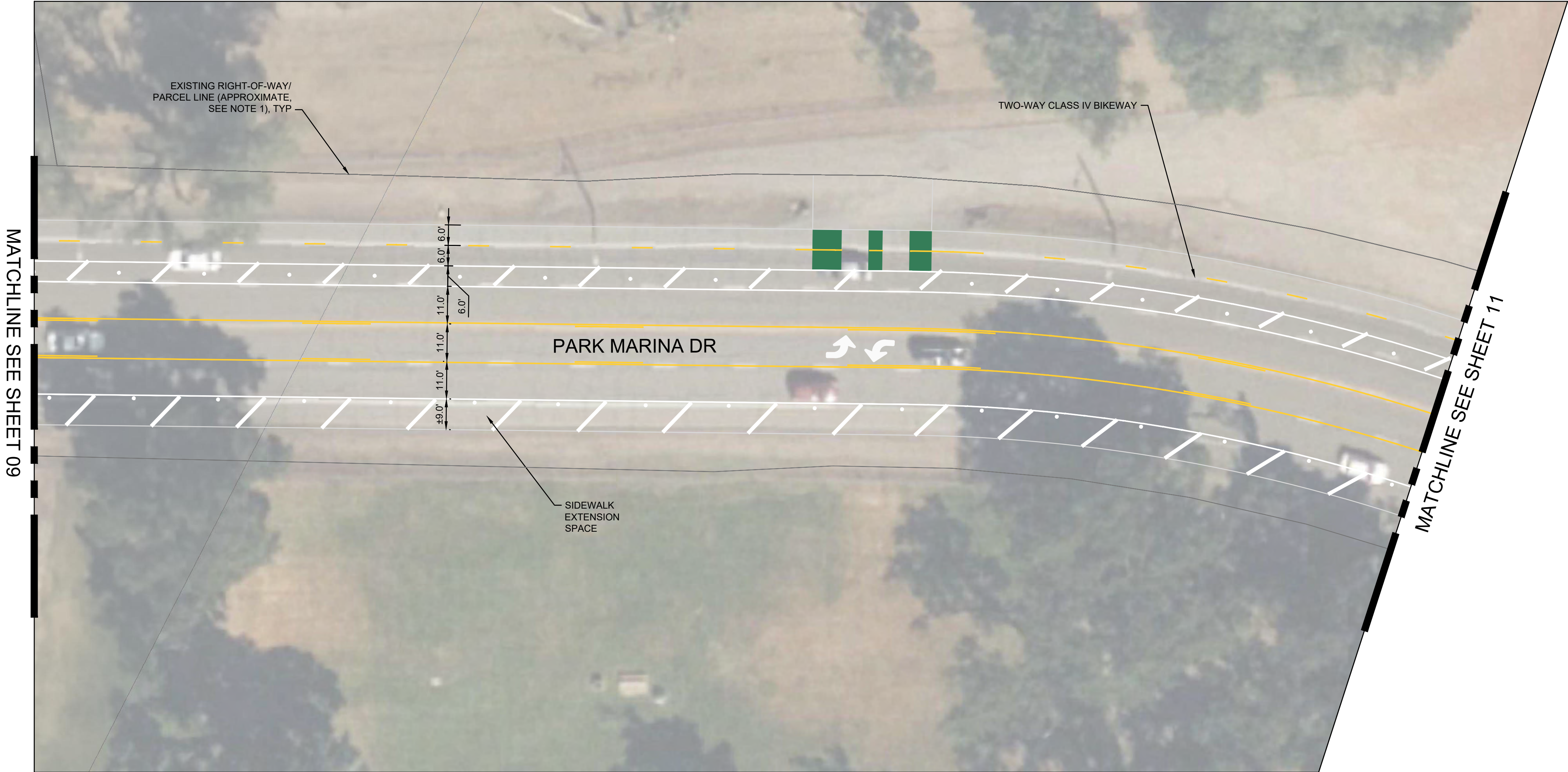
NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
3. EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
4. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
5. ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
6. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
7. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

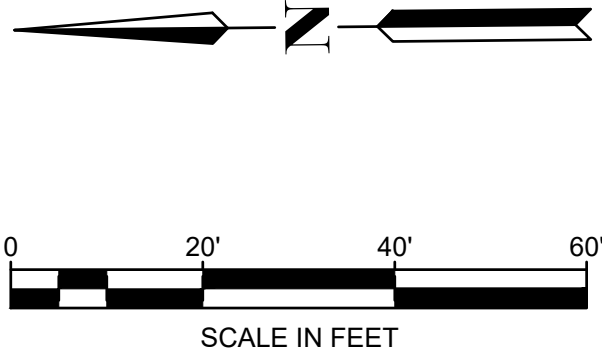
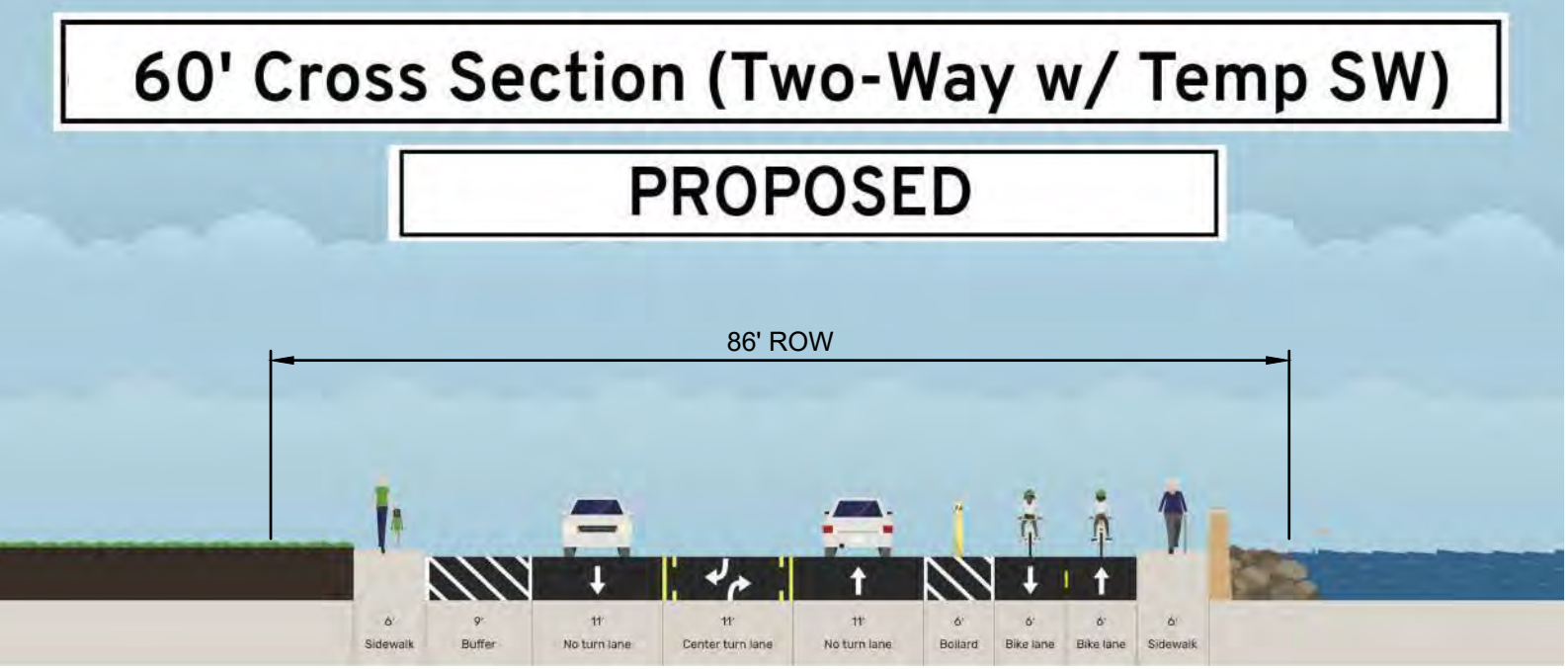
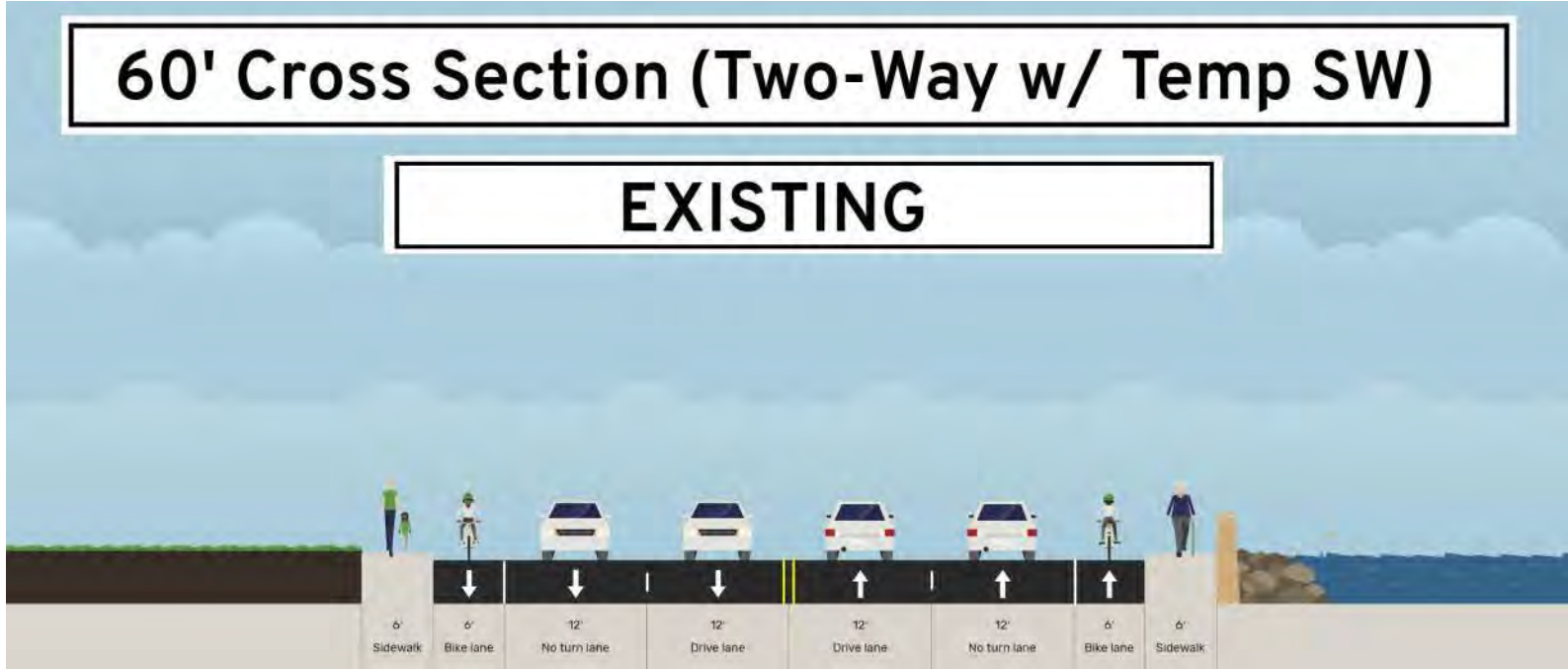


CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		TRAFFIC		PROJECT NO.	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								CHANNELIZATION AND SIGNING PLAN		TBD	
		DSGN	TW										DATE
		DR	TW										05.24.2022
		CHK	KM										DRAWING NO.
				APVD	KM	NO.	DATE					REVISION	BY
										SHEET NO.			
										10 OF 18			



- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
 - EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
 - ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

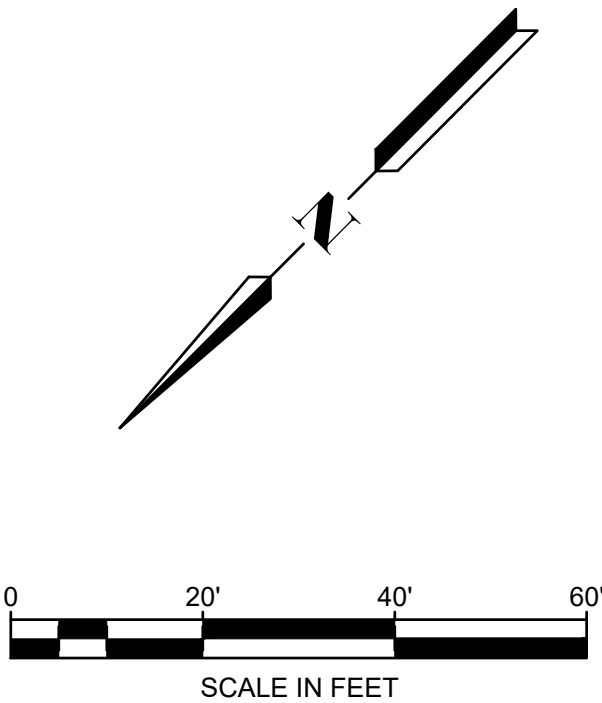
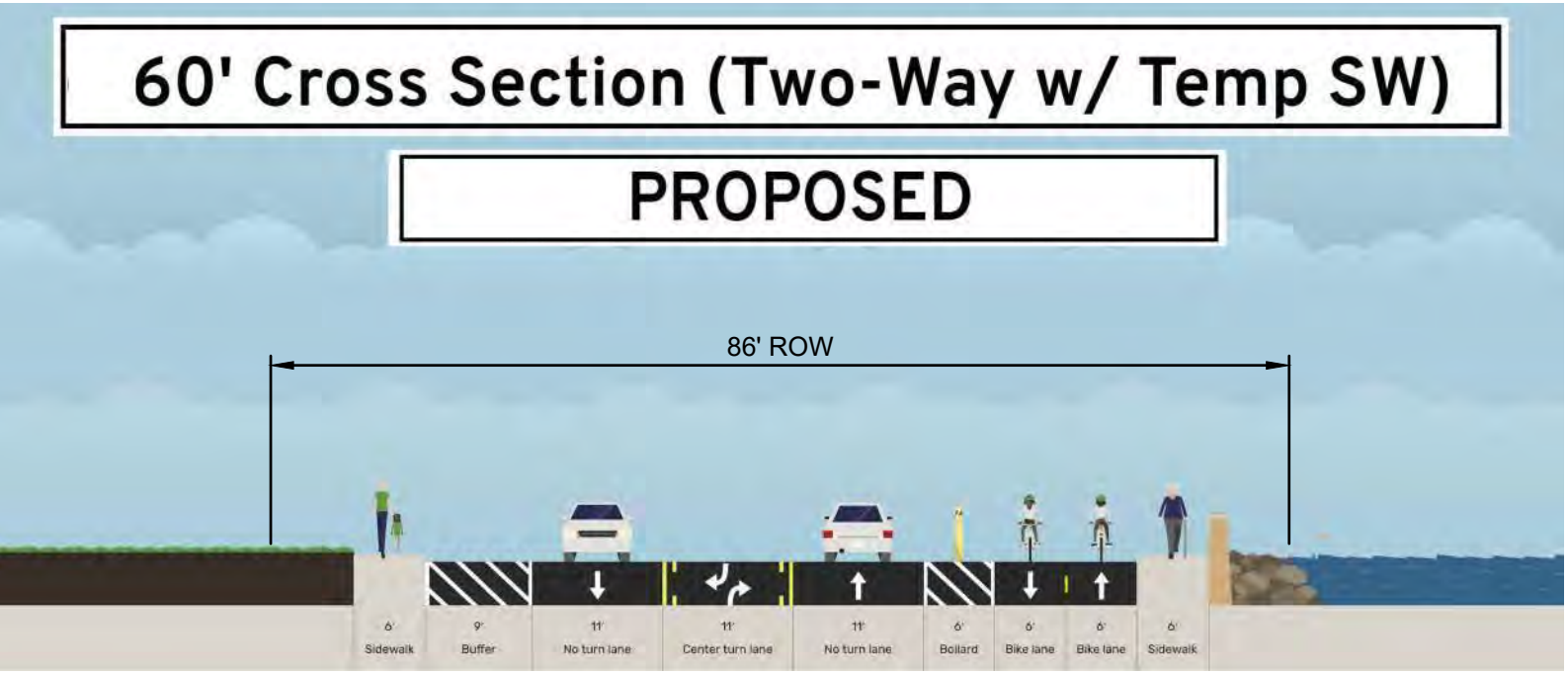
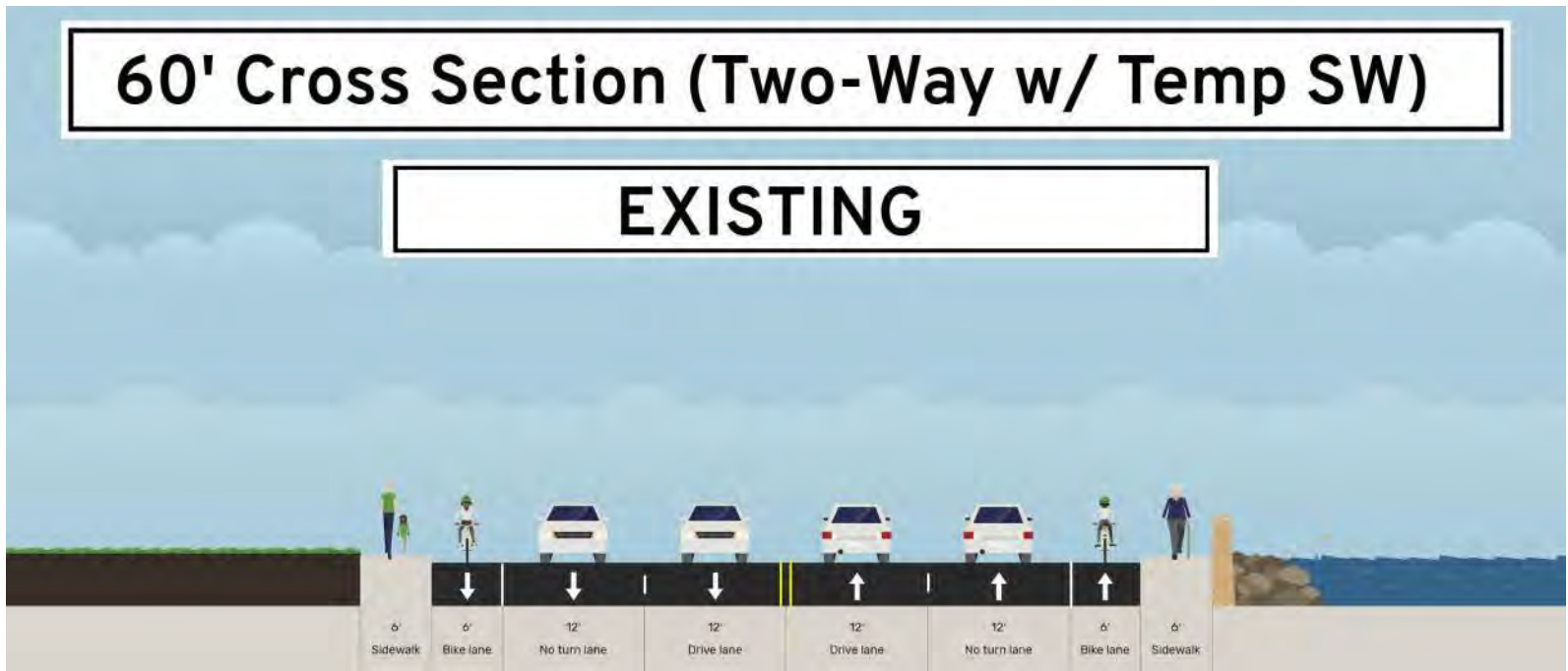


CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		TRAFFIC		PROJECT NO.			
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								PARK MARINA DR CITY OF REDDING		CHANNELIZATION AND SIGNING PLAN		TBD	
		DSGN	TW												DATE
		DR	TW												05.24.2022
		CHK	KM												DRAWING NO.
		APVD	KM	NO.	DATE	REVISION	BY	APVD			TP10				
										SHEET NO.	11 OF 18				



- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
 - EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
 - ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

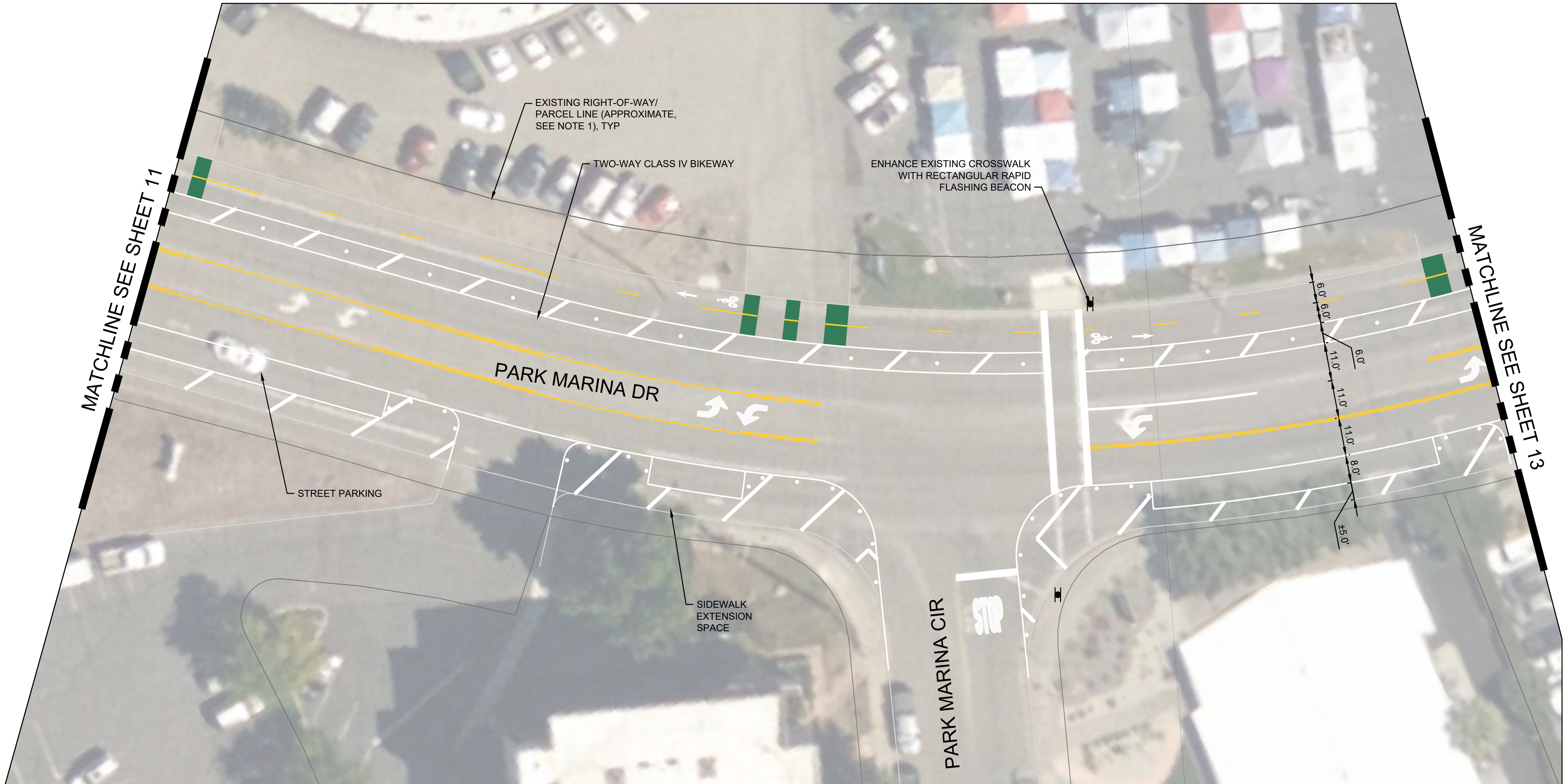


CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION	REUSE OF DOCUMENTS										TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		TRAFFIC		PROJECT NO.	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.	ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.												PARK MARINA DR CITY OF REDDING		CHANNELIZATION AND SIGNING PLAN	TBD
	DSGN	TW						DATE								
	DR	TW						05.24.2022								
	CHK	KM						DRAWING NO.								
	APVD	KM	NO.	DATE	REVISION		BY	APVD			SHEET NO.					
											12 OF 18					

