

Title

Mendocino County

by **Jannaliese Blundell** in **2025 ATP Medium Infrastructure Application**

blundellj@mendocinocounty.gov

06/18/2024

id. 46796189

ACTION REQUIRED: ATP Cycle 7 Project Awardee Application

ACTION REQUIRED: ATP Cycle 7 Project Application- Mendocino

ATP: Previously Submitted Applications

Original Submission

06/18/2024

	Part A: General Application Questions
	Part A1: Applicant Information
Implementing Agency Name	Mendocino County
Implementing Agency's LOCODE	5910, Mendocino County
Implementing Agency's Address	340 Lake Mendocino Drive Ukiah CA 95482 US 39.19489 -123.20331
Implementing Agency's Primary Contact Person	Alicia Winokur
Primary Contact Person's Title	Department of Transportation Deputy Director of Engineering
Primary Contact Person's Phone Number	+17072342804

Primary Contact Person's Email Address	meiera@mendocinocounty.gov
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Implementing Agency's Secondary Contact Person	Jannaliese Blundell
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Secondary Contact Person's Title	Engineering Technician II
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Secondary Contact Person's Phone Number	+17072342814
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Secondary Contact Person's Email Address	blundellj@mendocinocounty.gov
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Does the implementing agency currently have a Master Agreement with Caltrans?	Yes
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Implementing Agency's Federal Caltrans Master Agreement Number	01-5910R
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Implementing Agency's State Caltrans Master Agreement Number	00056S
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Does this project have a Project Partnering Agency?	No
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Part A2: General Project Information

Project Name:	Covelo/Round Valley Safe Routes to School
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Summary of Project Scope:	The Covelo/ Round Valley Safe Routes to School Project is an infrastructure project that focuses on pedestrian and bicyclists' safety improvements in the town of Covelo, or Round Valley, a historically disadvantaged and under served community. The goal of this project is to improve safety for children and for other community members to walk and bike and to bring equity and economic equality to the town by improving and connecting the town's sidewalk system between schools, residences, and community buildings, and by installing important safety improvements, such as curbs, gutters, ADA ramps, crosswalks, and signage, along the roads and at intersections. Within the town of Covelo, there are four schools that children in the community attend. There are two elementary/ middle schools, a high school, and continuation high school, all of which are qualified as disadvantaged under the National School Lunch program. Currently, the pathways that exist in this community are in very poor condition. The paved walkways are uneven and crumbling, and often turn into dirt. The other sidewalks that exist do not connect to the schools or community resources in safe or useful ways. The main intersections that serve these schools are poorly delineated and marked. This system is not ADA accessible and creates a hazard for children and other community members. These safety enhancements will benefit the school and community members by improving safety and visibility and will promote greater mobility and access for all non-motorized users. The project will provide a safe walking environment for pedestrians with direct links to high pedestrian activity areas and increase the number of trips accomplished by walking to enhance public health, ensuring that this community fully shares in the benefits of this project.
Summary of Outcomes/Outputs:	Increase pedestrian and bicyclist safety, calm traffic, improve accessibility of school routes through constructing 1.2 miles of sidewalks with curb & gutter, ADA ramps, 0.75 miles of bike lanes, 19 high-visibility crosswalks, and aesthetic improvements.
Federal Transportation Improvement Program (FTIP) Project Description:	Installation of sidewalks, curbs, gutters, crosswalks, bike lanes, and of other infrastructure methods to improve pedestrian and bicyclist safety along various school routes.
Project Location:	Various locations along Howard Street, CR 334D, Airport Road, CR 337B, and Foothill Boulevard, CR 337A, in the town of Covelo, CA.
Attach a project location map A2-Project_Location_Map.pdf	
List all cities that the project will affect. All cities must be located within the State of California. Cities.xlsx	

Infrastructure Project 39.79403

Coordinates -

Latitude

Infrastructure Project -123.25759

Coordinates -

Longitude

Is this project located No
within 500 feet of a
freeway or roadway
with a traffic volume
over 125,000 annual
average daily traffic
(AADT)?

Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

[2010 Census Tracts.xlsx](#)

Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

[2020 Census Tracts.xlsx](#)

Caltrans District: 1

Congressional 2
Districts (Select all
that apply):

State Senate 2
Districts (Select all
that apply):

State Assembly 2
Districts (Select all 10
that apply):

County Mendocino

Metropolitan Planning Caltrans
Organization (MPO)

Regional Mendocino CTC
Transportation
Planning Agency
(RTPA)

Urbanized Zone Area Project is located outside of one of the large MPOs in UZA with pop
(UZA) Population: <=5,000

Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?	No
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Part A3: Project Type

Select the plans your agency currently has (select all that apply):	Pedestrian Plan Safe Routes to School Plan
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Is the proposed project in a current plan?	Yes
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Select project sub-types (select all that apply):	Bicycle Transportation Pedestrian Transportation Safe Routes to School
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Bicycle Transportation - % of Project	40
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Pedestrian Transportation - % of Project	60
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Please complete the table below for all schools that the project benefits:

[SRTS List.xlsx](#)

Attach school documentation here. See below for requirements.

[A3-School_Documentation.pdf](#)

Part A4: Project Details

Indicate the project improvement types included in the project/program/plan:	Bicycle Improvements Pedestrian Improvements Vehicular-Roadway Traffic-Calming Improvements Crossing & Intersection Improvements Other Amenities (e.g., benches, shade trees, wayfinding, etc.)
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Note: When quantifying the active transportation improvements proposed by the project, do not double-count improvements — list each planned improvement in only one category. For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional “Other Improvements” fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000’ of Class II bike lanes — of which 2,000’ is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter “Class II buffered bike lane: 2000 linear feet” in the Other Bike Improvements field.

Bicycle Improvements

What percentage of the bicycle-related project costs are going towards closing a gap in infrastructure?

100

Please complete the table below:

[Bicycle Improvements.xlsx](#)

Pedestrian Improvements

What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure?

10

Please complete the table below:

[Pedestrian Improvements.xlsx](#)

Crossing and Intersection Improvements

Please complete the table below:

[Crossing Improvements.xlsx](#)

Other Amenities

Please complete the table below:

[Other Amenities.xlsx](#)

Vehicular-Roadway Traffic-Calming Improvements

Please complete the table below:

[Traffic Calming.xlsx](#)

Right-of-Way (R/W) Impacts

Is 100% of the project within the Implementing Agency's R/W and/or is within their control at the time of application?

Yes

Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration of the project delivery tasks below, applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff. 3. The proposed CTC Allocation dates must be between July 1, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7. 4. PS&E and R/W phases can be allocated at the same CTC meeting.

Project Approval & Environmental Document (PA&ED) Project Delivery Phase:

Will ATP funds be used in the PA&ED phase of the project?

Yes

Proposed CTC PA&ED allocation date:

7/1/2025

Notice to Proceed with Federally Reimbursable ATP Work:

9/1/2025

Expected or past start date for PA&ED activities:

9/8/2025

Number of months to complete CEQA and NEPA studies and approval:

14

Expected or past completion date for the PA&ED phase:

10/30/2026

Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:

Plans, Specifications, and Estimates(PS&E) Project Delivery Phase:

Will ATP funds be used in the PS&E phase of the project?

Yes

Proposed CTC PS&E allocation date:

11/2/2026

Notice to Proceed with Federally Reimbursable ATP Work:

1/1/2027

Expected or Past Start Date for PS&E Activities:

1/8/2027

Number of months to complete PS&E:

18

Expected or past completion date for the PS&E phase:

6/30/2028

Right-of-Way (R/W) Project Delivery Phase:

Will ATP funds be used in the R/W phase of the project?

No

Expected or past start date for R/W activities:

6/25/2027

Number of months to complete the R/W engineering, acquisition, and utilities:

0

Expected or past completion date for the R/W phase:

6/25/2027

Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:

Construction (CON) Project Delivery Phase:

Will ATP funds be used in the CON phase of the project?

Yes

Proposed CTC CON Allocation Date:

7/7/2028

Notice to Proceed with Federally Reimbursable ATP Work:

9/8/2028

Expected start date for construction activities:

4/1/2029

Number of months needed to complete construction activities:

18

Expected completion date for the CON phase:

9/27/2030

Part A6: Project Funding

Total Project Cost

6181

Total ATP Request

6181

Please complete the table below in thousands:

[Funding Table.xlsx](#)

ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of \$1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.

Do you believe your project warrants receiving state-only funding?

No

ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

[A6-PPR.pdf](#)

Part A7: Screening Criteria The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program?

No

Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?

No

Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?

No

Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?

Yes

Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

[A7-RTP.pdf](#)

Is the implementing agency Caltrans?

No

Part B: Narrative Questions

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

Does this project qualify as benefitting a Disadvantaged Community?

Yes

A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations:

[B1A-DAC_Map.pdf](#)

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community:

Free or Reduced Price School Meals (FRPM)

National School