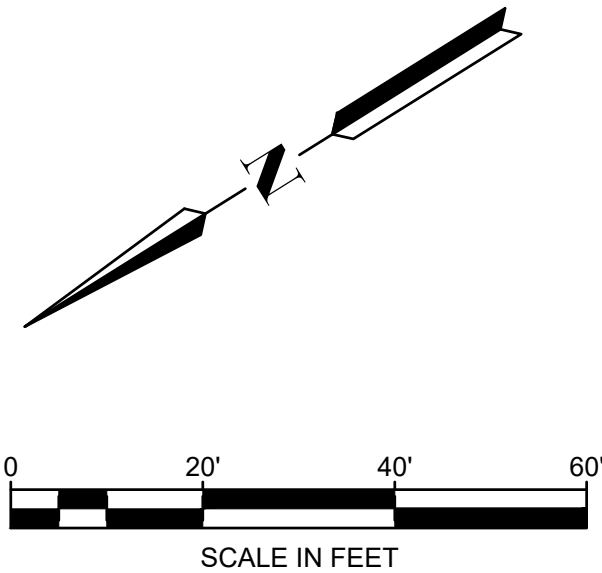
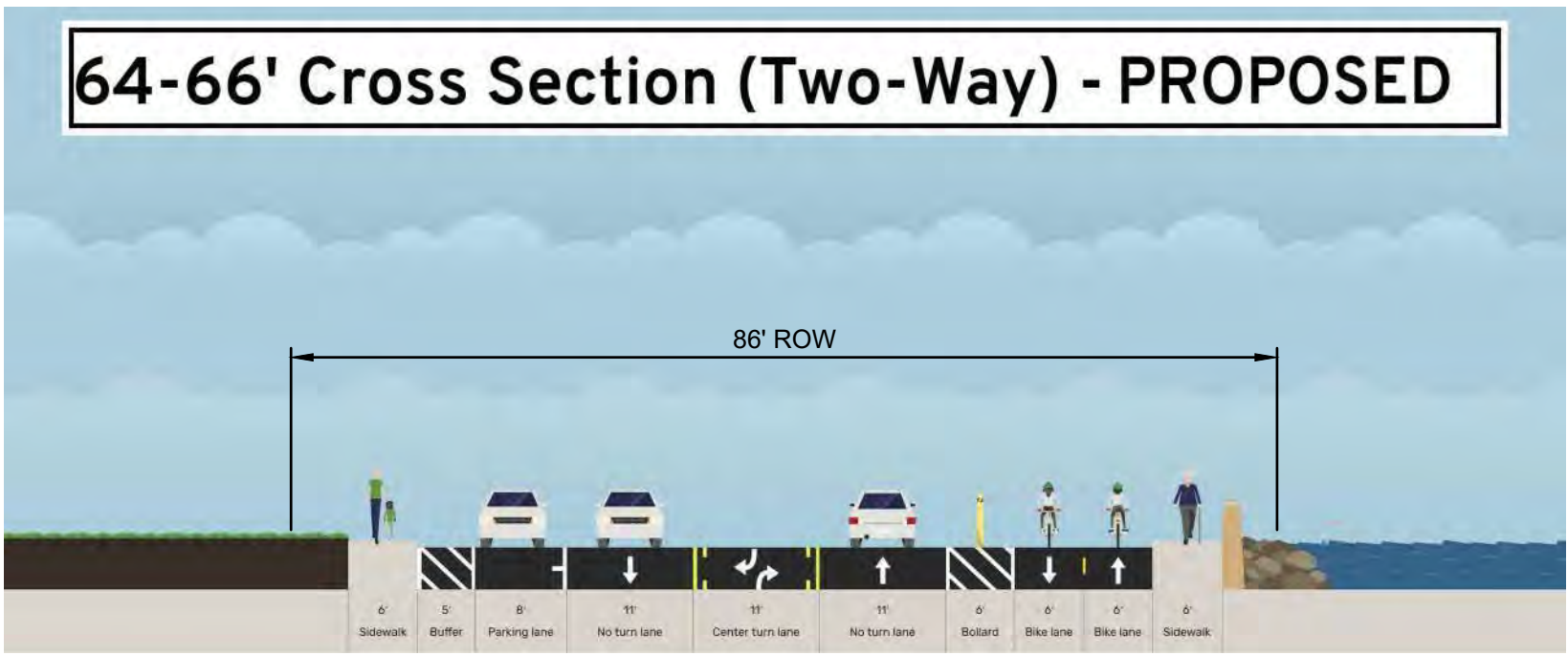
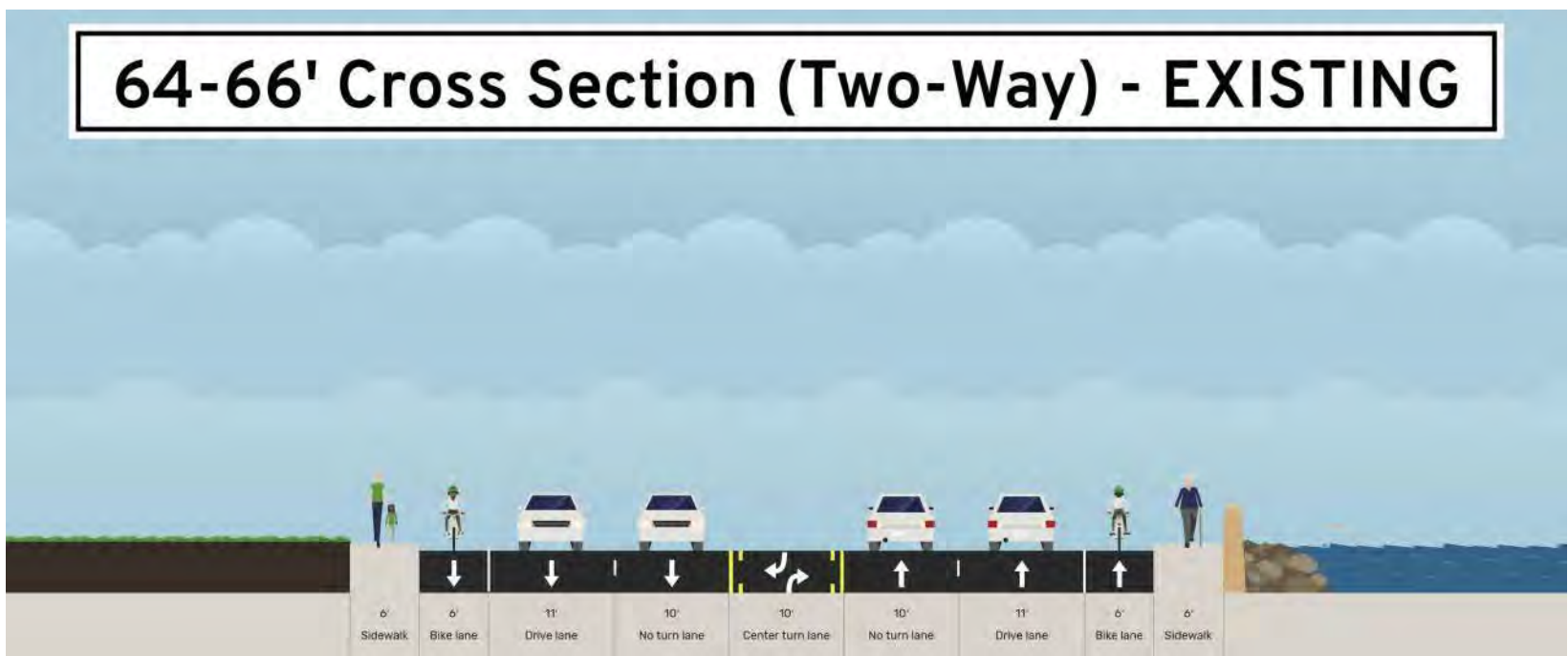
H:\7000\070164_s_Shaista RATN\PRODUCTION\CAD\PLANS\0164_TP_Park Marina.dwg
6/14/2022

H:\7000\070164_S_Shaista RATN\PRODUCTION\CAD\PLANS\0164_TP_Park Marina.dwg
6/14/2022



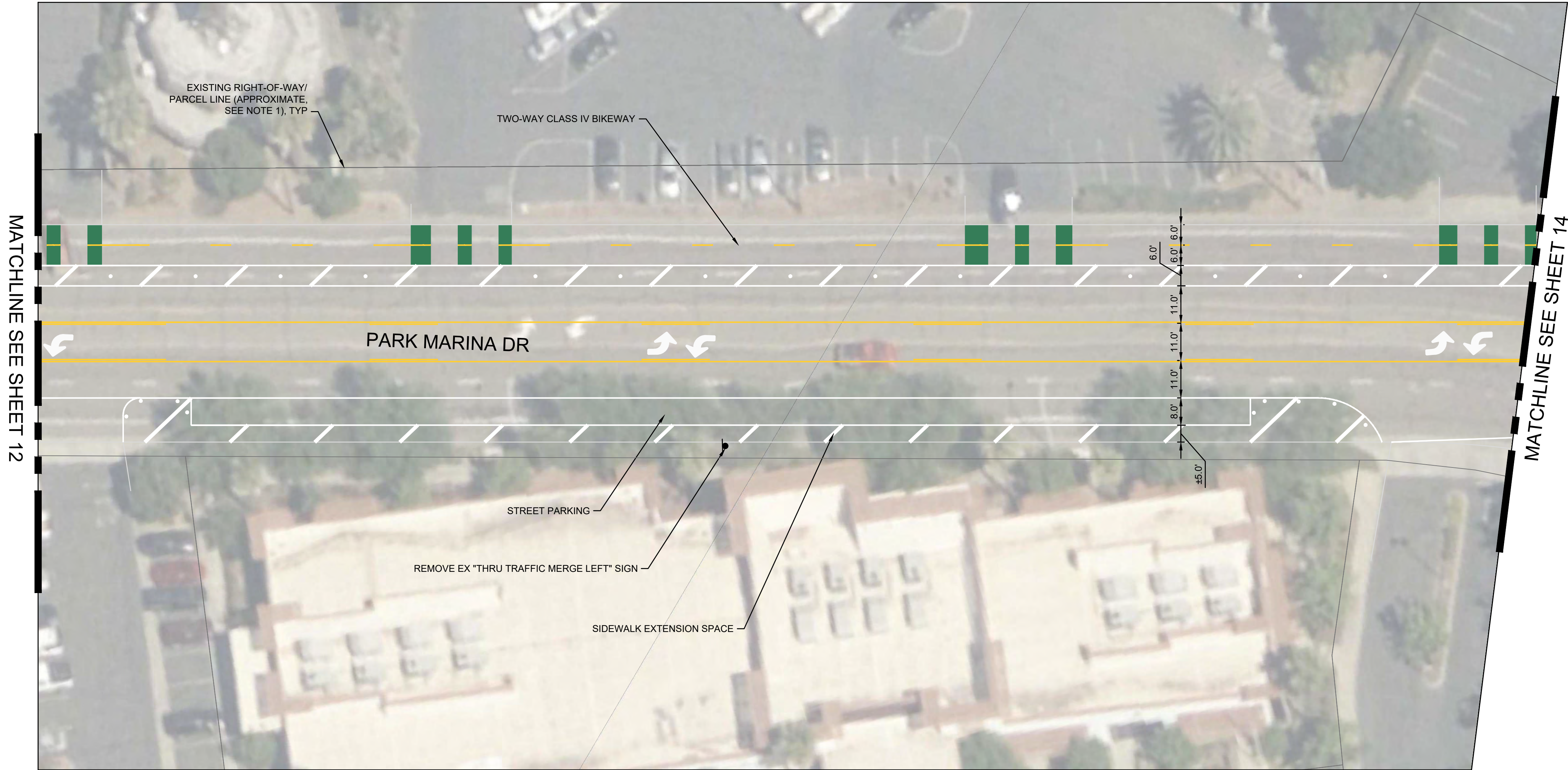
NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
2. ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
3. EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
4. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
5. ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
6. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
7. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

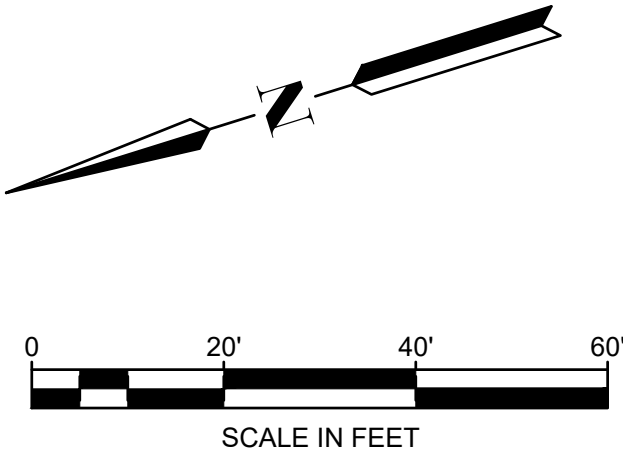
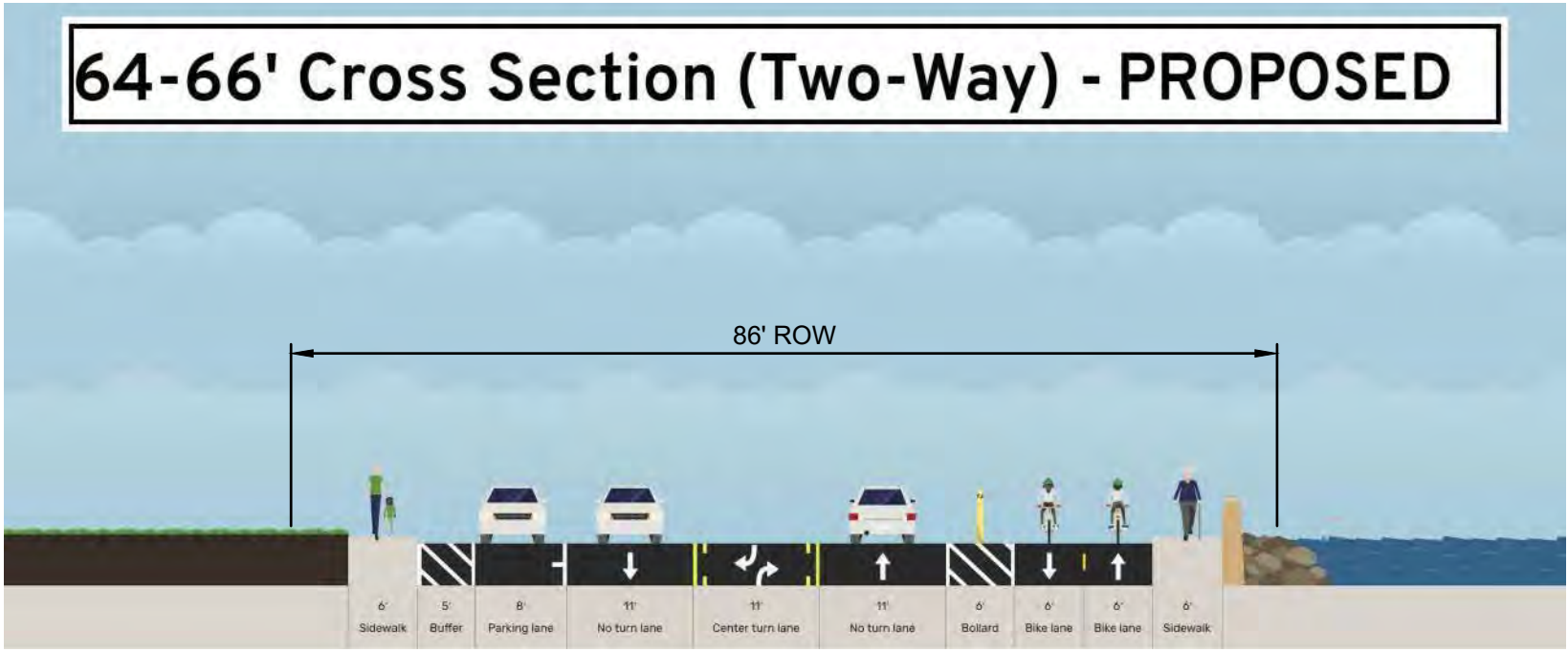
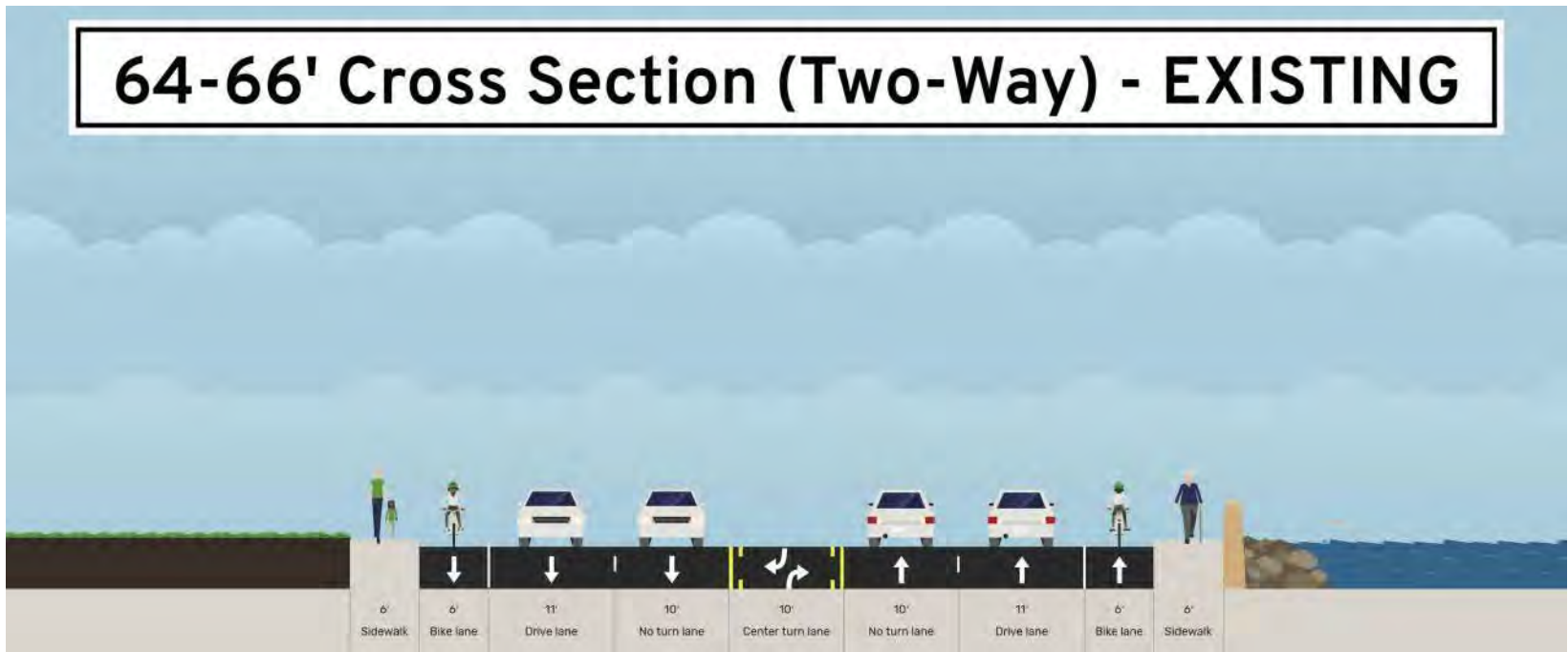


CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS										TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com PARK MARINA DR CITY OF REDDING		TRAFFIC		PROJECT NO.	
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.												CHANNELIZATION AND SIGNING PLAN		TBD	
		DSGN		TW												DATE	
		DR		TW												05.24.2022	
		CHK		KM												TP12	
		APVD		KM		NO.		DATE		REVISION		BY		APVD		SHEET NO.	
																13 OF 18	

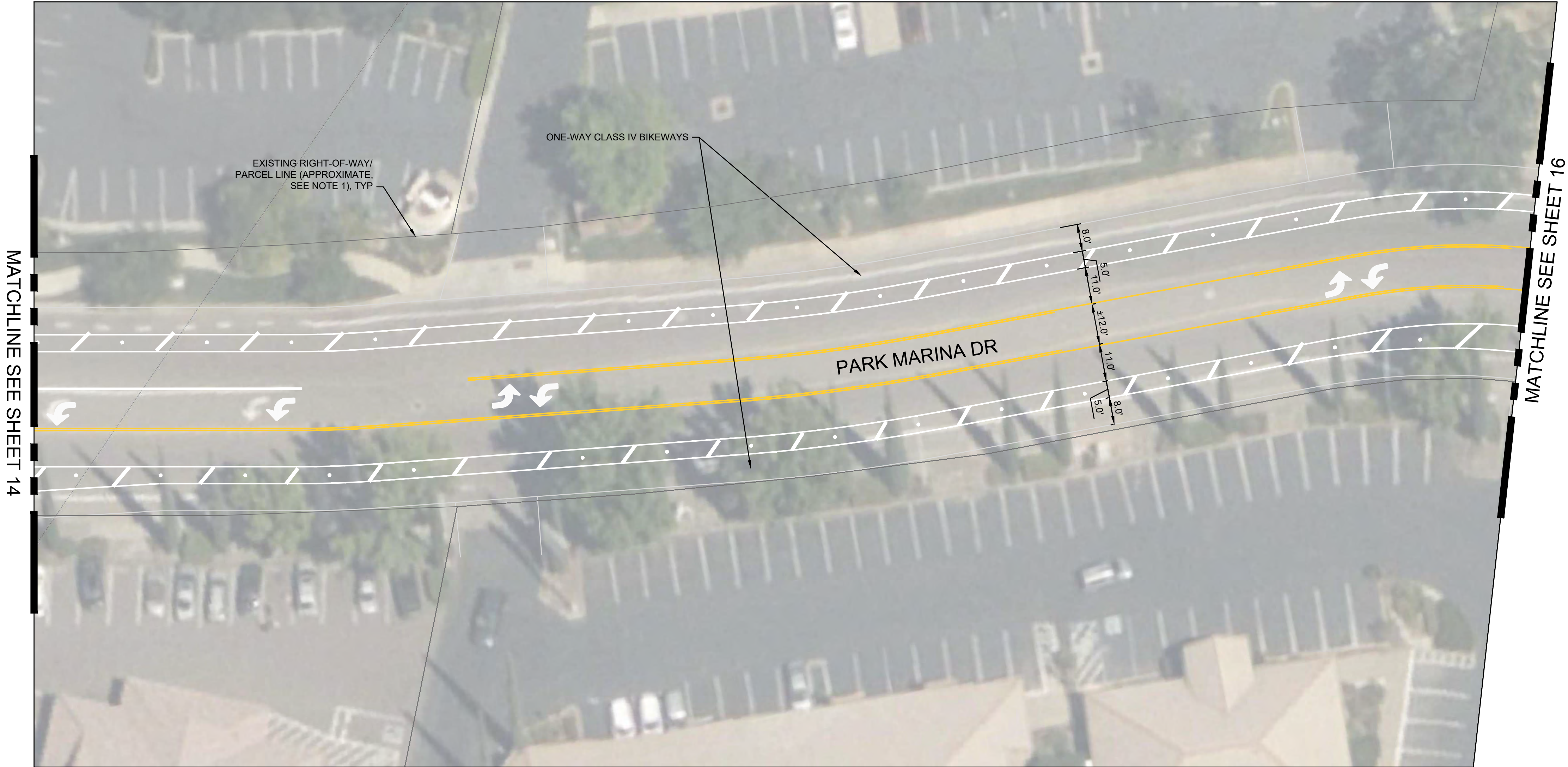


- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
 - EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
 - ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

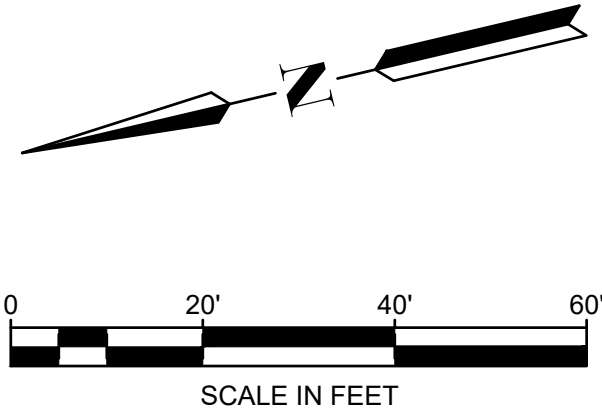
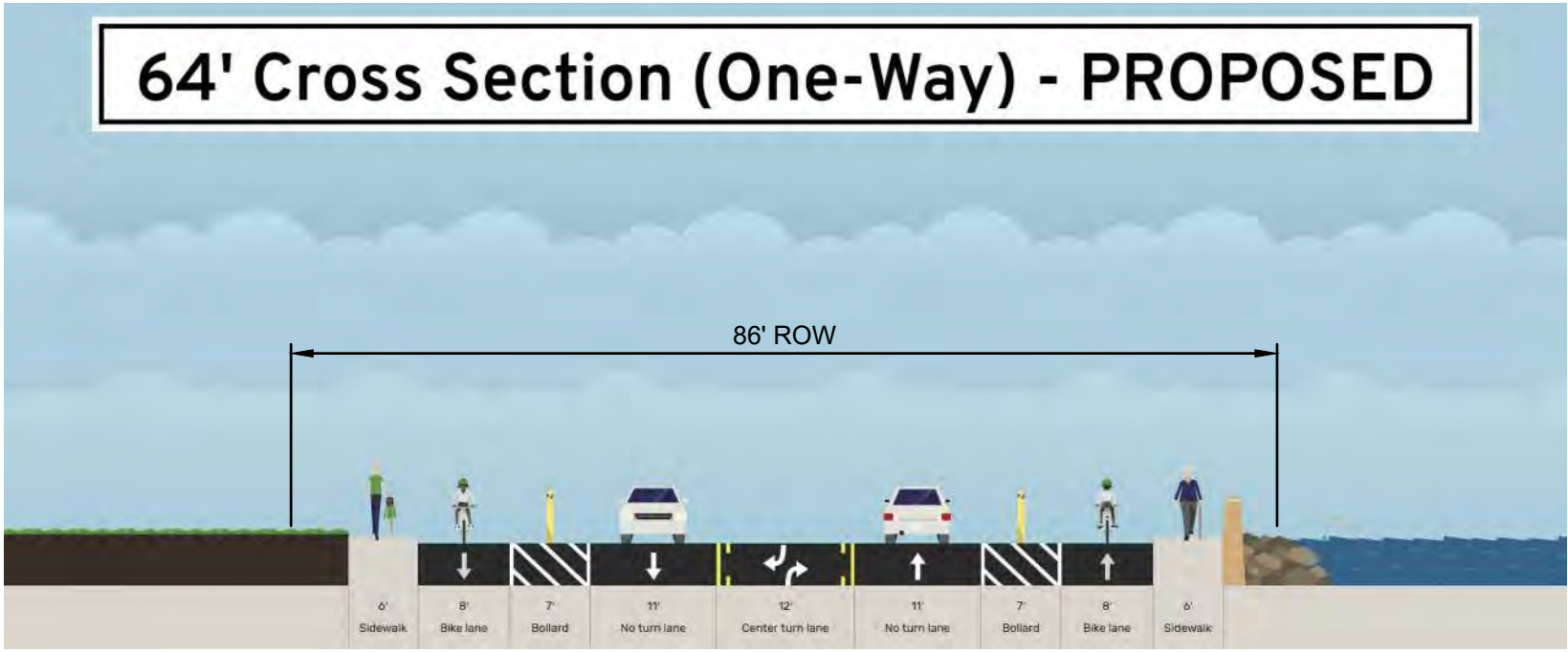
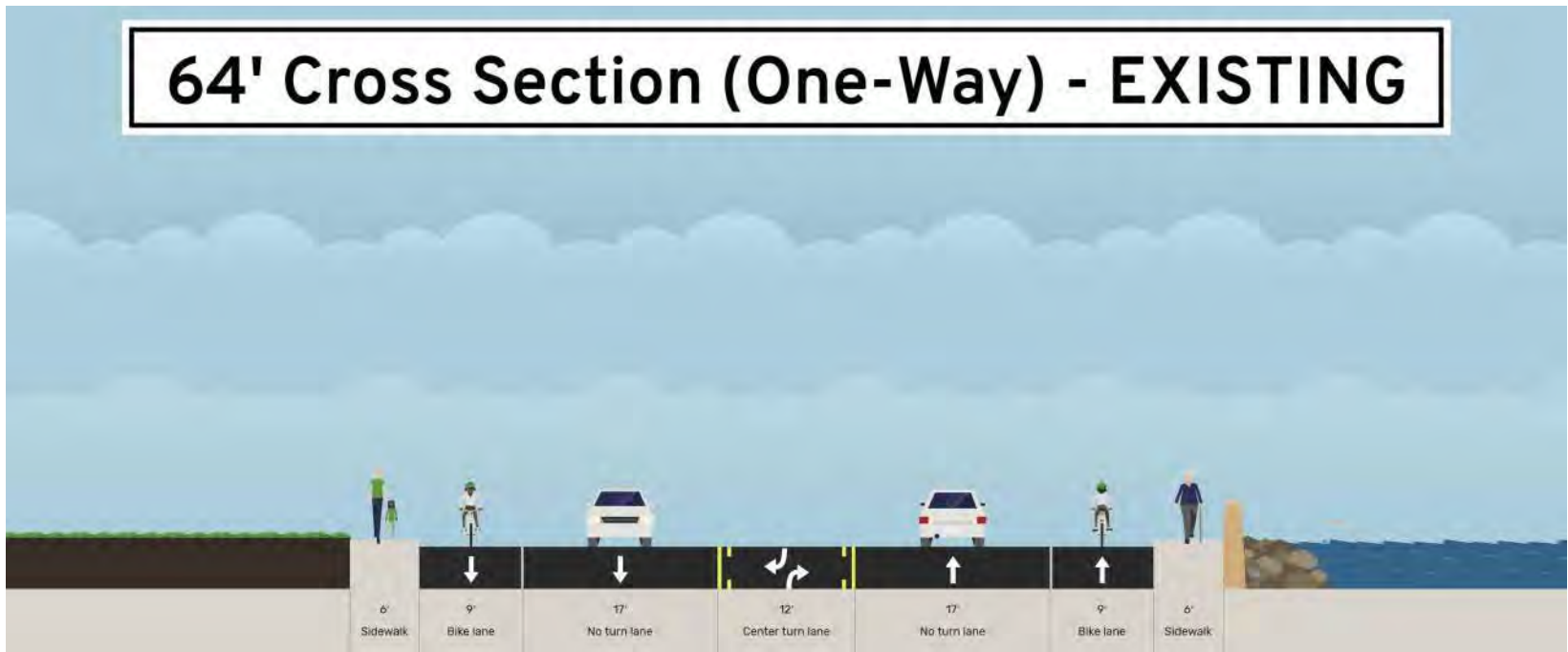


CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		TRAFFIC		PROJECT NO.		
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								PARK MARINA DR CITY OF REDDING		CHANNELIZATION AND SIGNING PLAN		TBD
		DSGN	TW											
		DR	TW											
		CHK	KM											
		APVD	KM	NO.	DATE	REVISION	BY	APVD			DATE	05.24.2022		
												DRAWING NO.	TP13	
												SHEET NO.	14 OF 18	

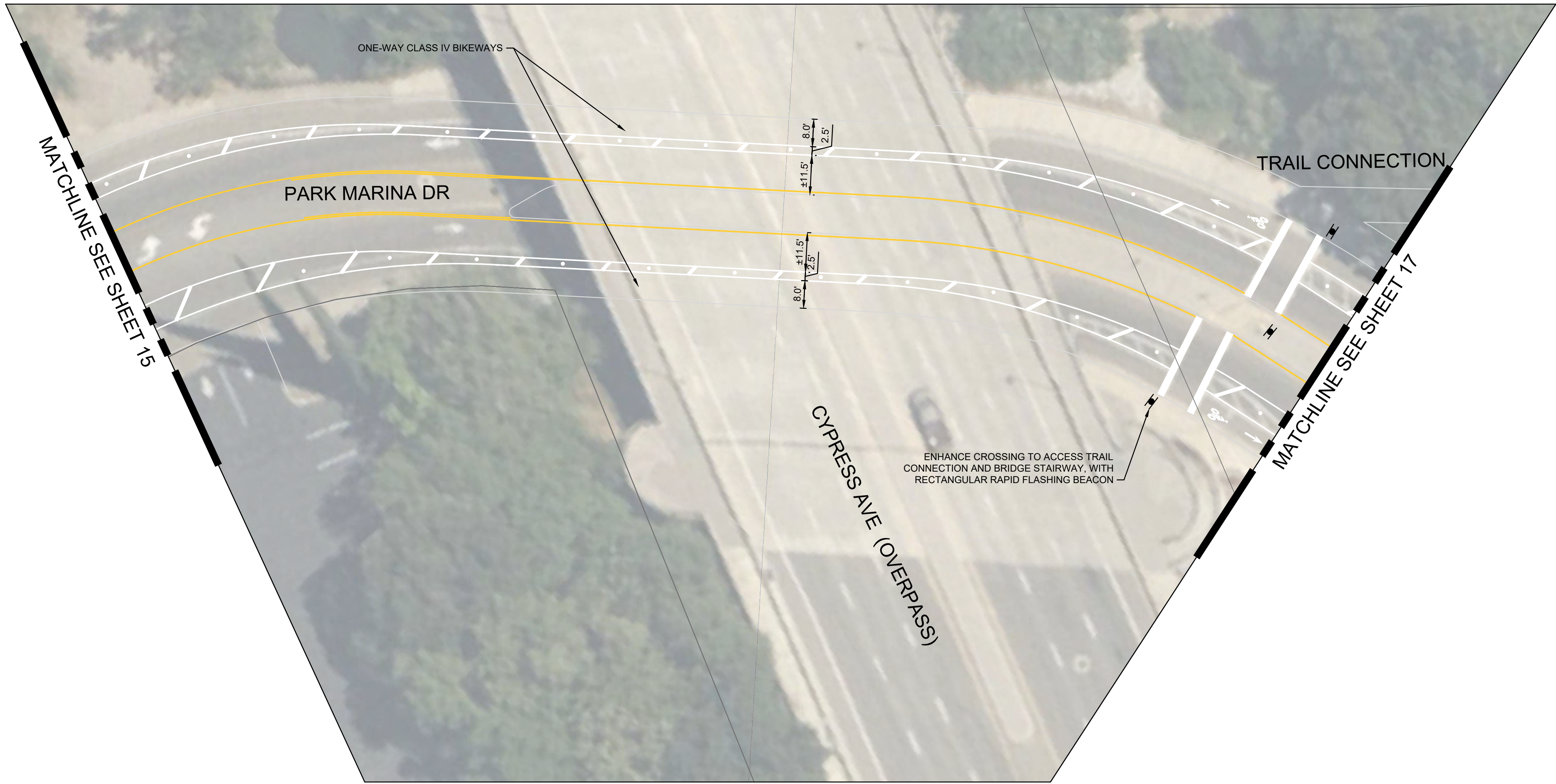


- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
 - EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
 - ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

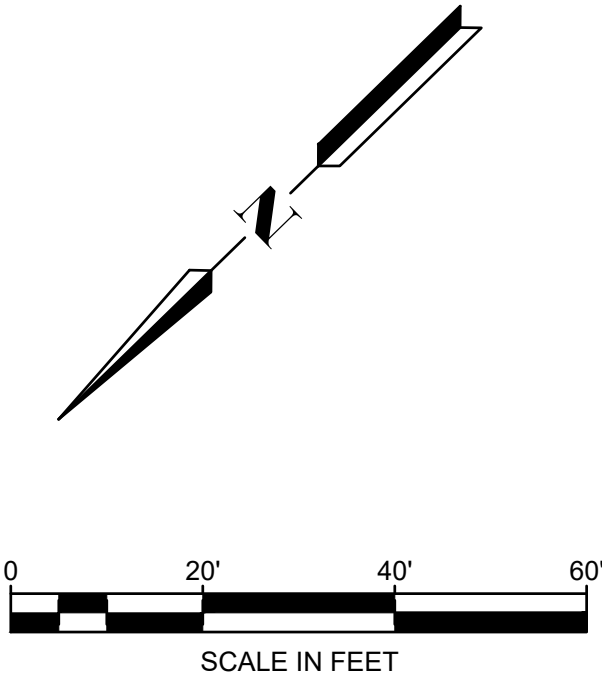
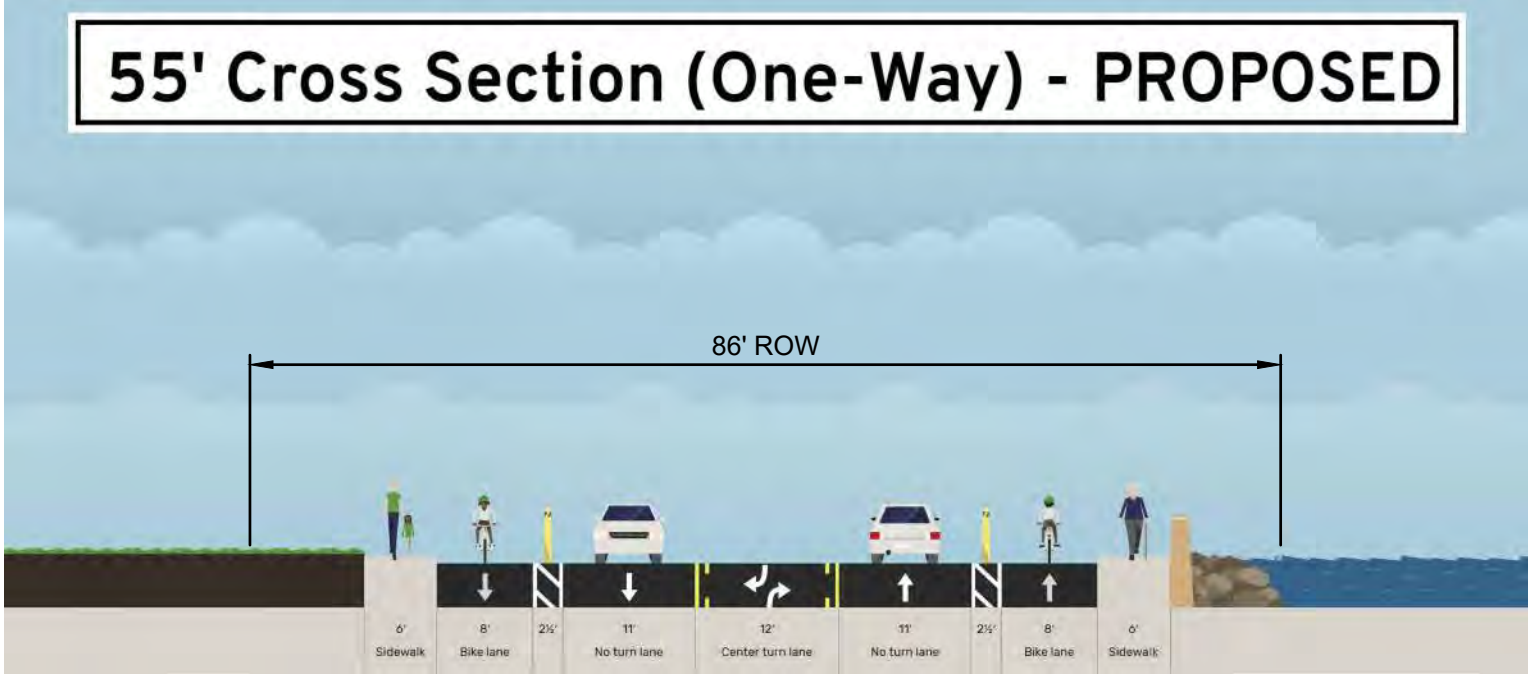
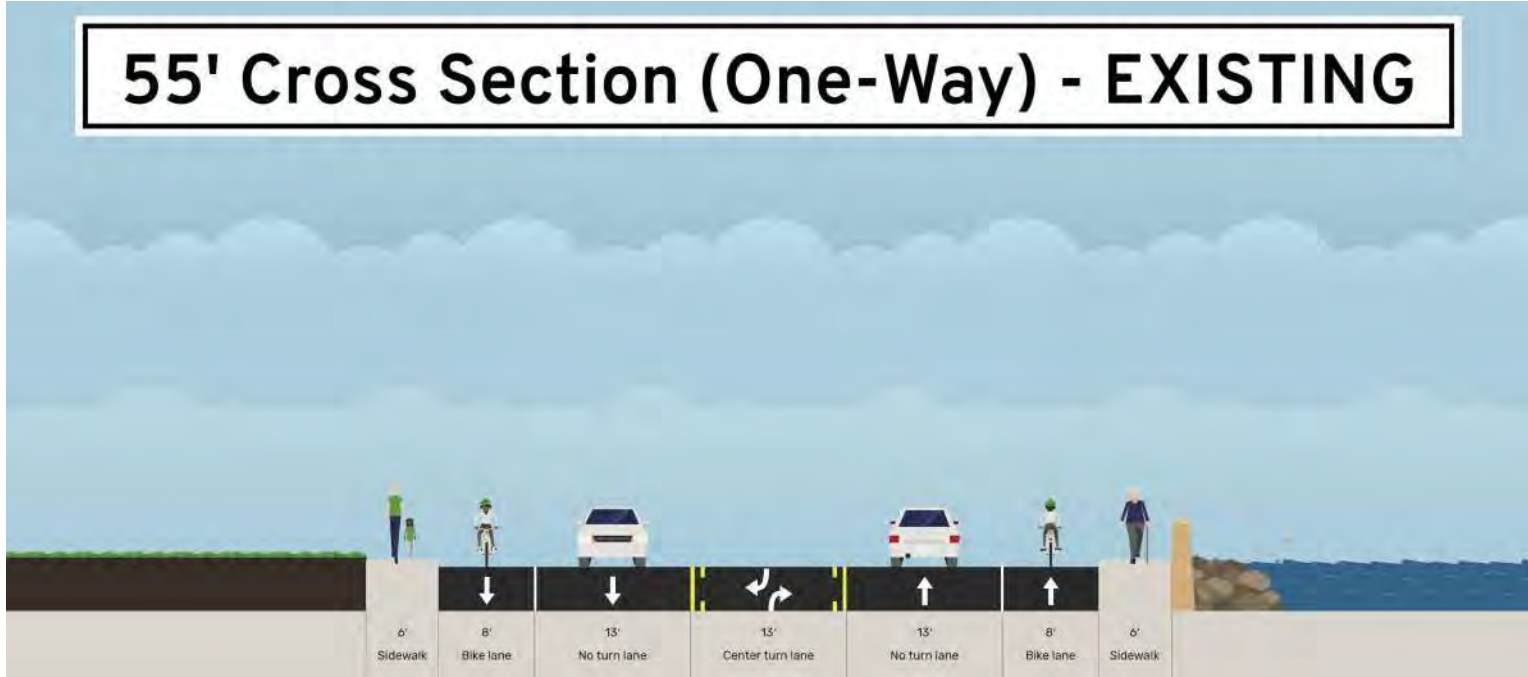


CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com	PARK MARINA DR CITY OF REDDING	TRAFFIC		PROJECT NO.
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								CHANNELIZATION AND SIGNING PLAN		TBD
		DSGN	TW									DATE
		DR	TW									05.24.2022
		CHK	KM									DRAWING NO.
		APVD	KM	NO.	DATE	REVISION	BY	APVD	TP15			
										SHEET NO.		
										16 OF 18		

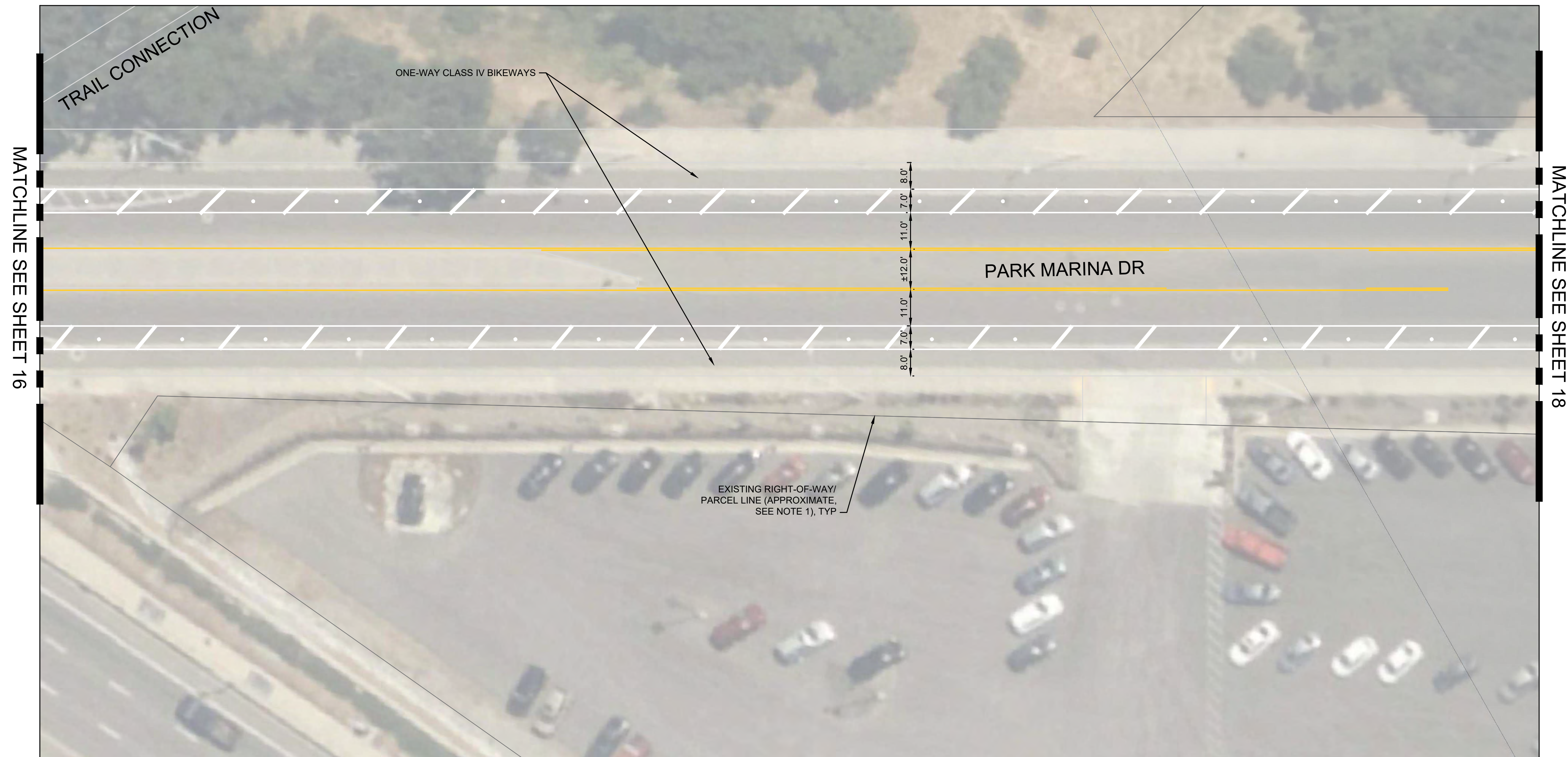


- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
 - EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
 - ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

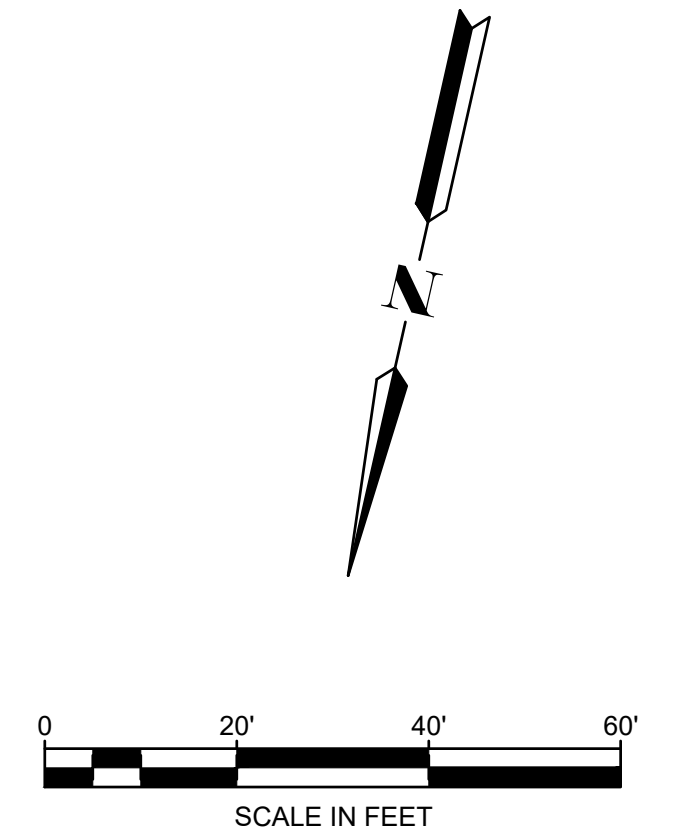
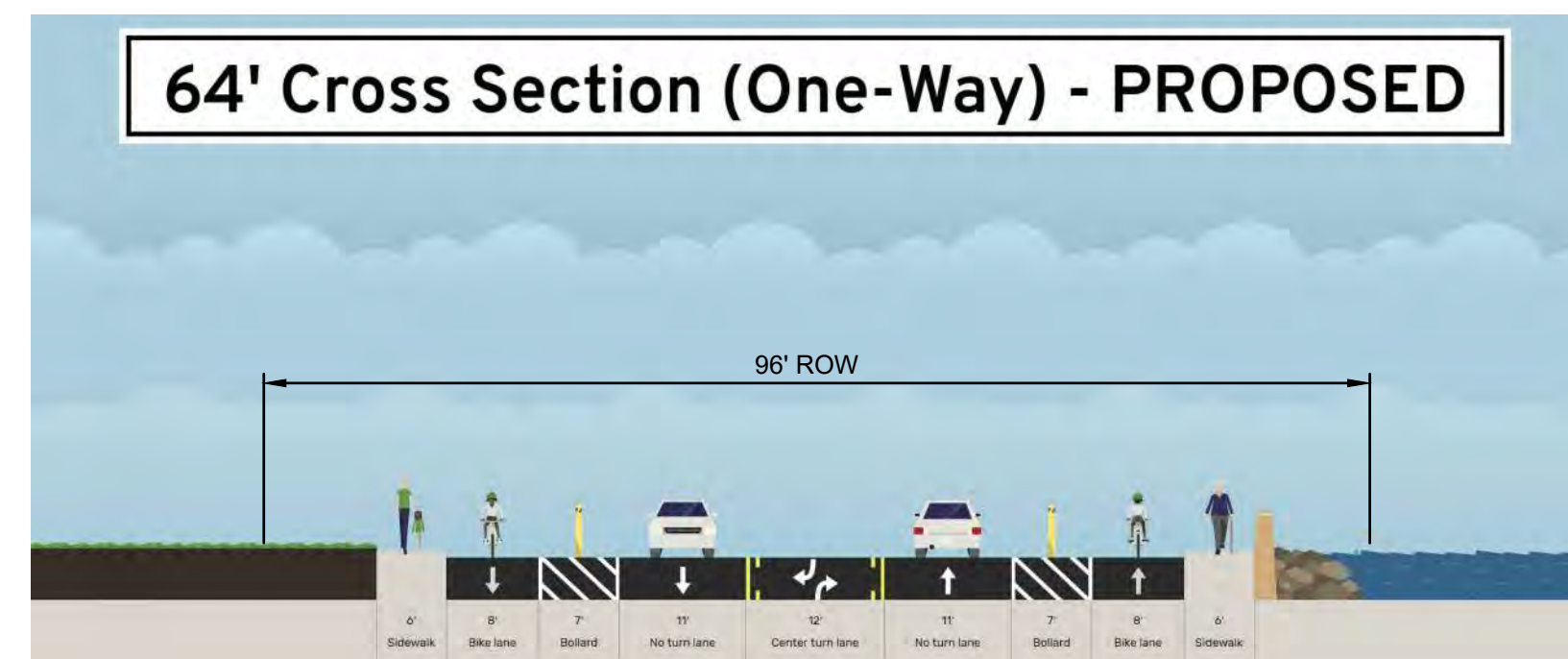
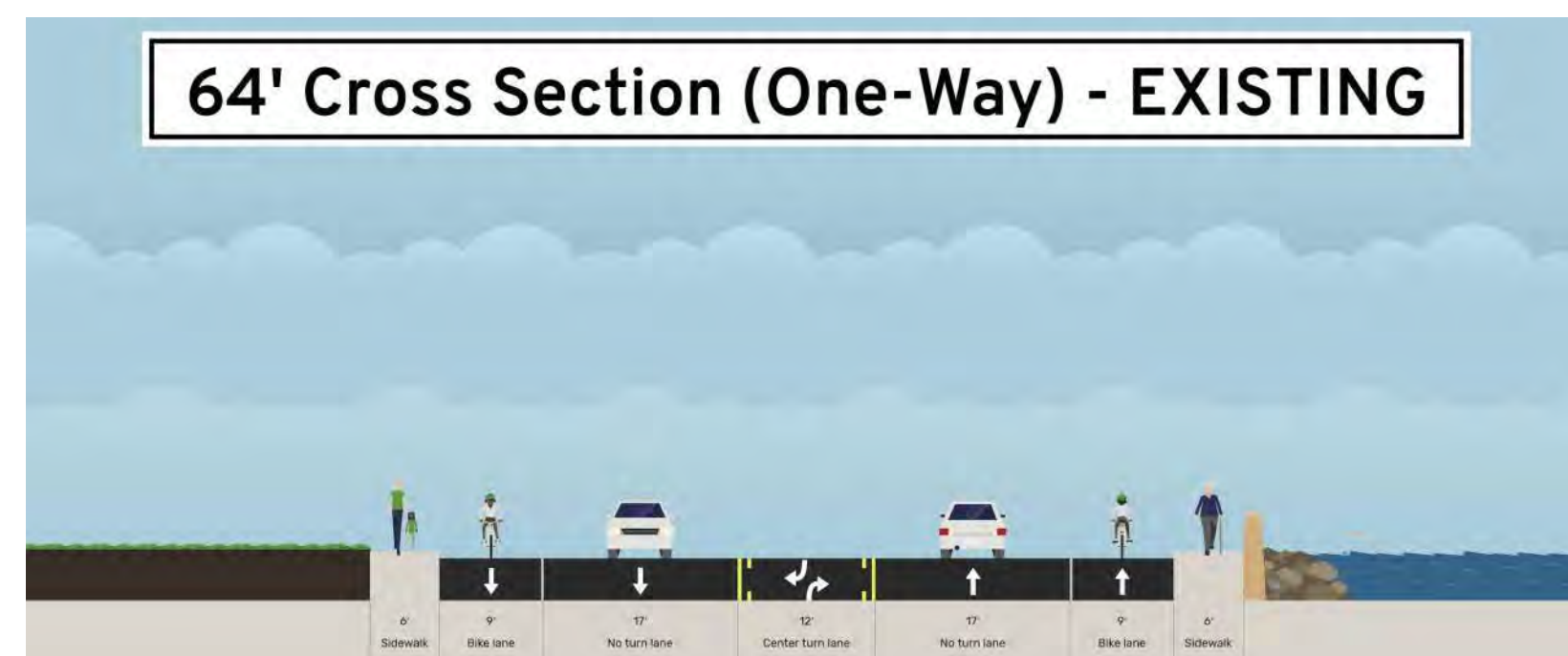


CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com		TRAFFIC		PROJECT NO.		
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								PARK MARINA DR CITY OF REDDING		CHANNELIZATION AND SIGNING PLAN		TBD
		DSGN	TW											
		DR	TW											
		CHK	KM											
		APVD	KM	NO.	DATE	REVISION	BY	APVD			DATE	05.24.2022		
												DRAWING NO.	TP16	
												SHEET NO.	17 OF 18	



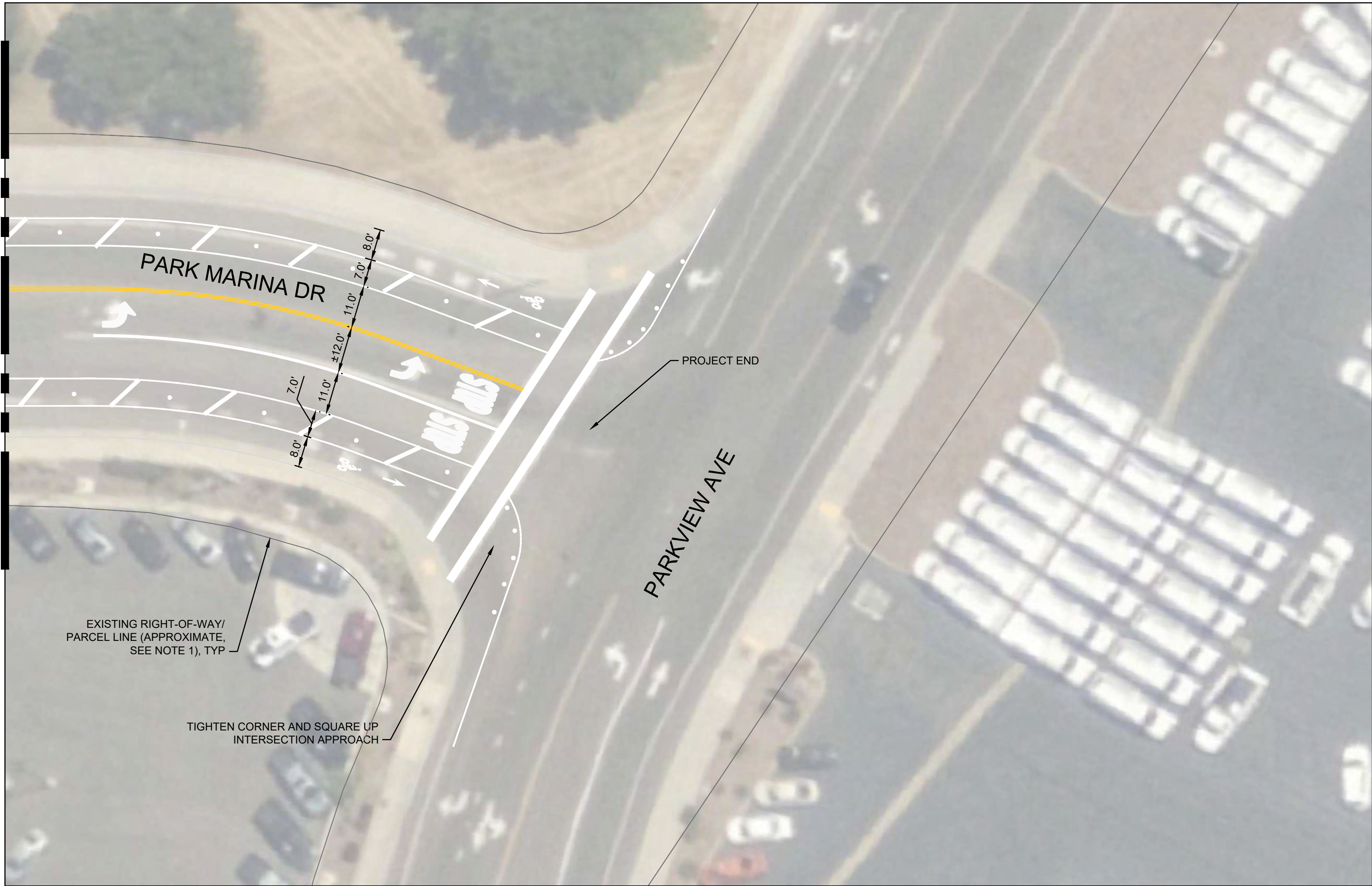
- NOTES:**
1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 2. ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
 3. EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
 4. EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
 5. ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
 6. CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
 7. THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 8. THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.



CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

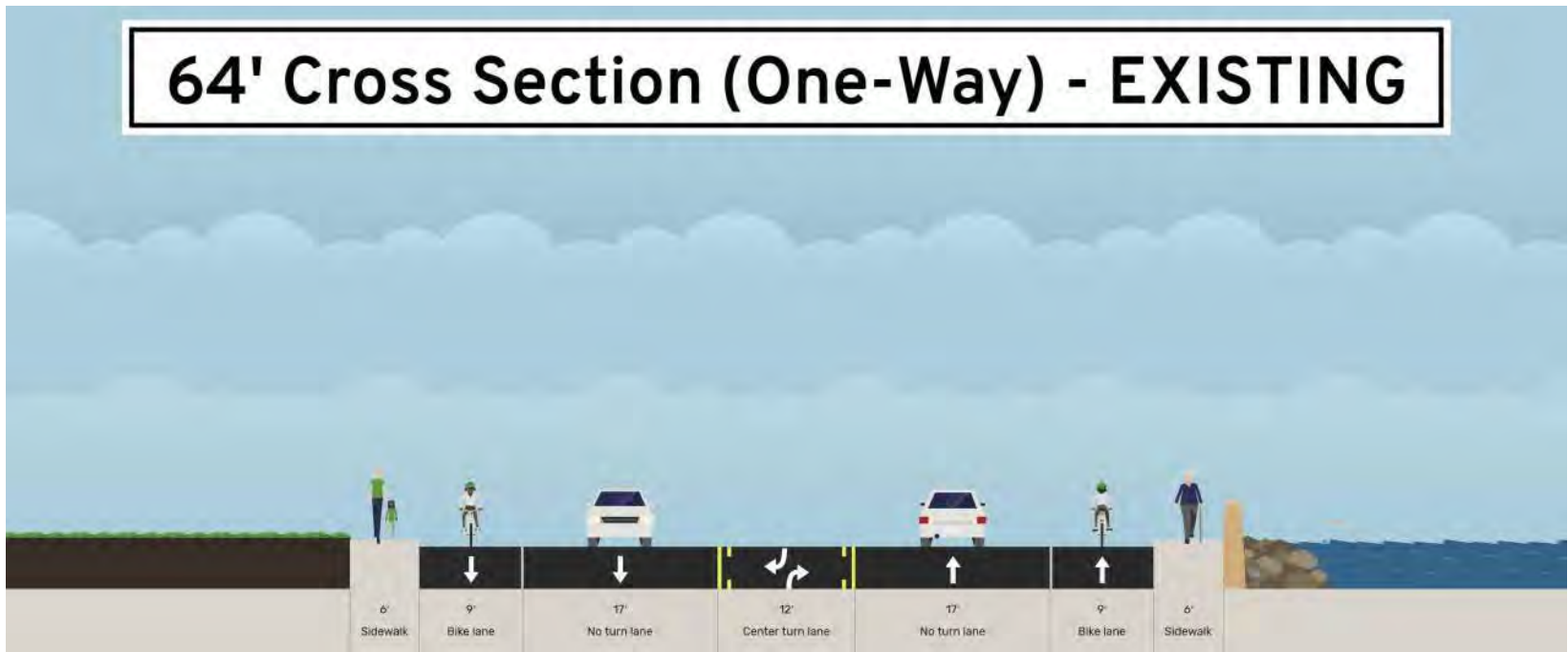
PROFESSIONAL CERTIFICATION	REUSE OF DOCUMENTS										TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com										PARK MARINA DR CITY OF REDDING										TRAFFIC										PROJECT NO.	
	ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.																														TBD											
	DSGN		TW																												DATE		05.24.2022									
	DR		TW																												DRAWING NO.		TP17									
	CHK		KM																												SHEET NO.		18 OF 18									
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.										APVD		KM		NO.		DATE		REVISION				BY		APVD																		

MATCHLINE SEE SHEET 17

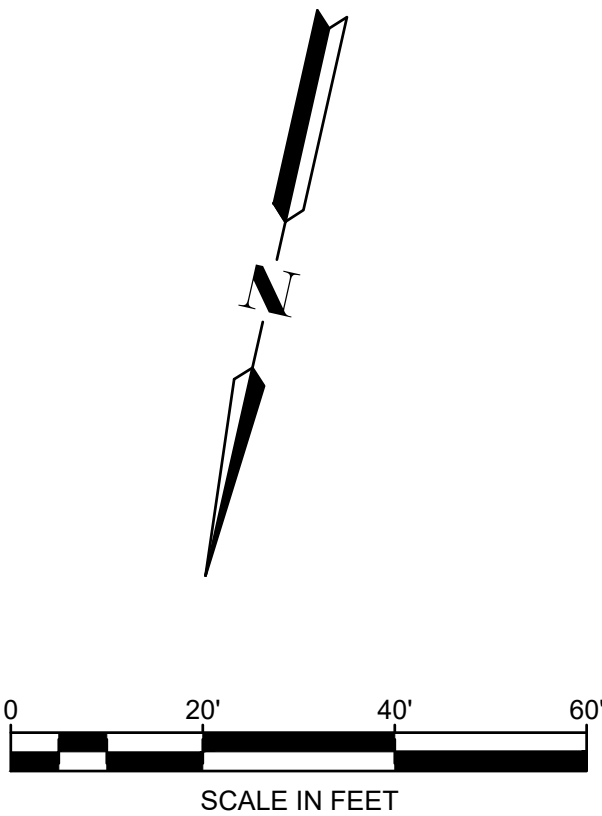
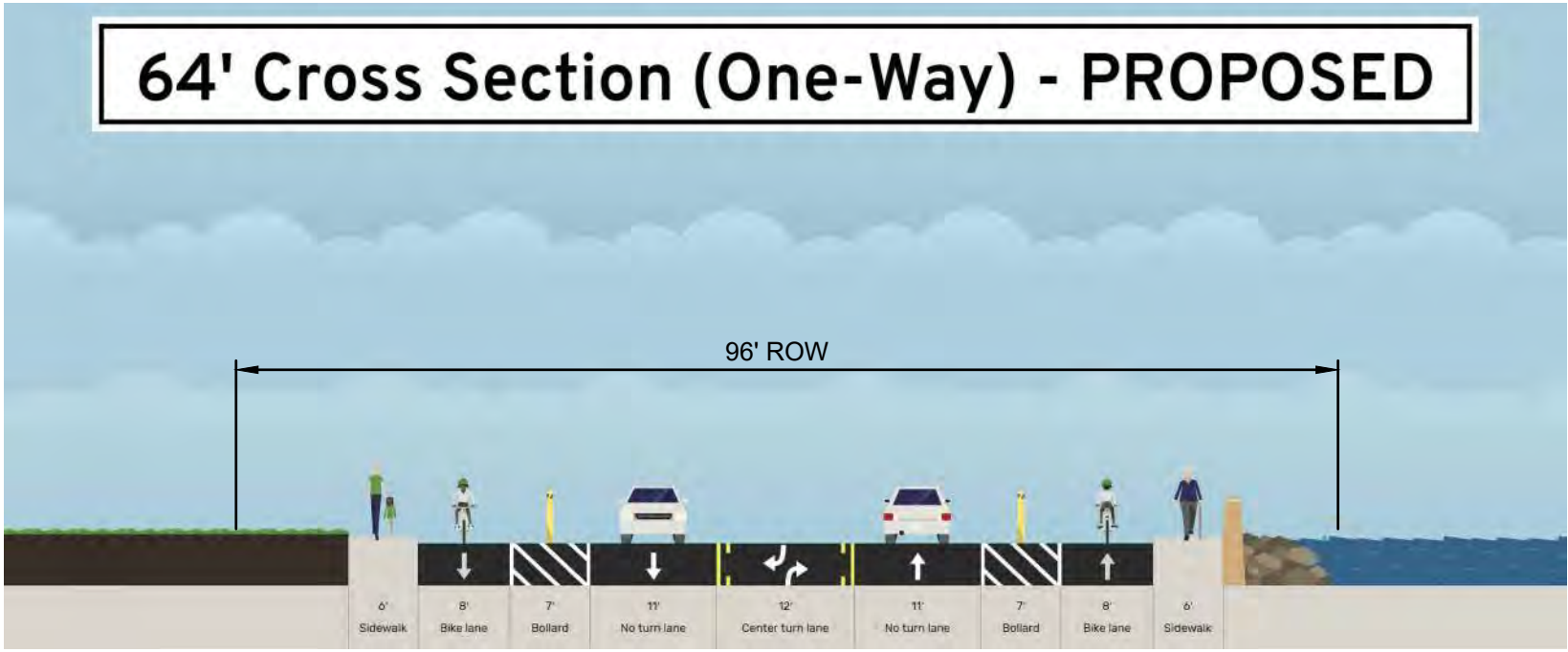


- NOTES:
- THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.
 - ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.
 - EXISTING UTILITIES AND FIRE HYDRANTS ARE NOT SHOWN, BUT SHALL REMAIN. PARKING WHERE PROPOSED SHALL LEAVE APPROPRIATE OFFSET FROM HYDRANTS
 - EXISTING SIGNAGE TO REMAIN UNLESS CALLED OUT OTHERWISE
 - ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.
 - CURB AND GUTTER TO REMAIN AS EXISTING AND ALL WORK TO OCCUR ONLY IN CURB-TO-CURB WIDTH EXCEPT WHERE SHOWN.
 - THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSES, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.
 - THIS OPINION OF PROBABLE CONSTRUCTION COST WAS DEVELOPED BY IDENTIFYING PAY ITEMS AND ESTABLISHING QUANTITIES BASED ON THE CURRENT CONCEPT DESIGN DOCUMENTS. ADDITIONAL PAY ITEMS HAVE BEEN ASSIGNED APPROXIMATE LUMP SUM PRICES BASED ON A PERCENTAGE OF THE ANTICIPATED CONSTRUCTION COST. PRELIMINARY COST OPINIONS INCLUDE A 30% CONTINGENCY TO COVER ITEMS THAT ARE UNDEFINED OR ARE TYPICALLY UNKNOWN PRIOR TO FINAL DESIGN. UNIT COSTS ARE BASED ON 2022 DOLLARS AND WERE ASSIGNED BASED ON HISTORICAL COST DATA FROM THE CALTRANS CONTRACT COST DATA WEBSITE AND FHWA GUIDELINES. THIS COST OPINION DOES NOT INCLUDE EASEMENT AND RIGHT-OF-WAY ACQUISITION; PERMITTING, INSPECTION, OR CONSTRUCTION MANAGEMENT; ESCALATION; OR THE COST FOR ONGOING MAINTENANCE. THIS COST OPINION IS PROVIDED FOR THE CLIENT'S INFORMATION FOR USE IN GRANT APPLICATIONS, AND IS BASED ON THE DESIGN PROFESSIONAL'S RECENT EXPERIENCE, ADJUSTED FOR FACTORS KNOWN AT THE TIME OF PREPARATION. TOOLE DESIGN GROUP, LLC HAS NO CONTROL OVER THE COST OF LABOR AND MATERIAL, COMPETITIVE BIDDING, OR MARKET CONDITIONS; AND MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY OF THE OPINION AS COMPARED TO ACTUAL BIDS OR COST TO THE CLIENT.

64' Cross Section (One-Way) - EXISTING



64' Cross Section (One-Way) - PROPOSED



CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS						TOOLE DESIGN 720 3RD AVENUE, SUITE 2020, SEATTLE, WA 98104 PHONE: 206.297.1601 FAX: 301.927.2800 www.tooledesign.com PARK MARINA DR CITY OF REDDING		TRAFFIC		PROJECT NO.					
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.		ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.								CHANNELIZATION AND SIGNING PLAN		TBD					
		DSGN		TW								DATE					
		DR		TW								05.24.2022					
		CHK		KM								DRAWING NO.					
		APVD		KM		NO.		DATE		REVISION		BY		APVD		TP18	
																SHEET NO.	
																19 OF 18	

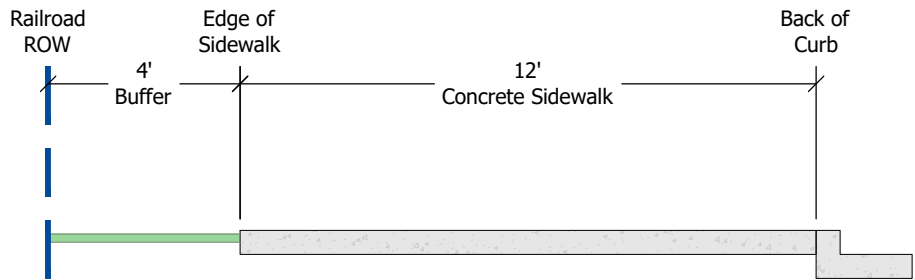
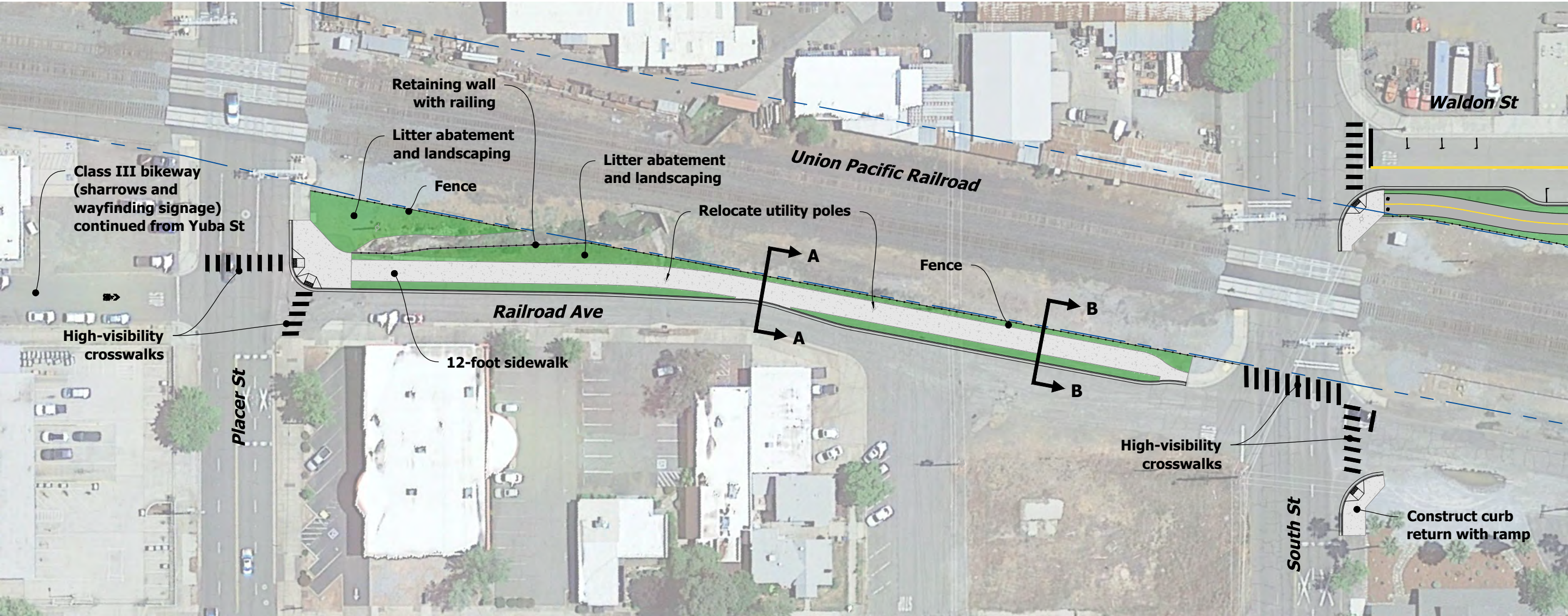
APPENDIX F

Calaboose Creek Concept Design

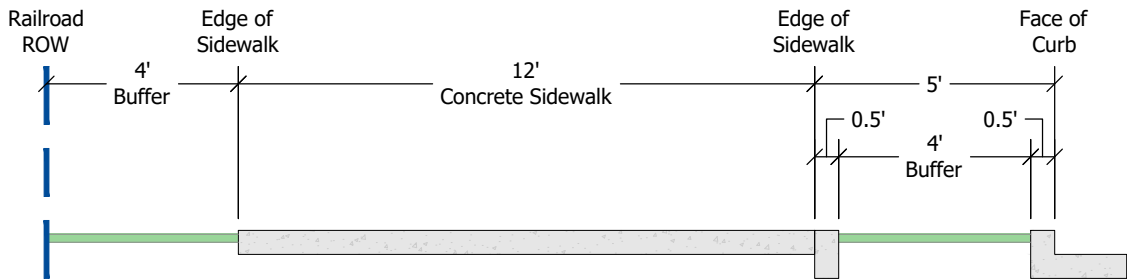
H:\26\26205 - SRTA Regional Active Trans Network\007 - Redding Clean California Grant Support\design\Xref\XR-MUP-26205.007.dwg Jan 28, 2022 - 4:25pm - jensen Layout Tab: Overview



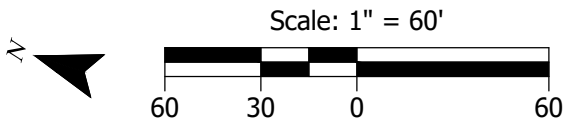
H:\26205 - SRTA Regional Active Trans Network\007 - Redding Clean California Grant Support\design_Xref\Xref-MUP-26205.007.dwg Jan 28, 2022 - 4:25pm - zjensen Layout Tab: Railroad Ave



Section A



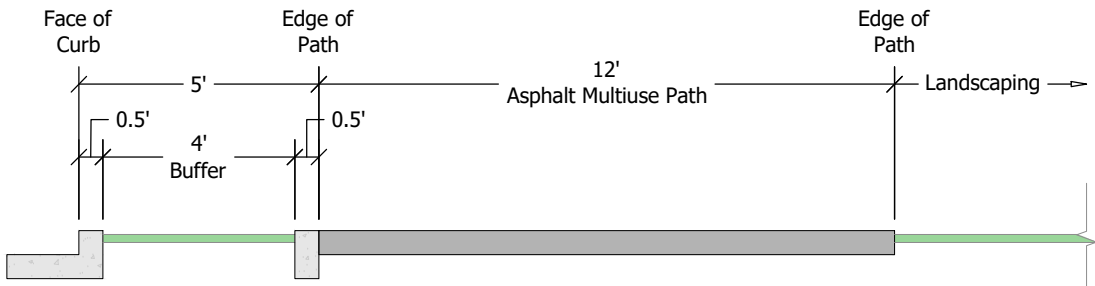
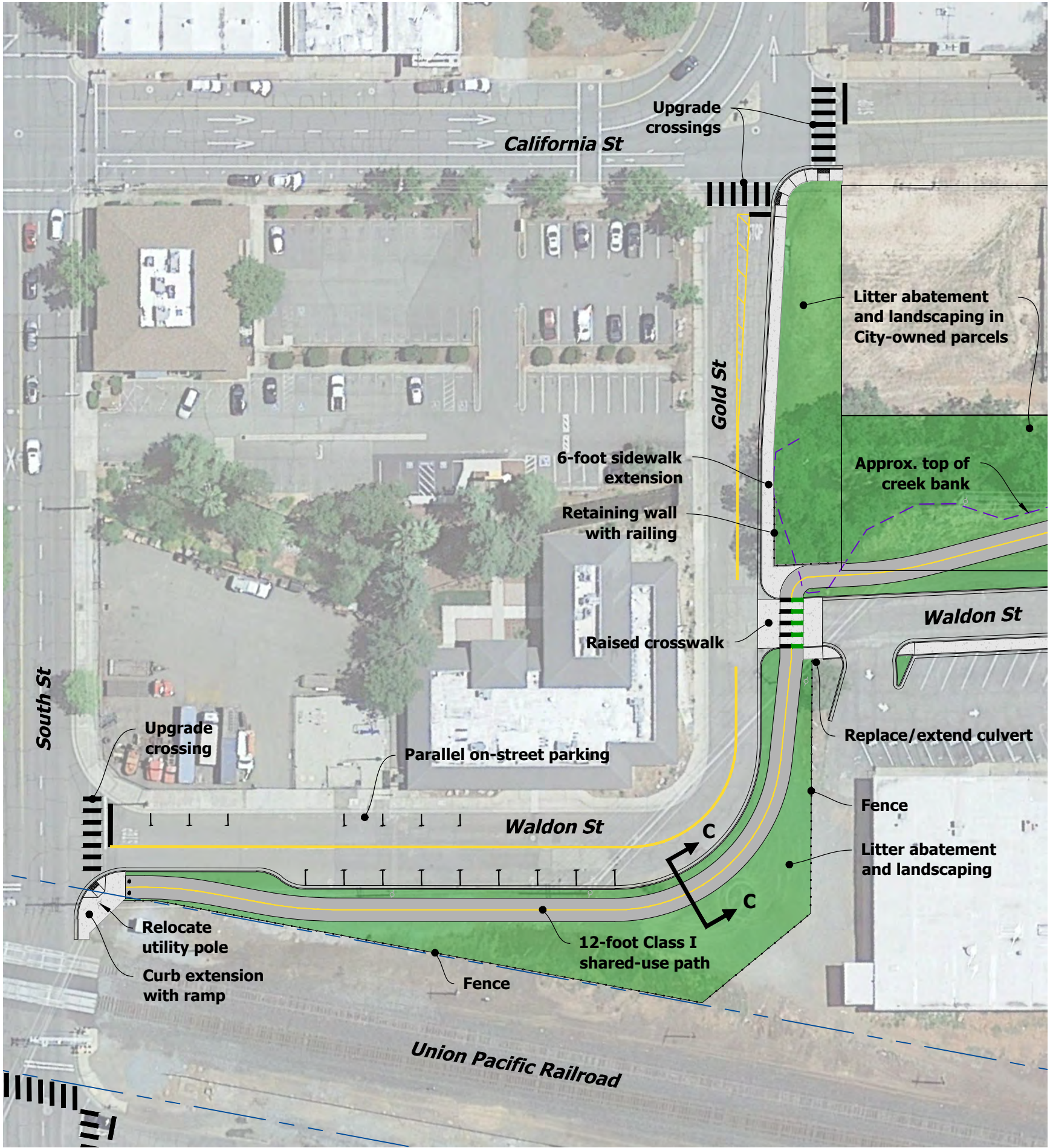
Section B



Note
Proposed white pavement markings are shown in black for clarity.

Placer St to South St
Redding, CA

Figure
2



Section C

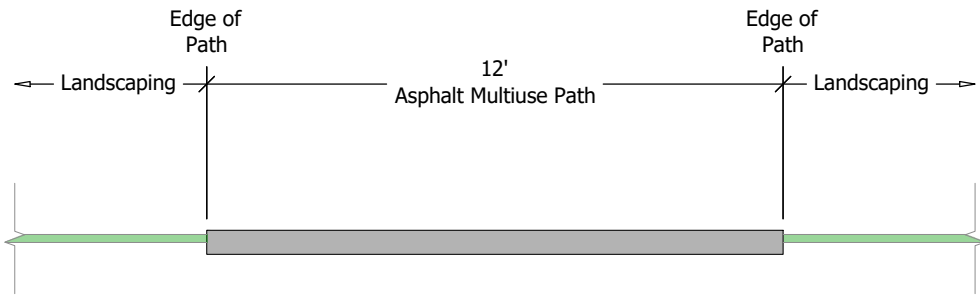
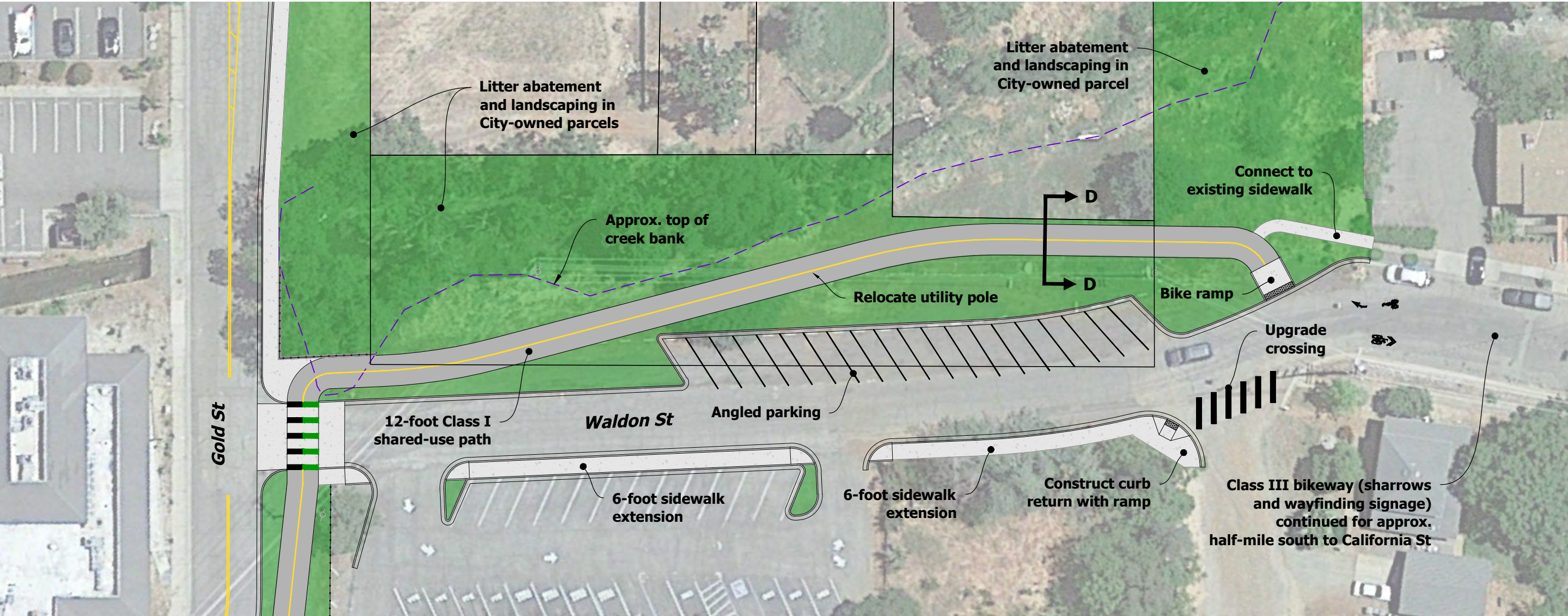


Note
Proposed white pavement markings
are shown in black for clarity.

Waldon St & Gold St
Redding, CA

Figure
3

H:\26\26205 - SRTA Regional Active Trans Network\007 - Redding Clean California Grant Support\design_Xref\XR-MUP-26205.007.dwg Jan 28, 2022 - 4:25pm - zljensen Layout Tab: Waldon St South



Section D



Note
Proposed white pavement markings are shown in black for clarity.

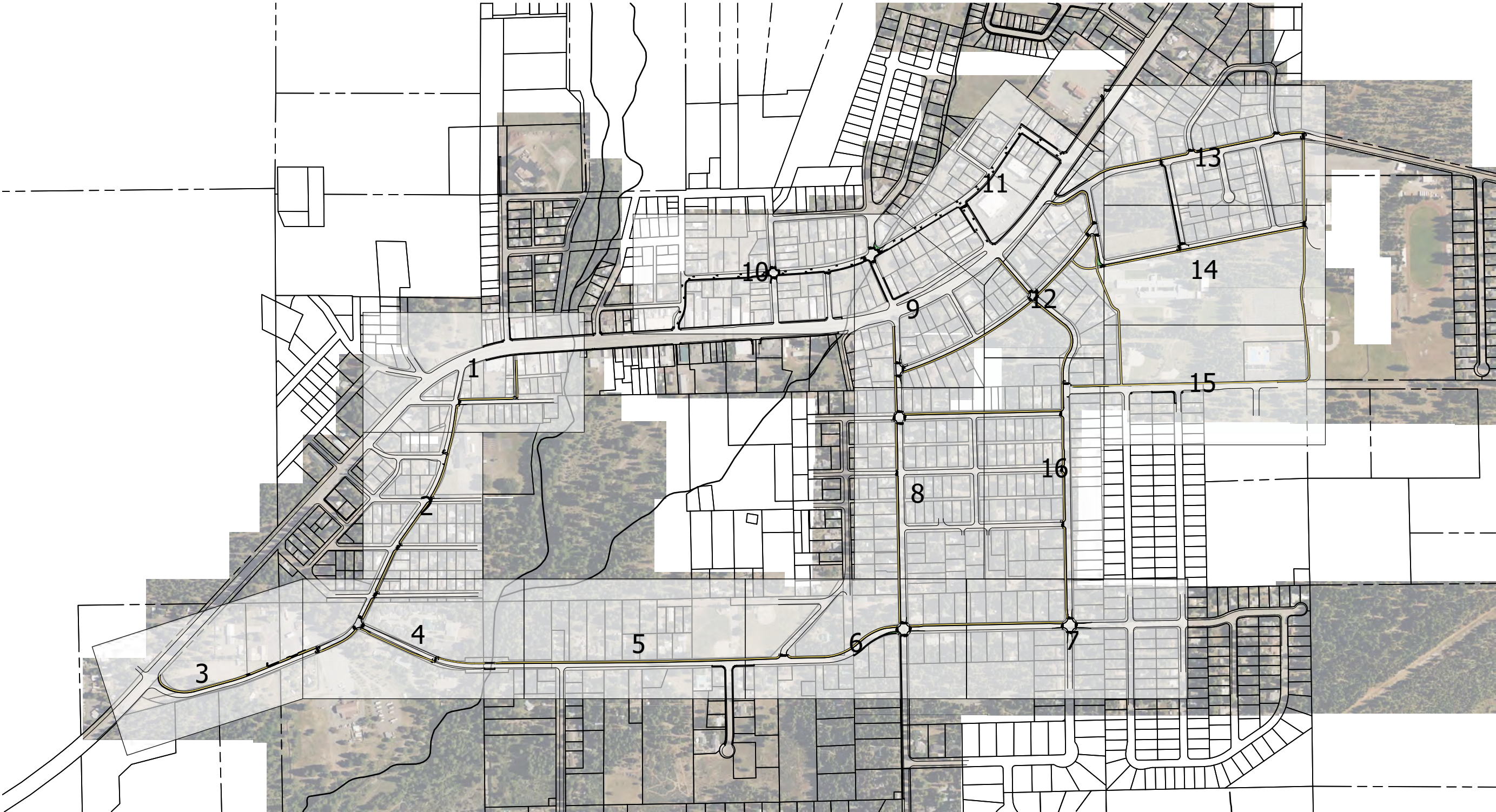
Waldon St
Redding, CA

Figure
4

APPENDIX G

Pit River Tribe/Burney
Munik'Chun Walking
+ Biking Network
Concept Design

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: Overview

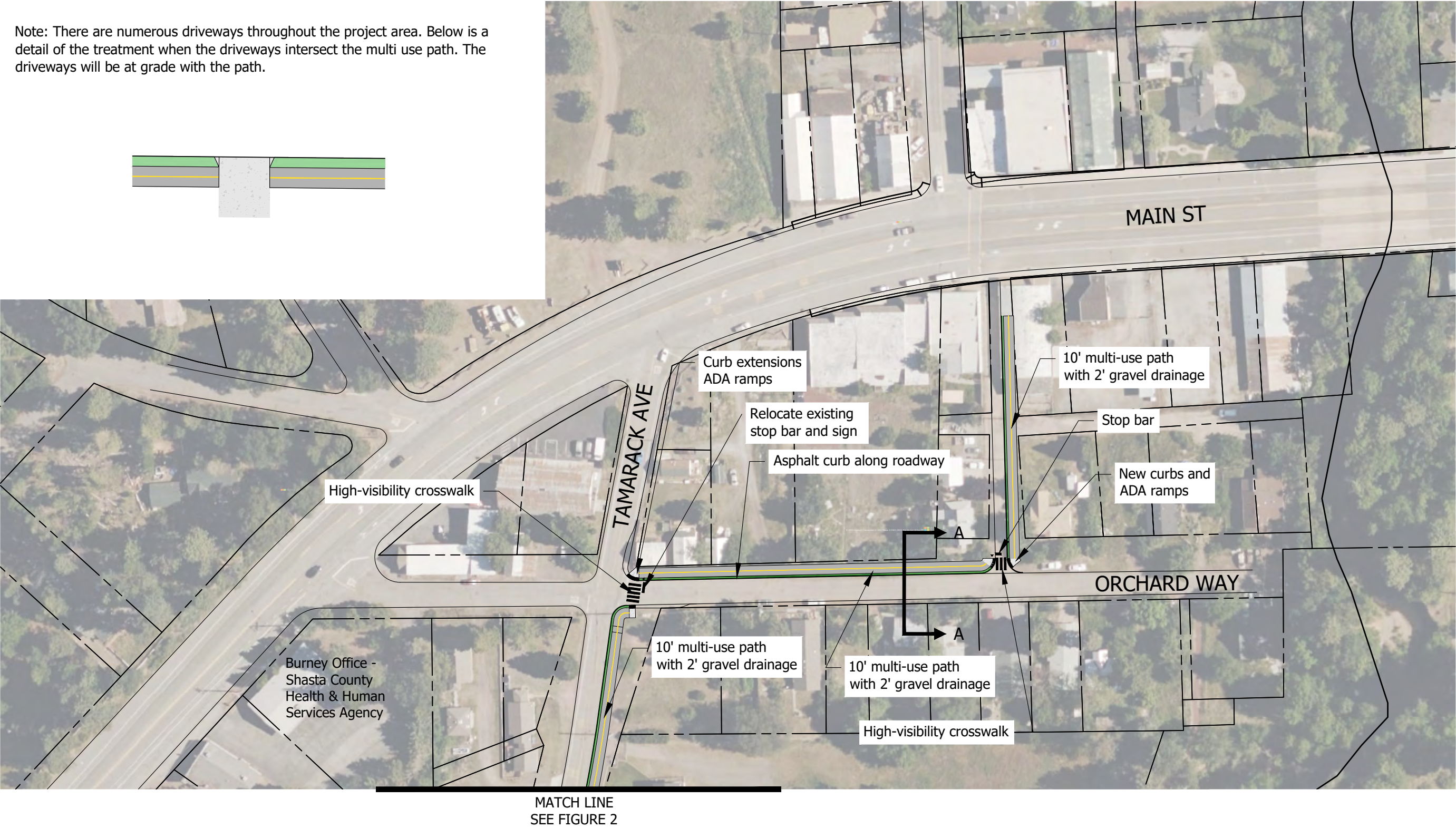
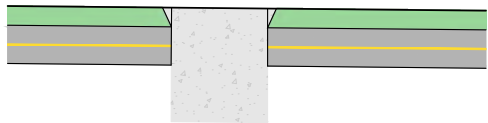


NOT TO SCALE

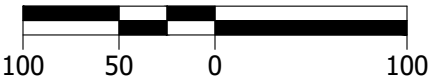
Pit River Tribe Concept
Burney, CA

Figure
Overview

Note: There are numerous driveways throughout the project area. Below is a detail of the treatment when the driveways intersect the multi use path. The driveways will be at grade with the path.



Scale: 1" = 100'



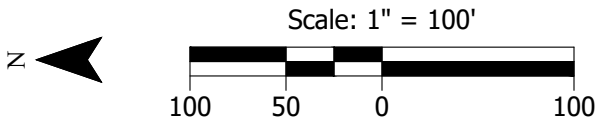
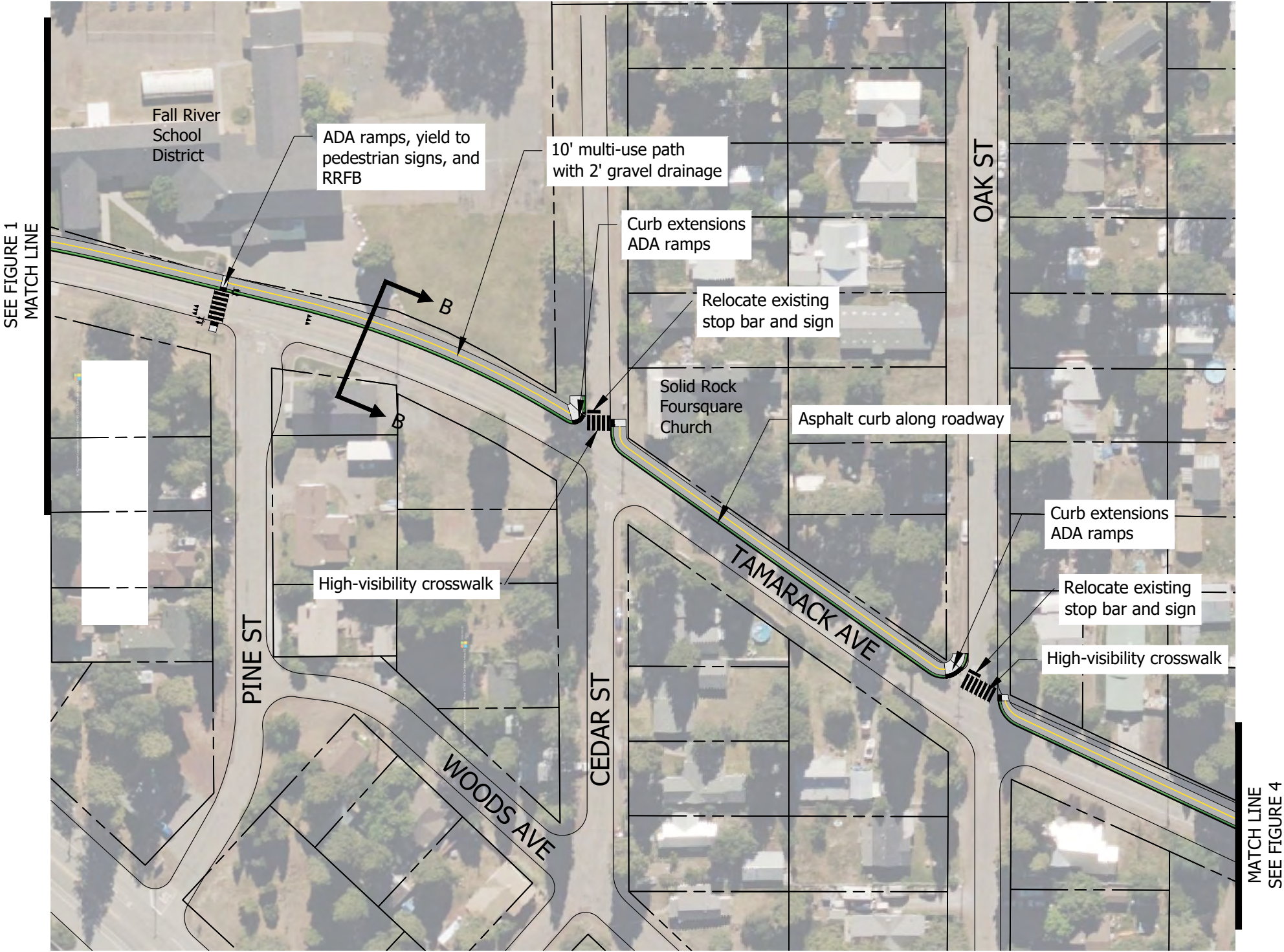
NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
1

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 2



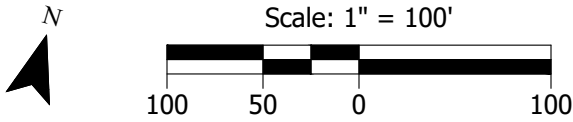
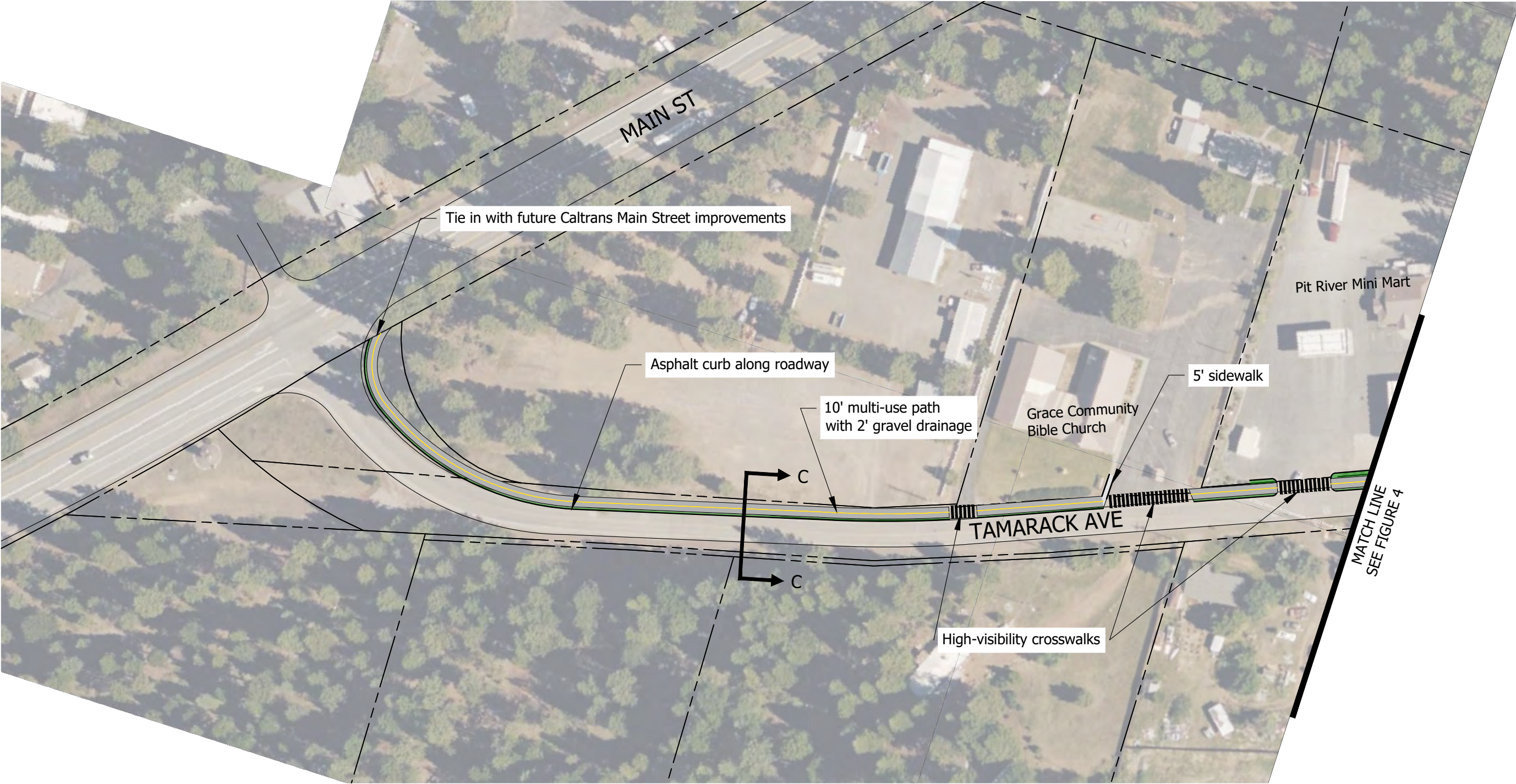
NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
2

H:\26\26205 - SRFA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 3



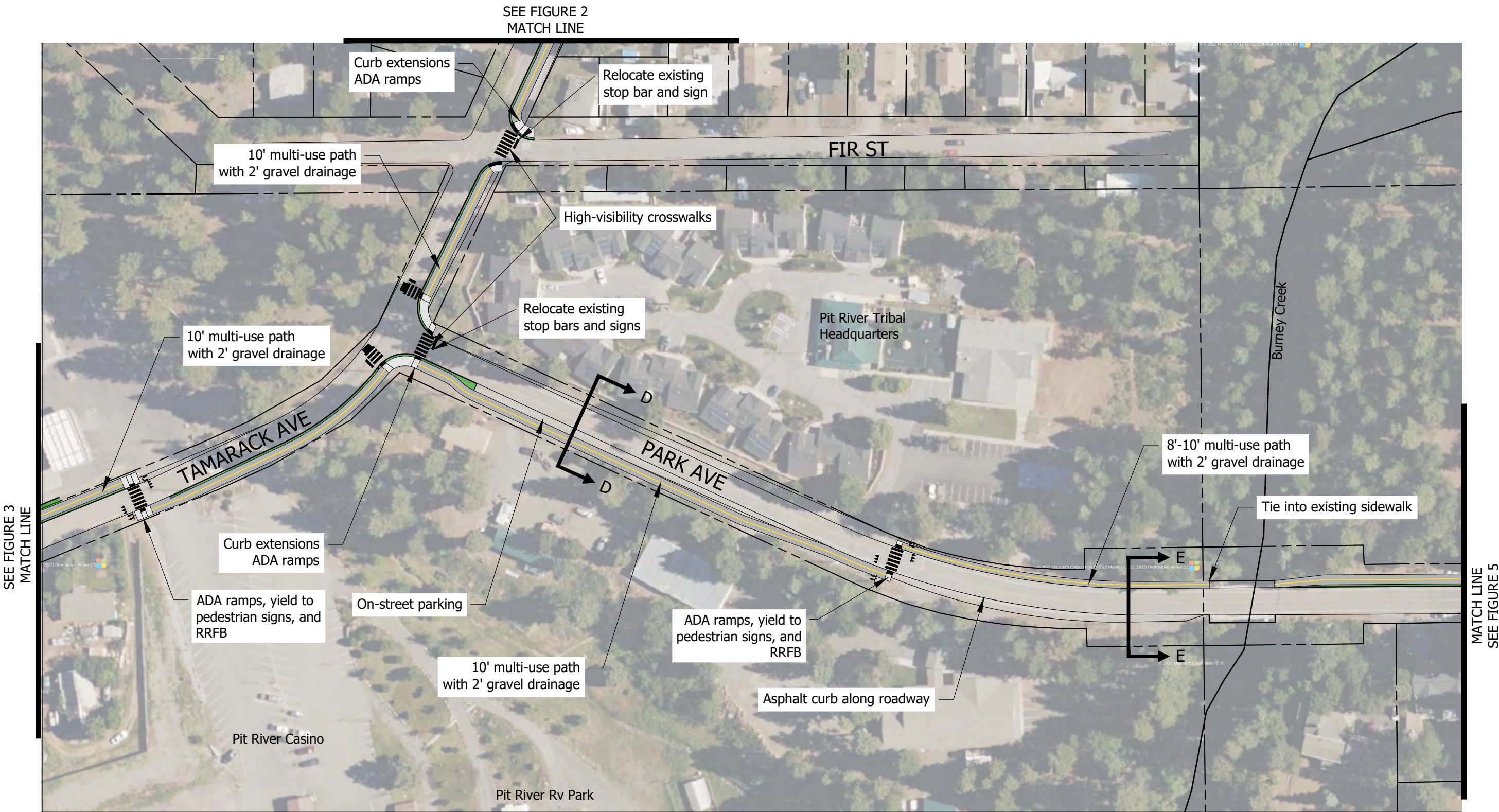
NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

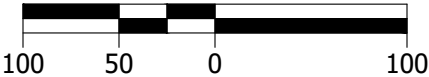
Pit River Tribe Concept
Burney, CA

Figure
3

H:\26\26205 - SRPA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 4



Scale: 1" = 100'



NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

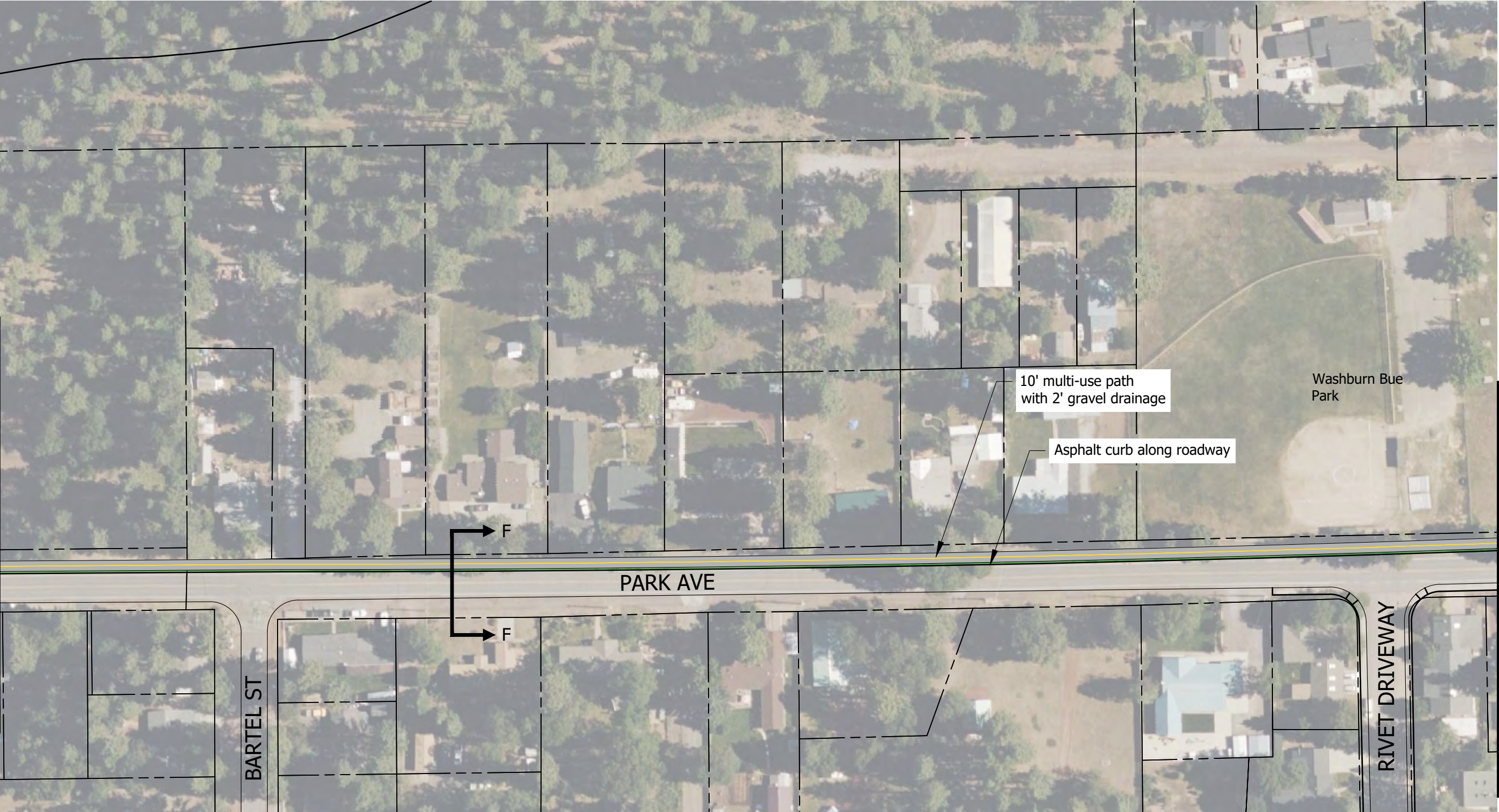
GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
4

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 5

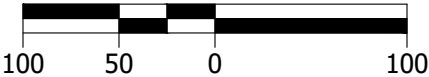
SEE FIGURE 4
MATCH LINE



MATCH LINE
SEE FIGURE 6



Scale: 1" = 100'



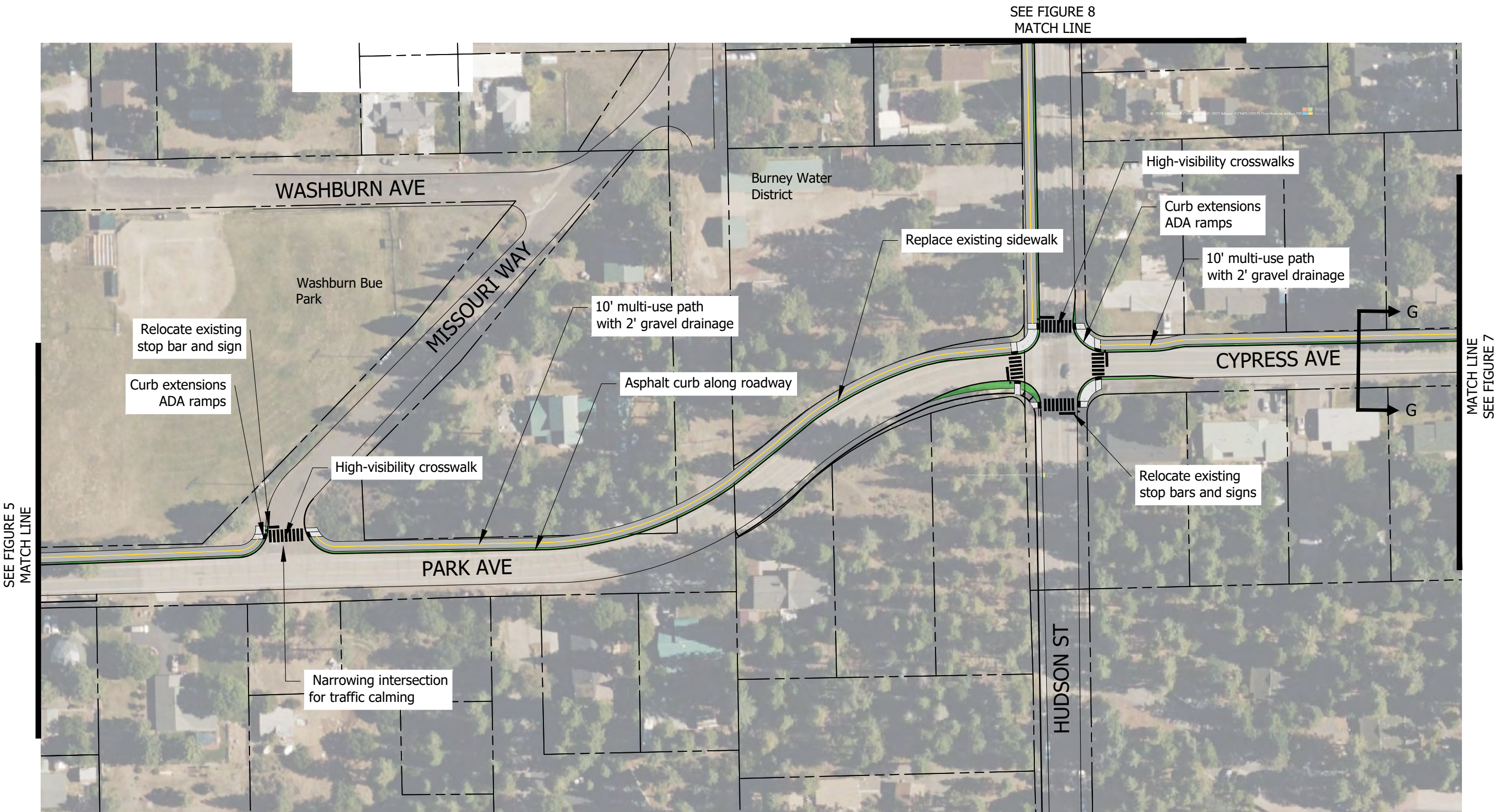
NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

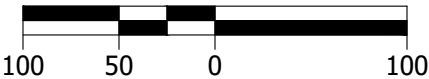
Pit River Tribe Concept
Burney, CA

Figure
5

H:\26\26205 - SRPA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 6



Scale: 1" = 100'



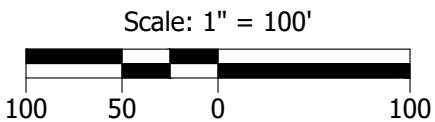
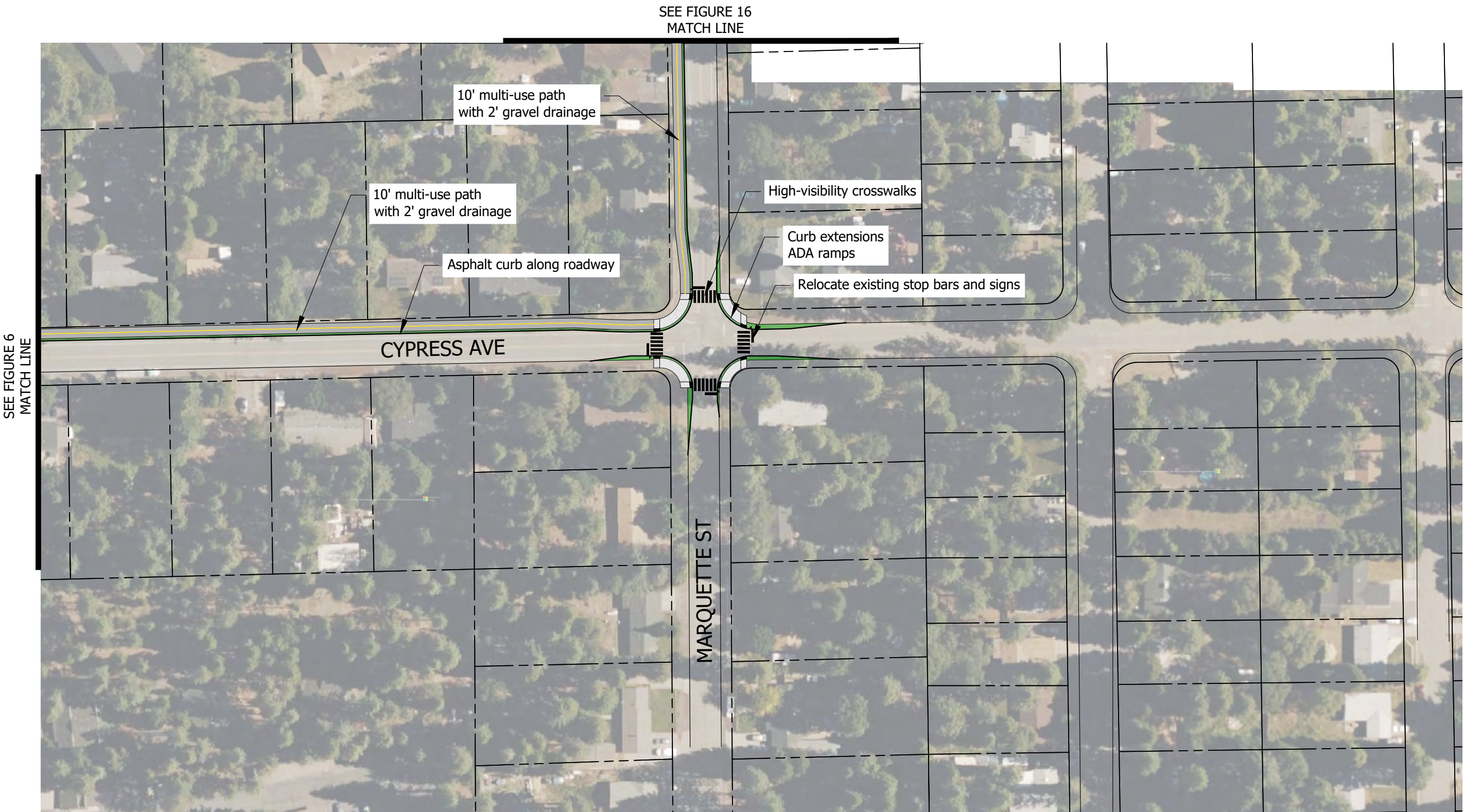
NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
6

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 7

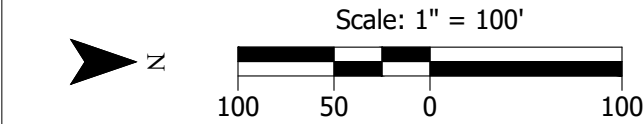


NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
7

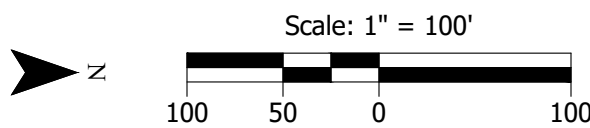
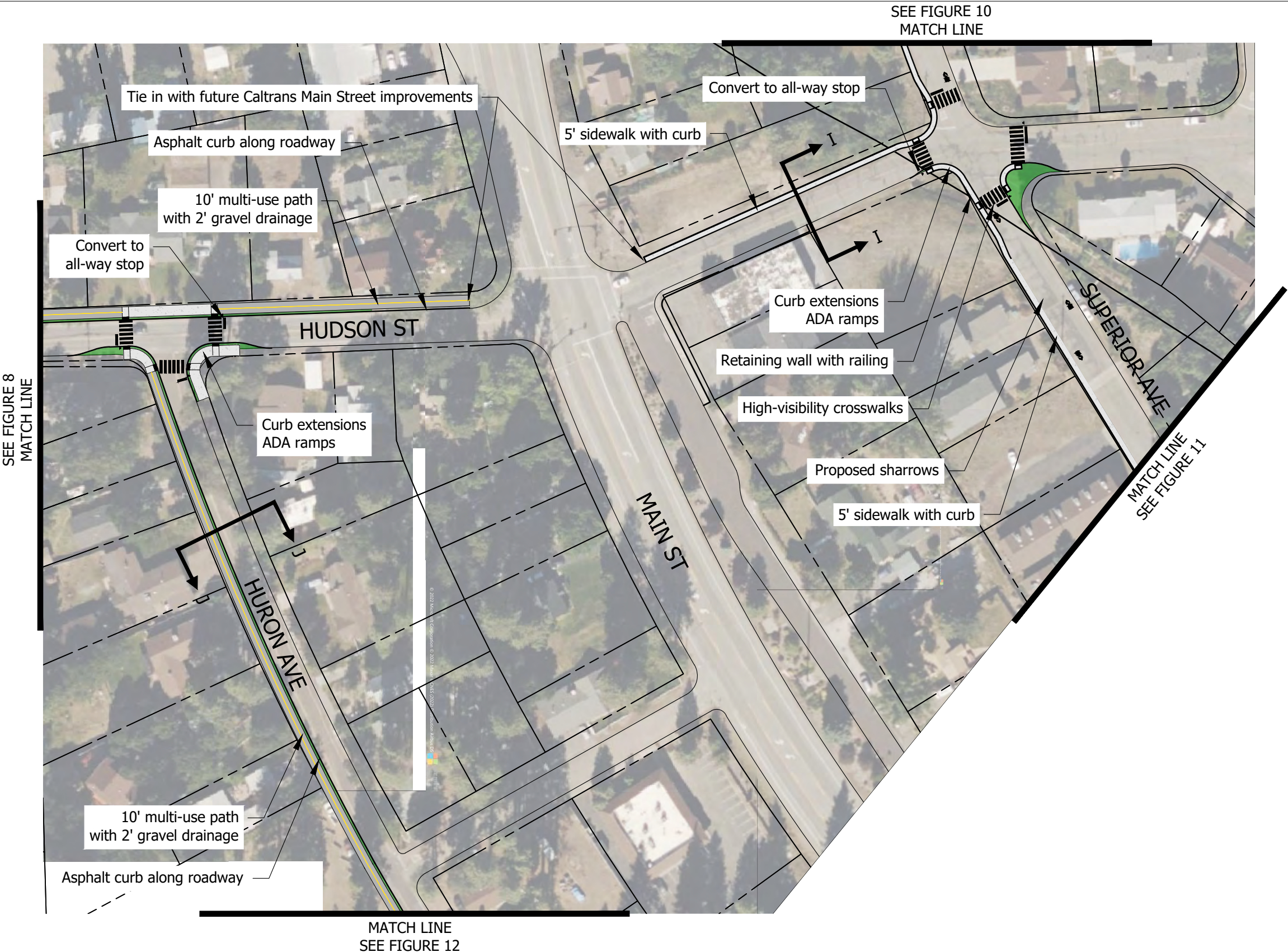


NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
8



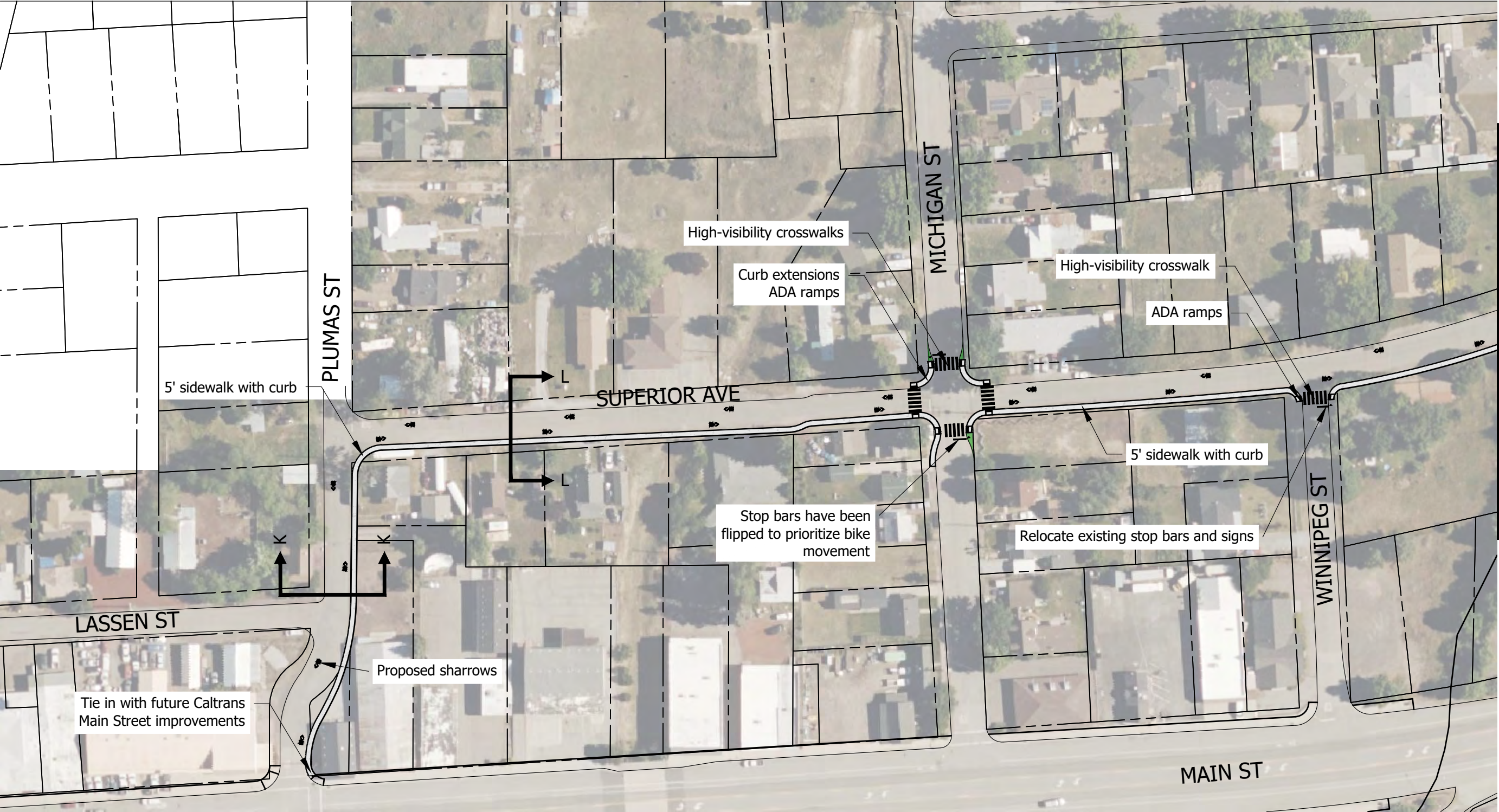
NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

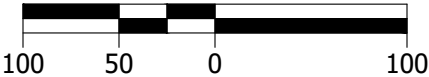
Pit River Tribe Concept
Burney, CA

Figure
9

H:\26\26205 - SRPA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 10



Scale: 1" = 100'

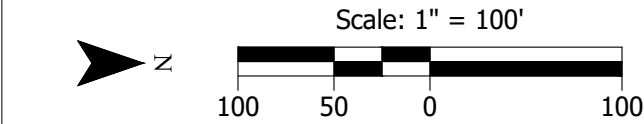


NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
10

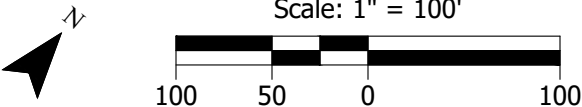
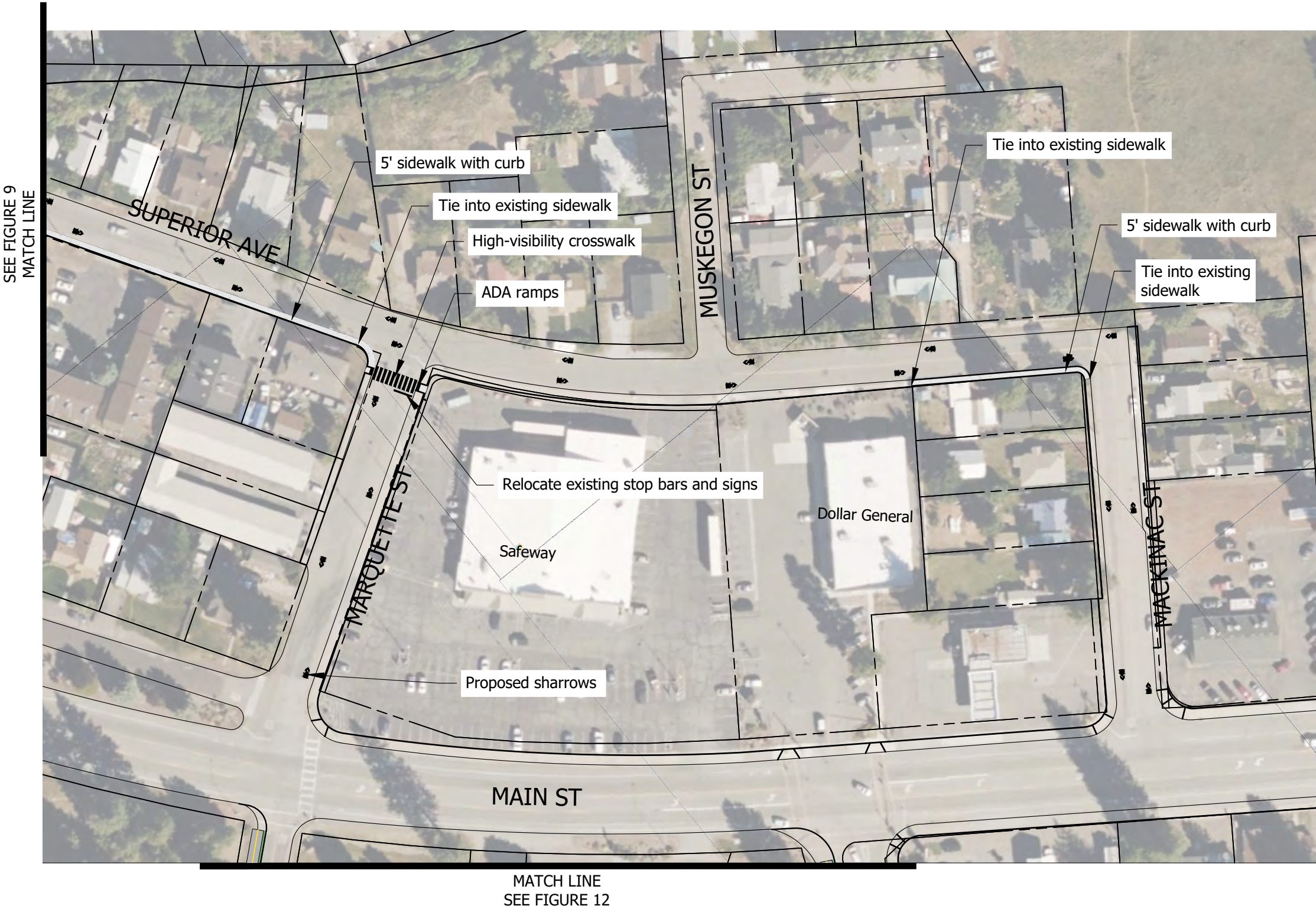


NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
12



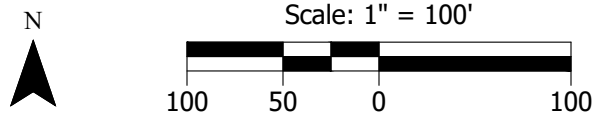
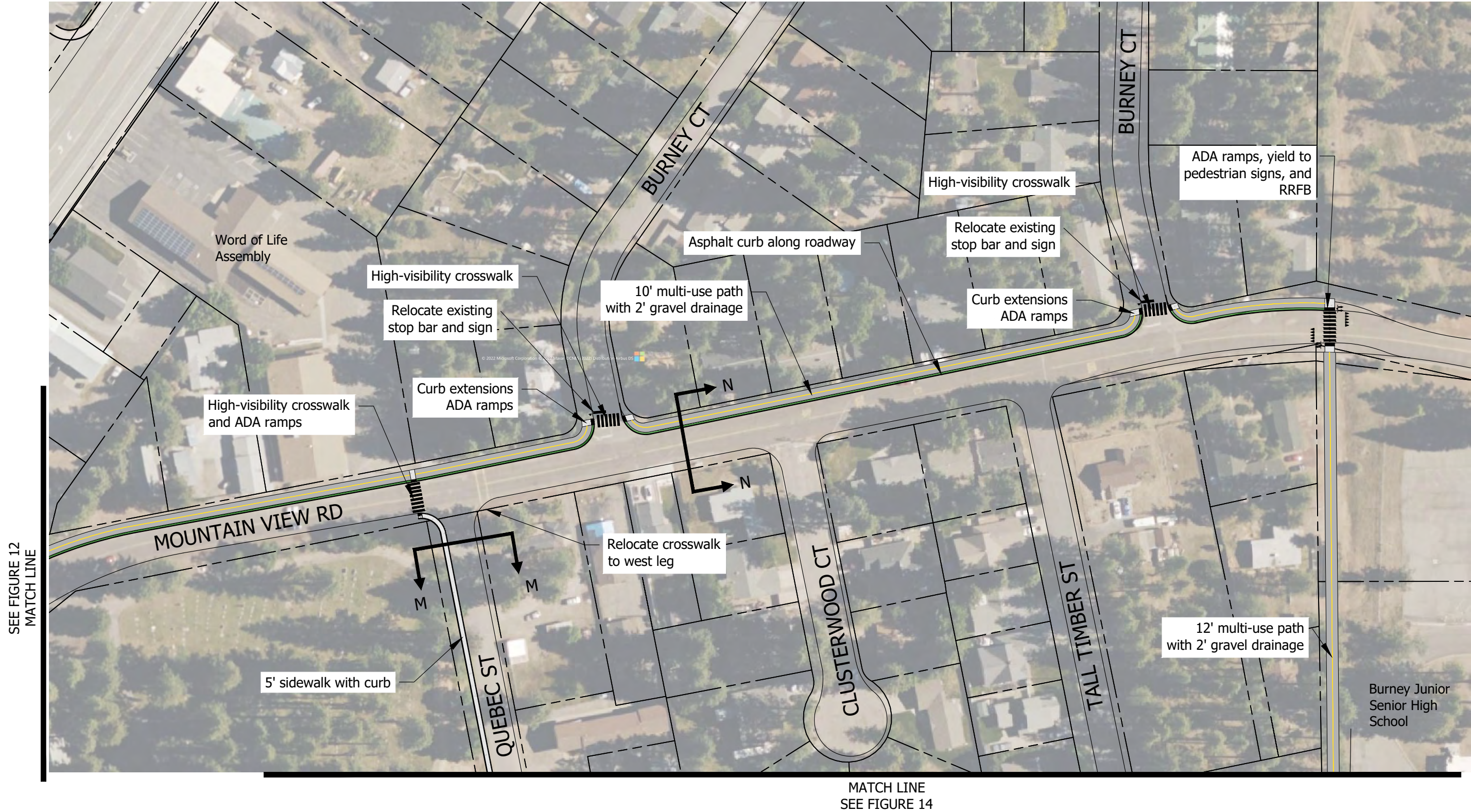
NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
11

H:\26\26205 - SRPA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205-005_Concept.dwg Jun 01, 2022 - 9:25am - ctheus Layout Tab: 13

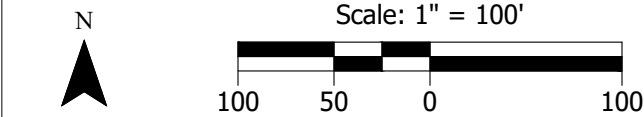
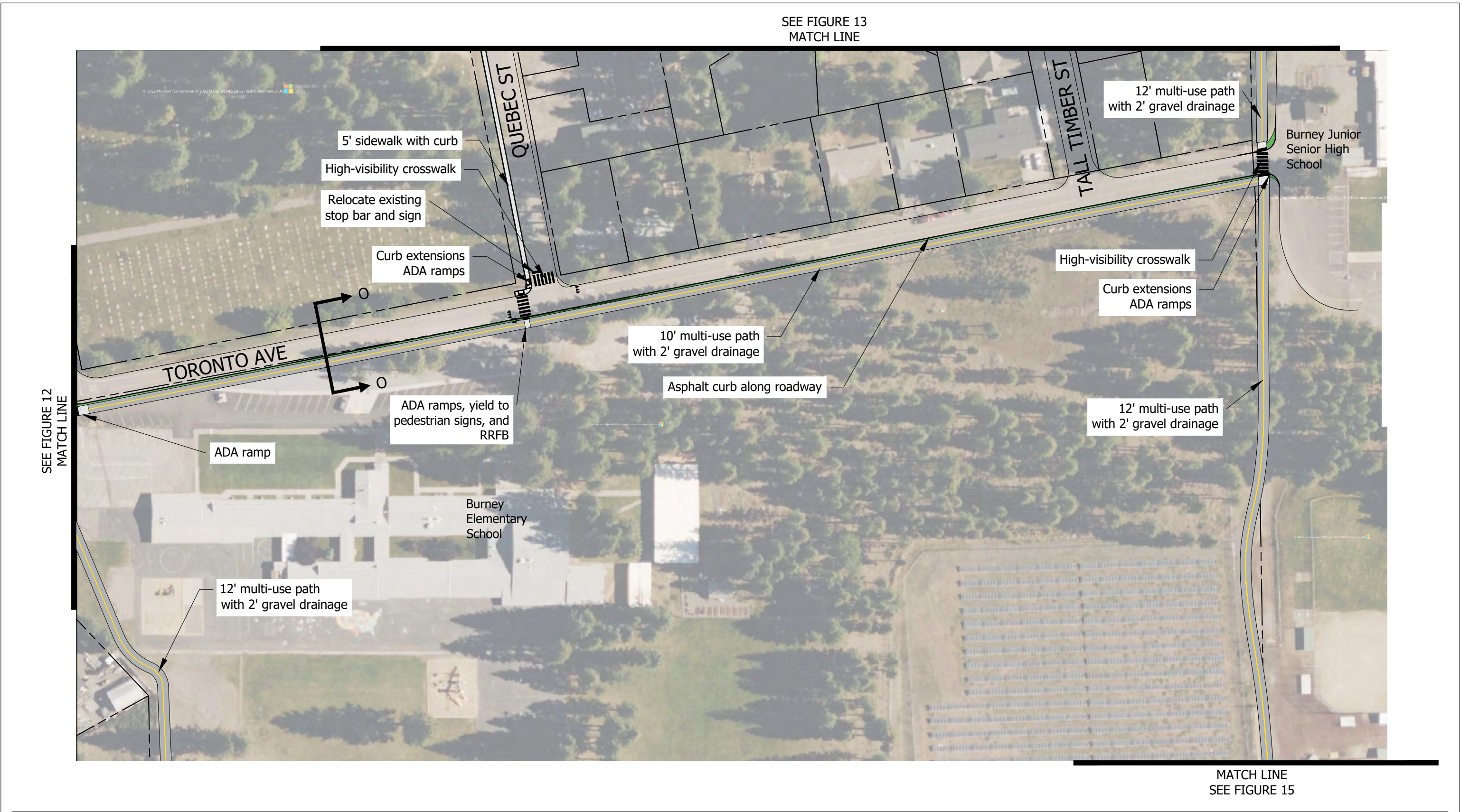


NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

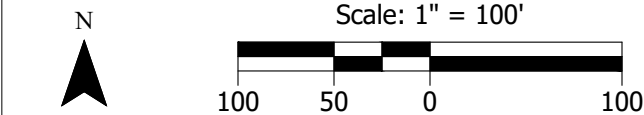
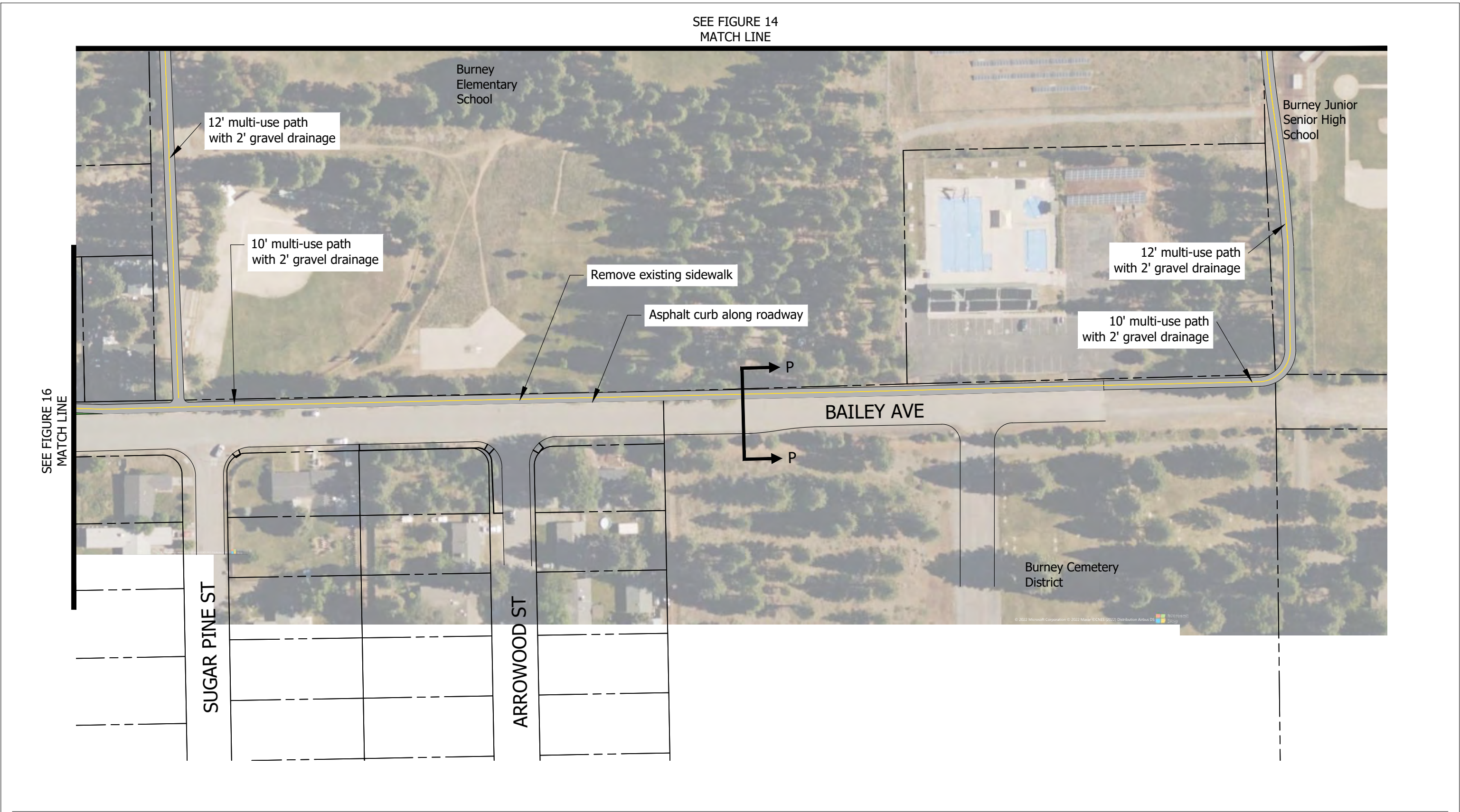
Figure
13



NOT SHOWN: Cut outs or scuppers to be located every 50-60' for drainage with new asphalt curb

Pit River Tribe Concept
Burney, CA

Figure
14



NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

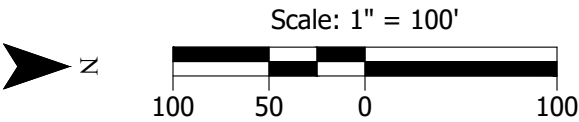
GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
15

H:\26\26205 - SRTR Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:25am - ctheus Layout Tab: 16

SEE FIGURE 8
MATCH LINE



NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

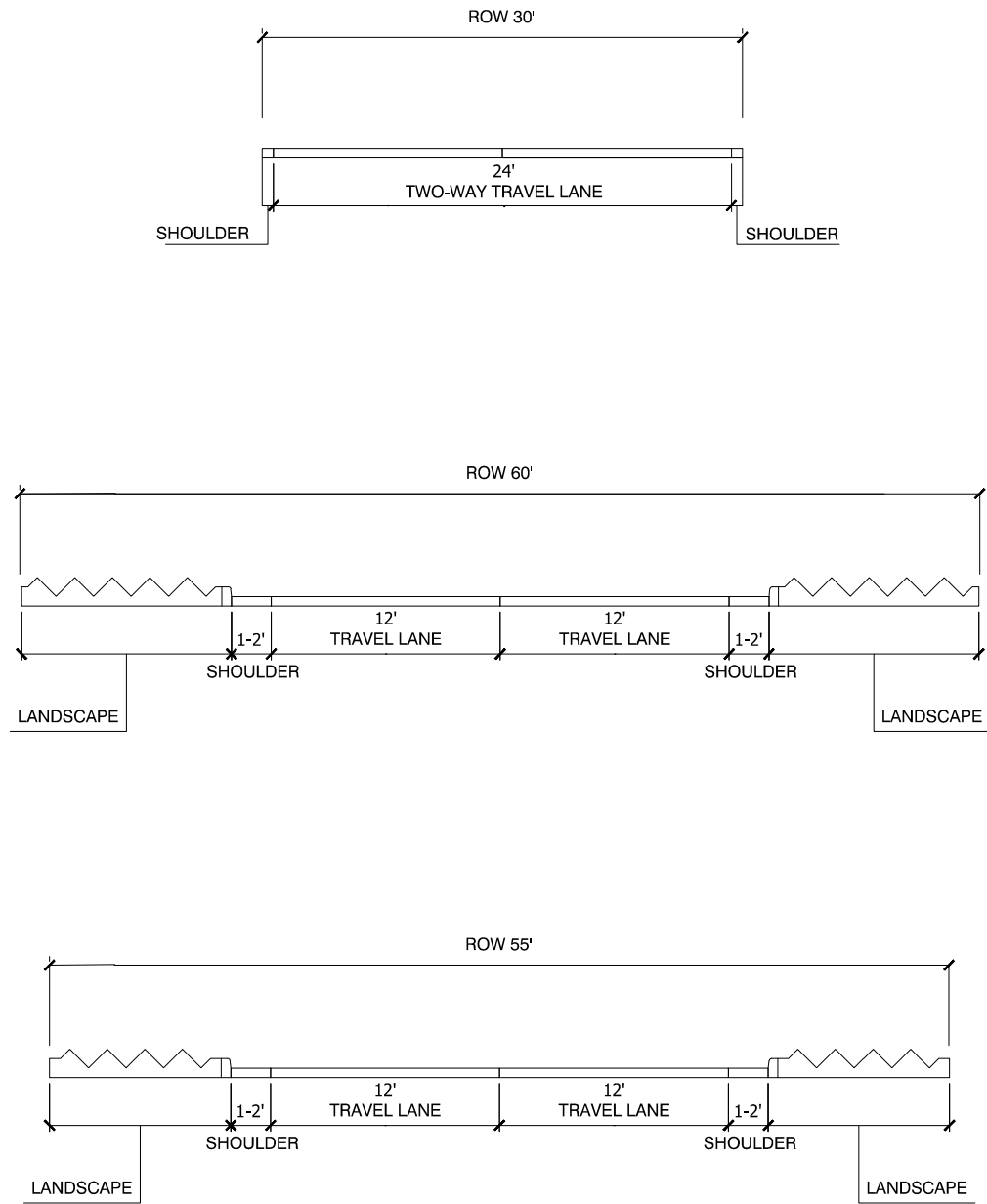
Pit River Tribe Concept
Burney, CA

Figure
16

TYPICAL CROSS SECTIONS

Preliminary Concept Subject to Change

EXISTING

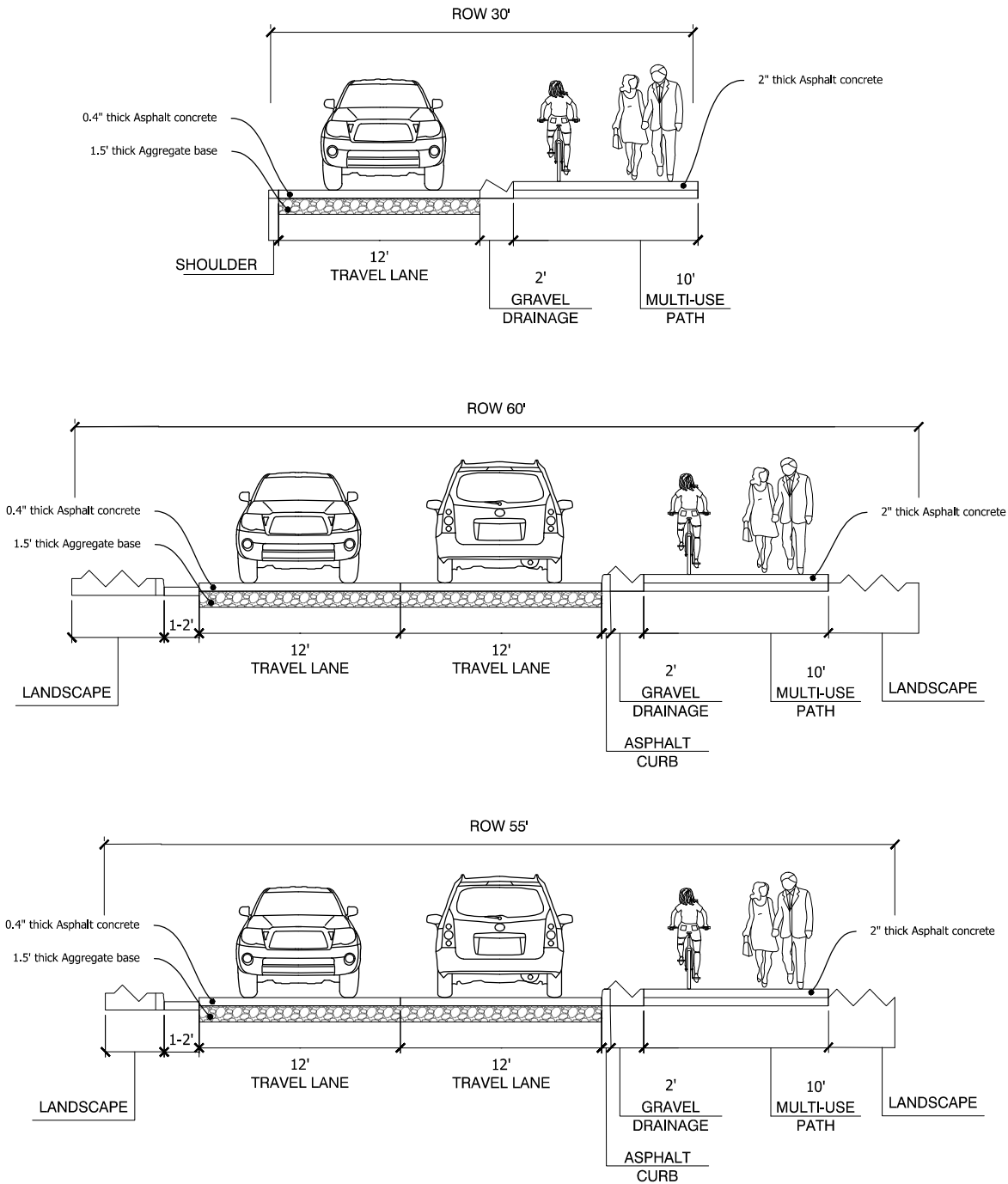


Section A
Orchard Ave
See Figure 1

Section B
Tamarack Ave
See Figure 2

Section C
Tamarack Ave
See Figure 3

PROPOSED



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

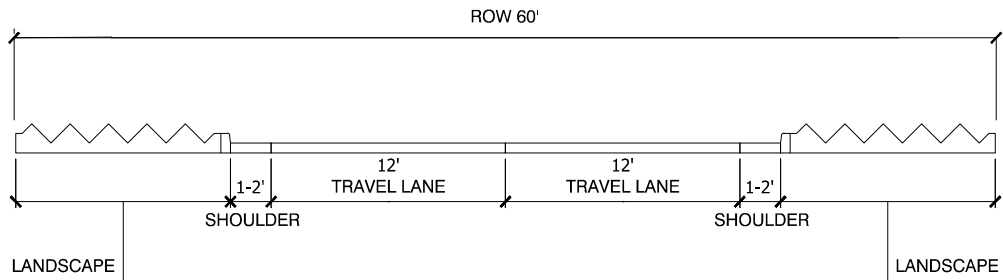
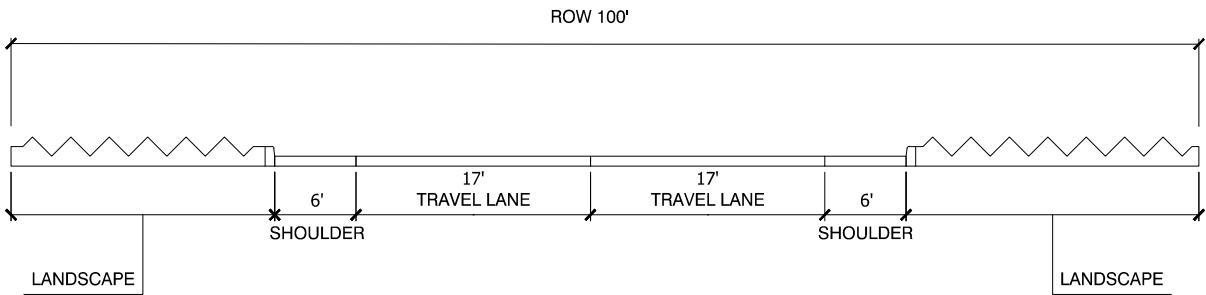
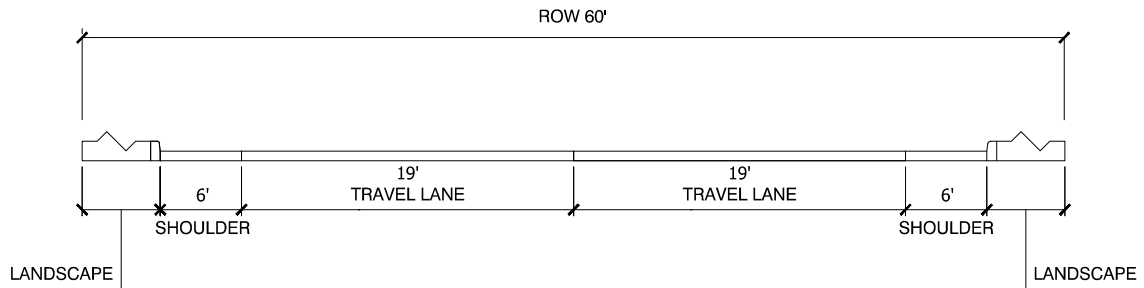
Figure
XS1

TYPICAL CROSS SECTIONS

Preliminary Concept Subject to Change

EXISTING

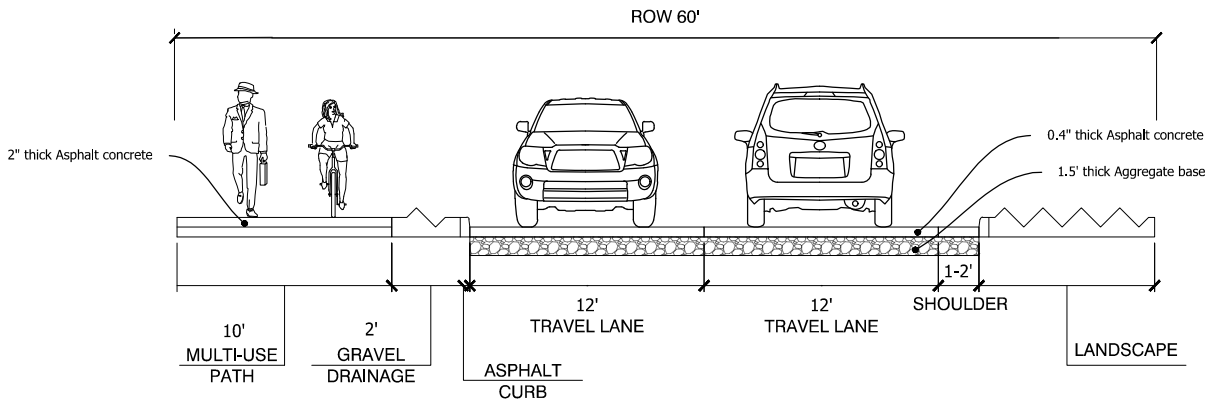
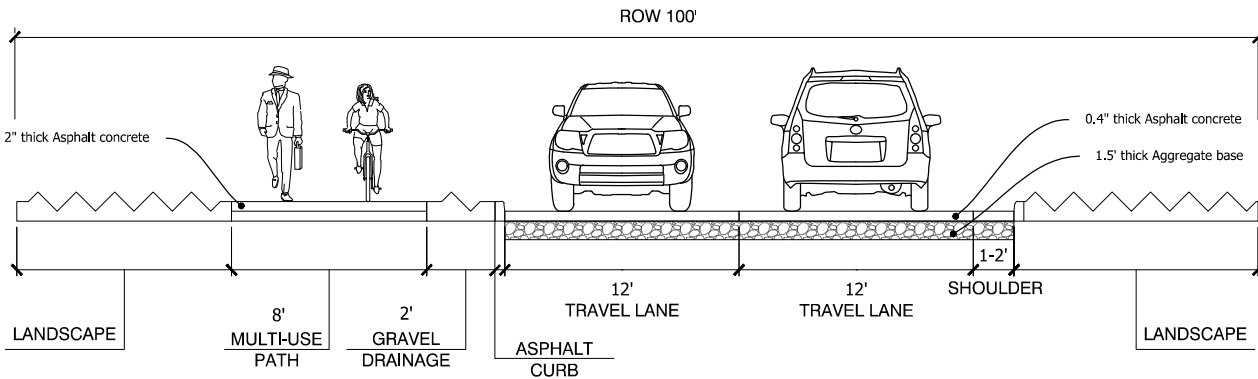
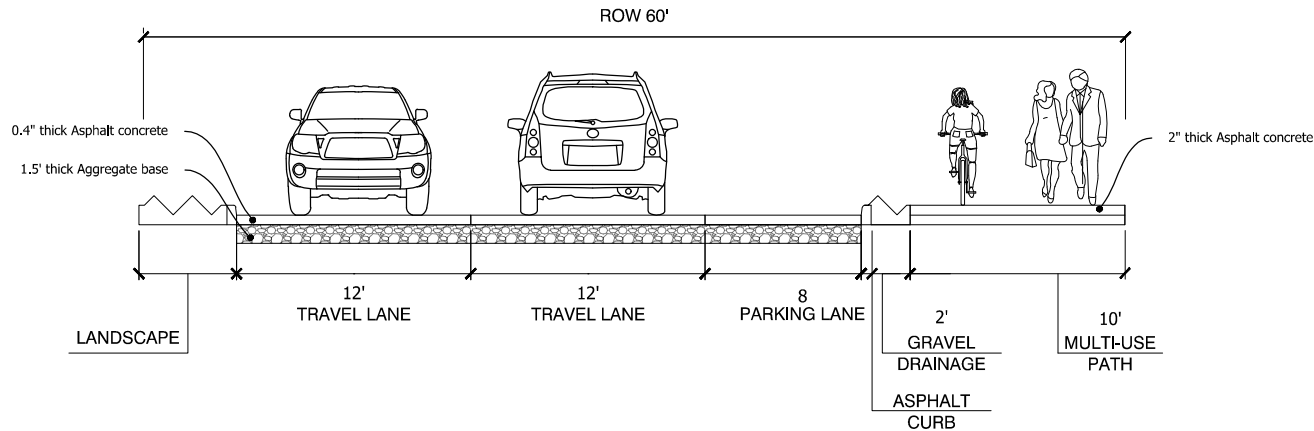
PROPOSED



Section D
Park Ave
See Figure 4

Section E
Park Ave
See Figure 4

Section F
Park Ave
See Figure 5



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

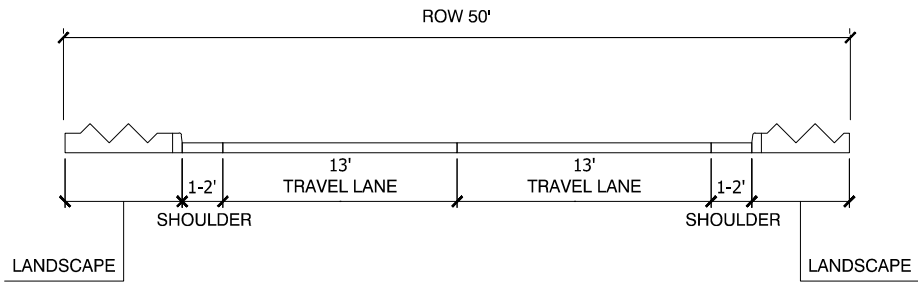
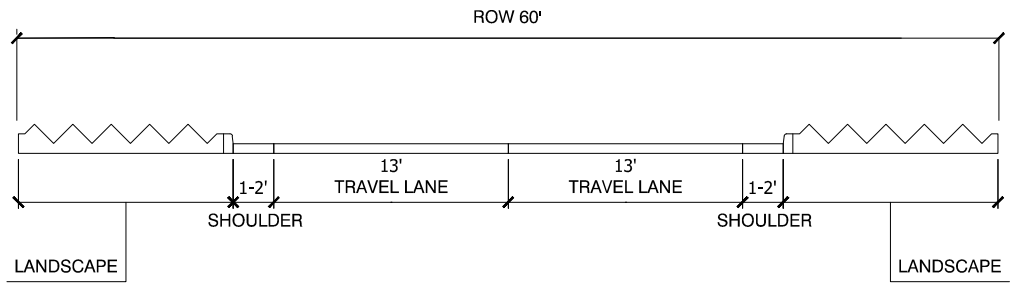
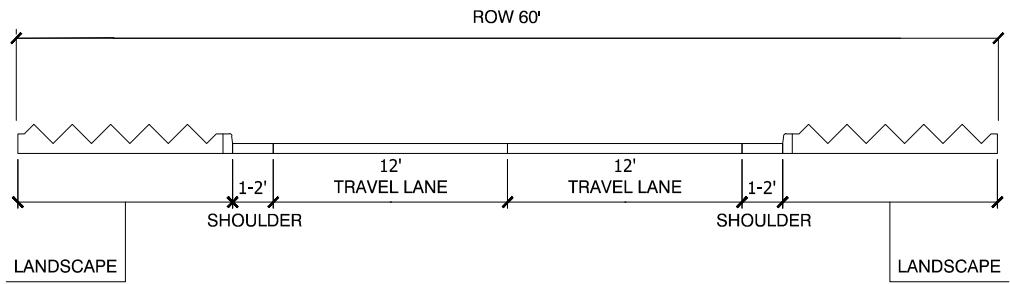
Figure
XS2

TYPICAL CROSS SECTIONS

Preliminary Concept Subject to Change

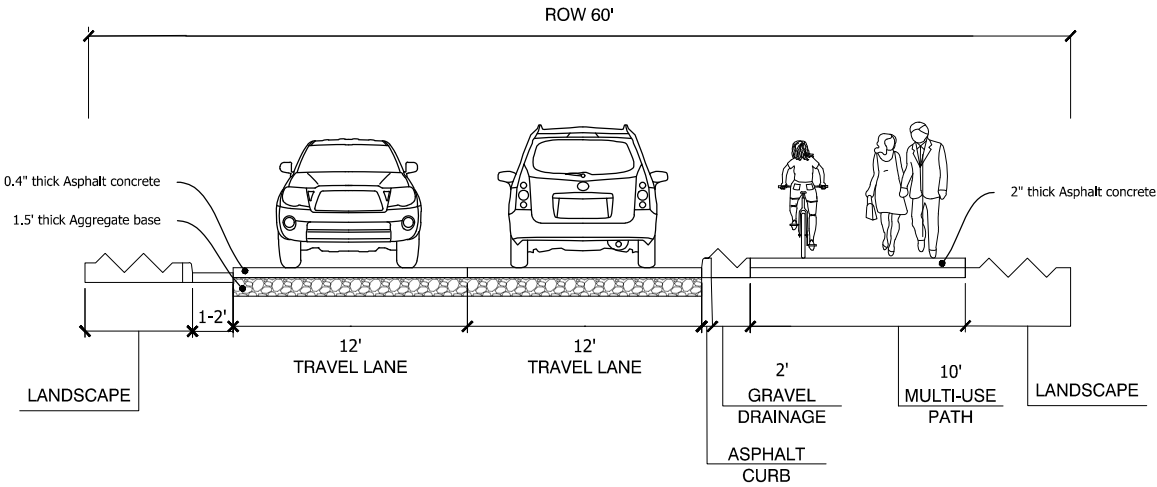
EXISTING

PROPOSED



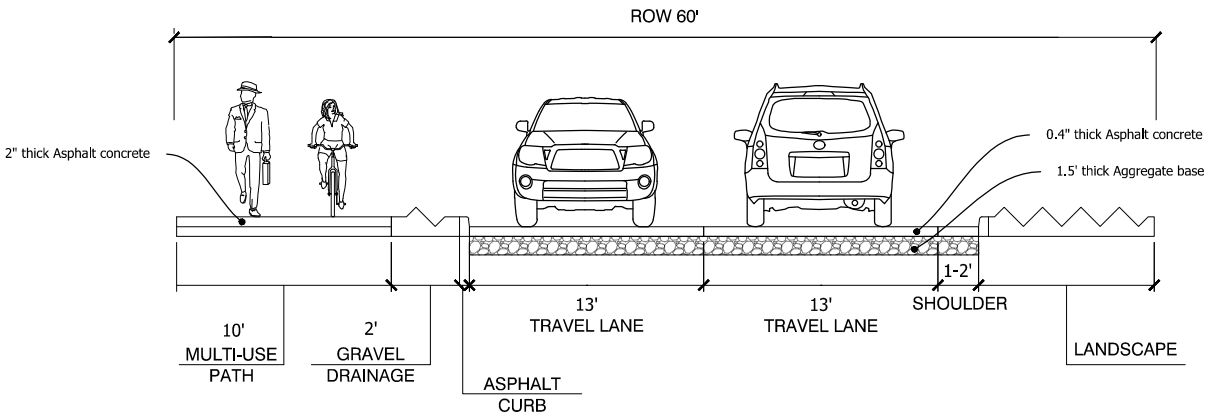
Section G

Cypress Ave
See Figure 6



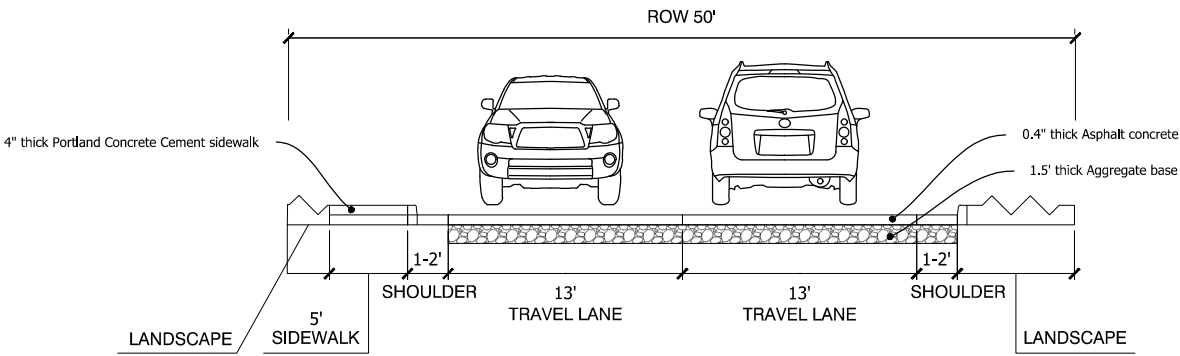
Section H

Hudson St
See Figure 8



Section I

Hudson St
See Figure 9



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

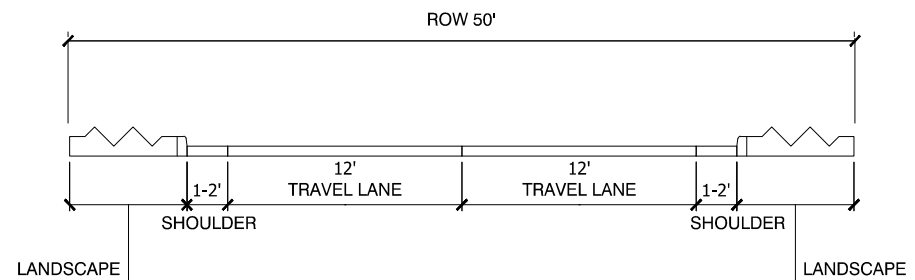
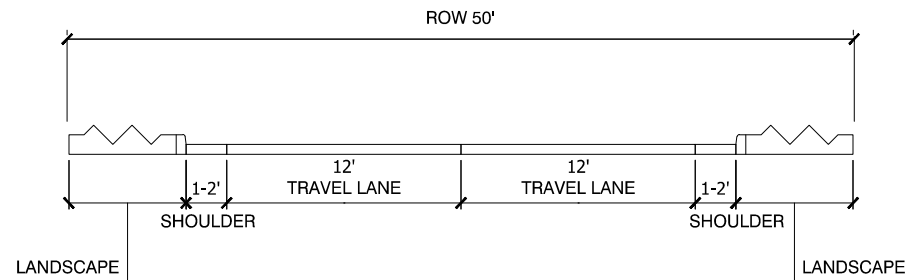
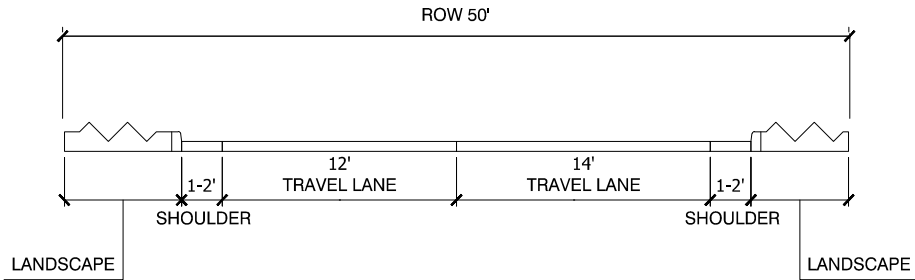
Pit River Tribe Concept
Burney, CA

Figure
XS3

TYPICAL CROSS SECTIONS

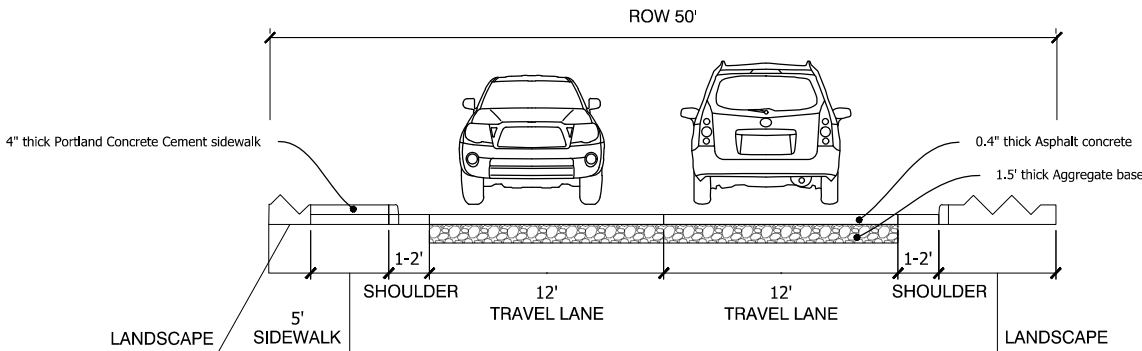
Preliminary Concept Subject to Change

EXISTING

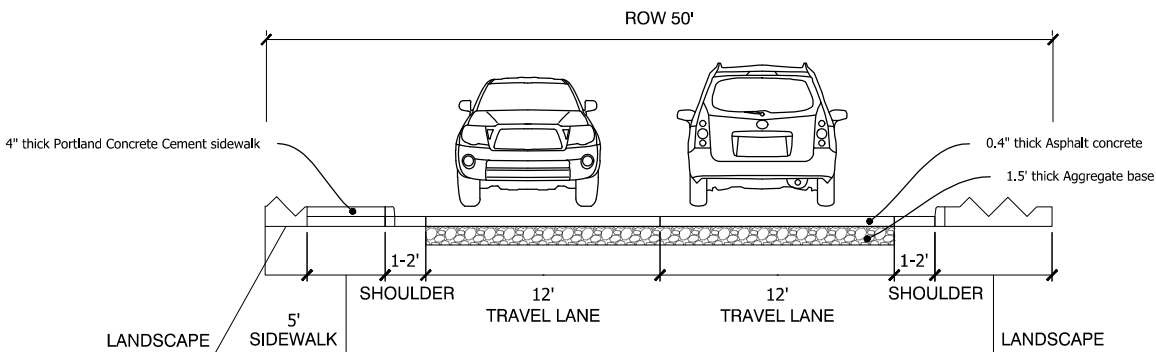


PROPOSED

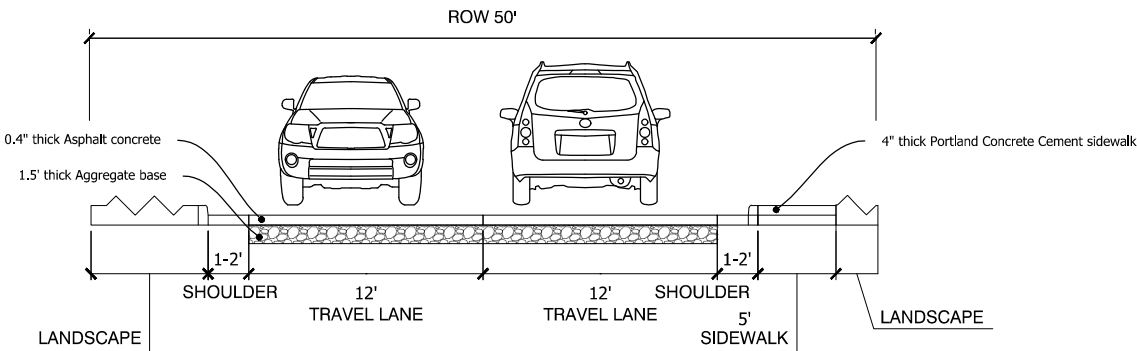
Section J
Huron St
See Figure 9



Section K
Plumas St
See Figure 10



Section L
Superior Ave
See Figure 10



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

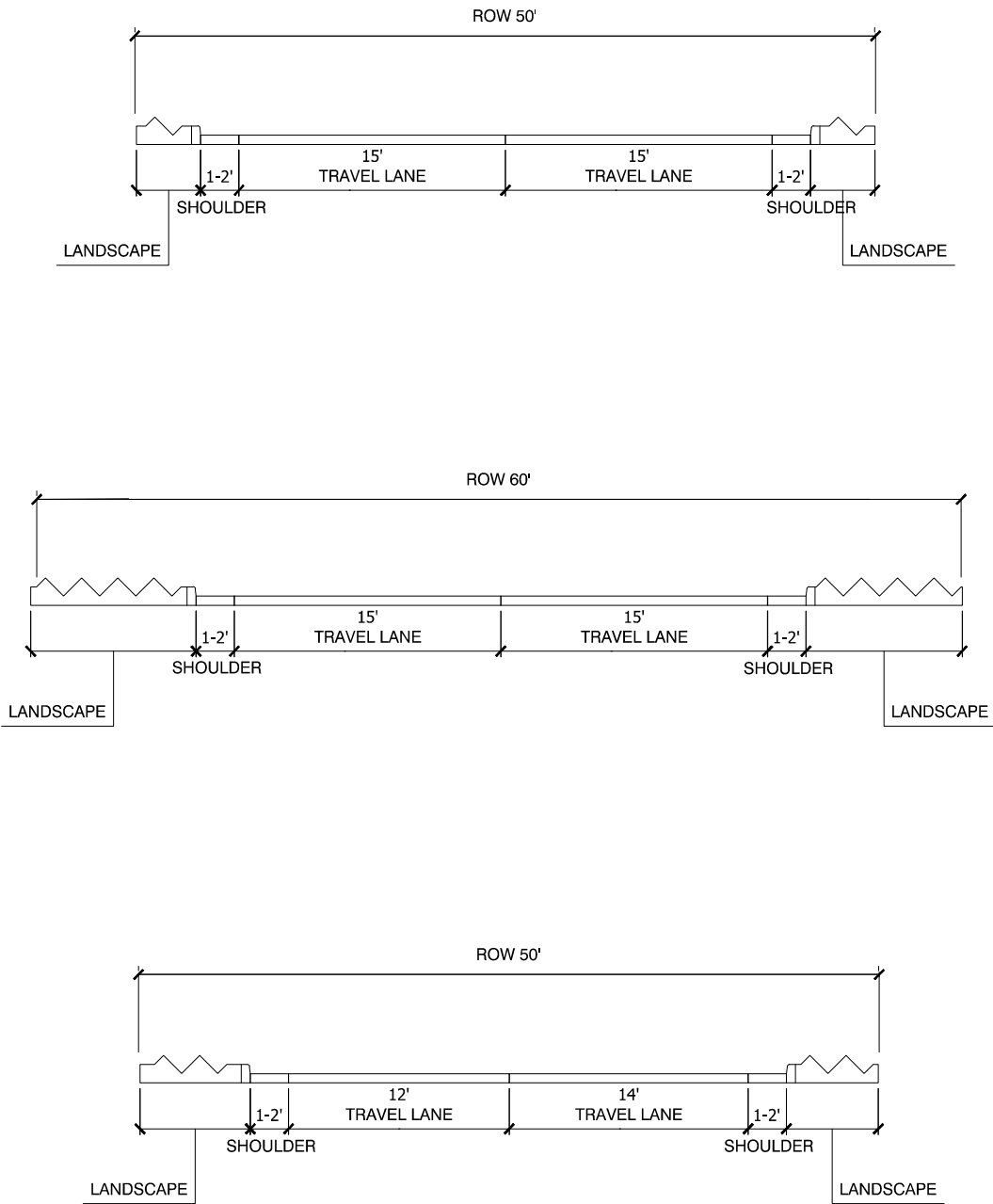
Pit River Tribe Concept
Burney, CA

Figure
XS4

TYPICAL CROSS SECTIONS

Preliminary Concept Subject to Change

EXISTING

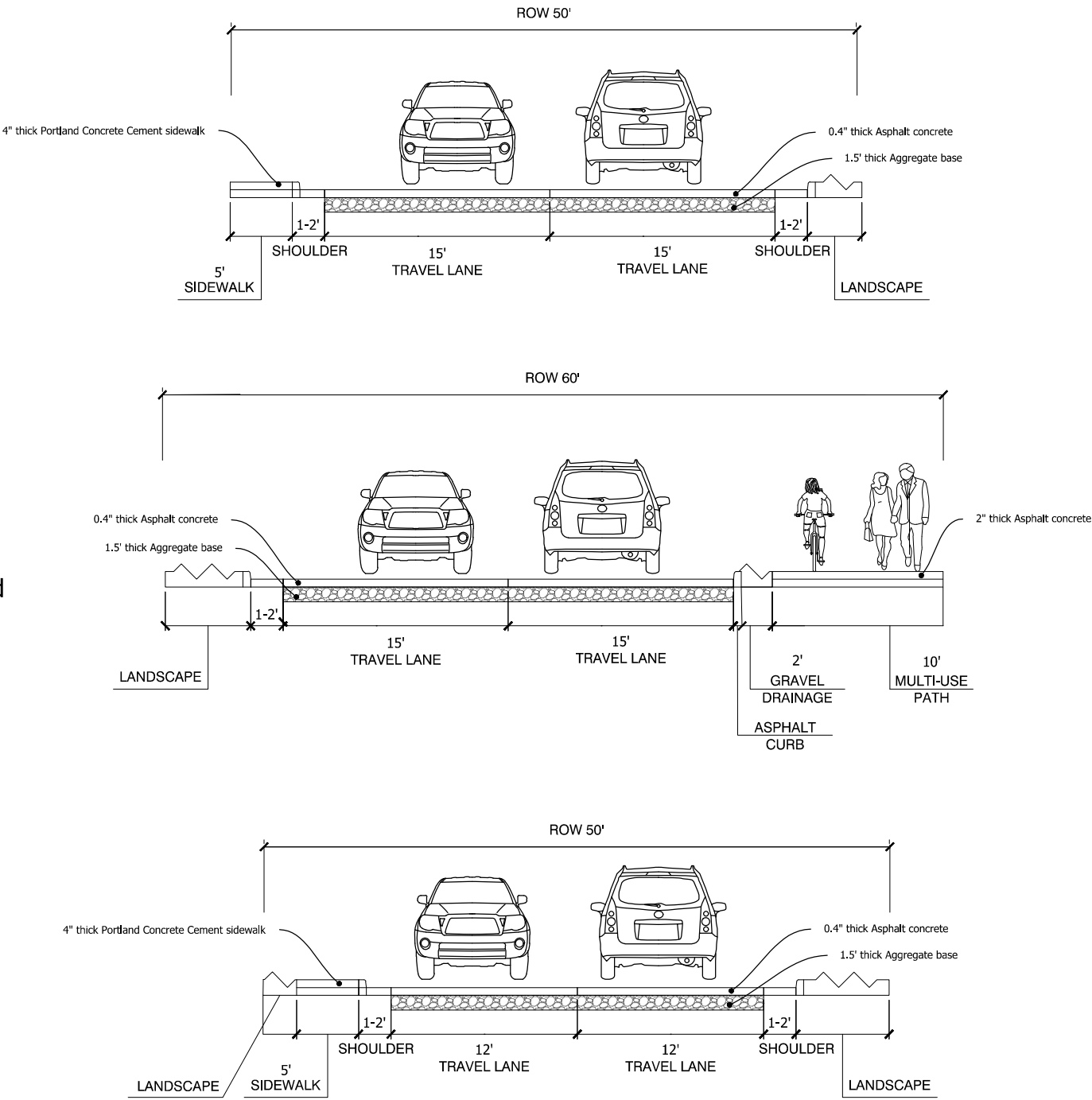


Section M
Quebec St
See Figure 13

Section N
Mountain View Rd
See Figure 13

Section O
Toronto Ave
See Figure 14

PROPOSED



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

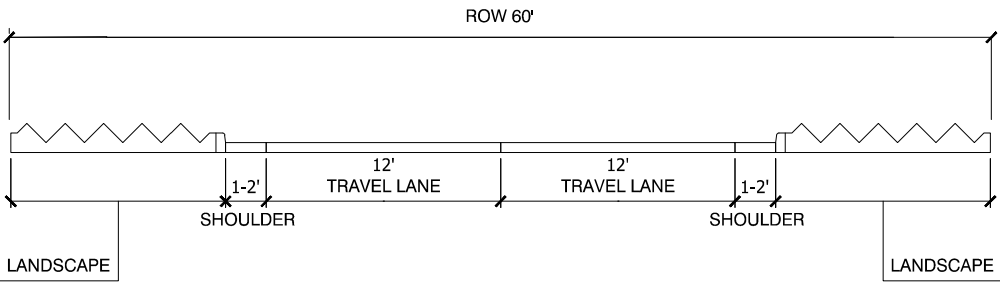
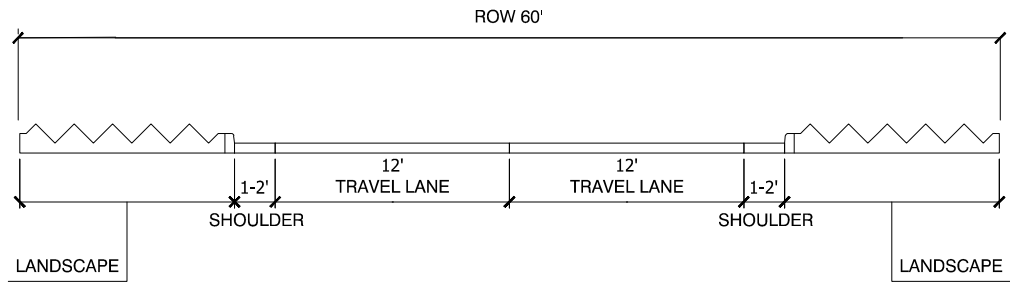
Pit River Tribe Concept
Burney, CA

Figure
XS5

Preliminary Concept Subject to Change

TYPICAL CROSS SECTIONS

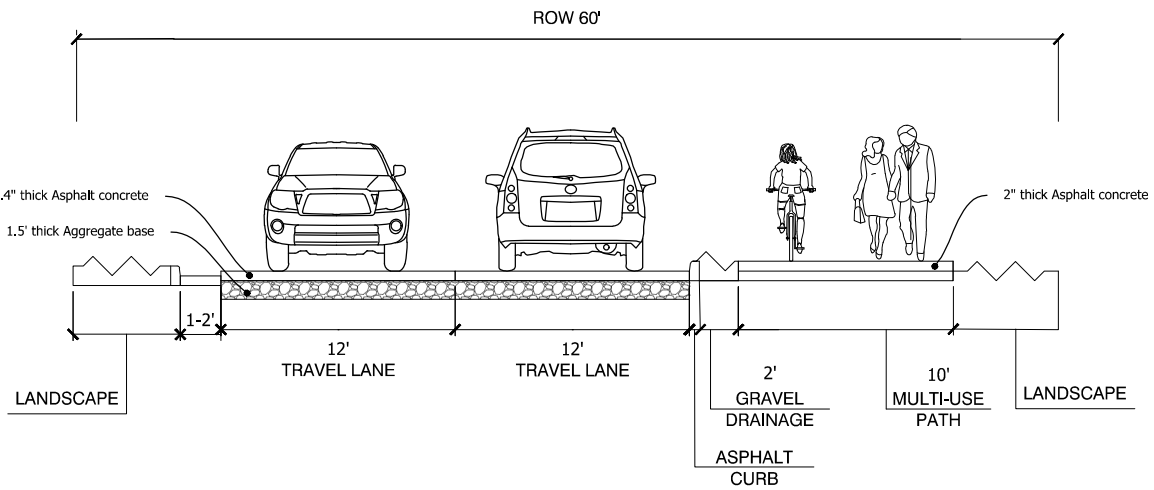
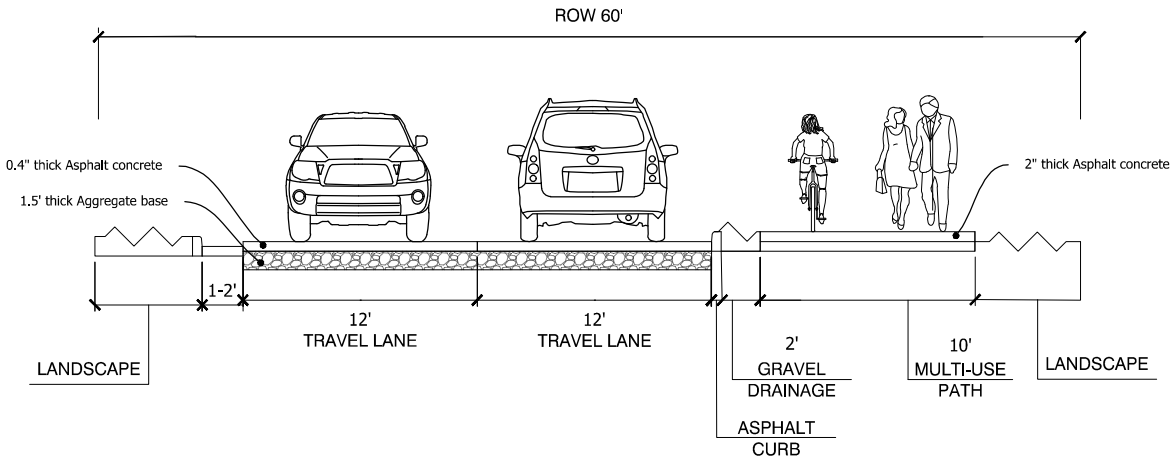
EXISTING



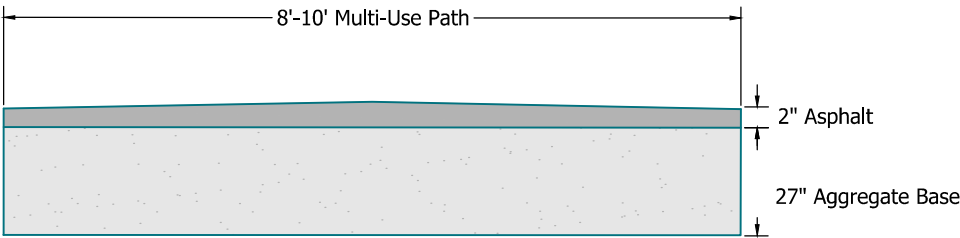
Section P
Bailey Ave
See Figure 15

Section Q
Marquette St
See Figure 16

PROPOSED



Typical Multi-Use Path Cross Section



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

Figure
XS6

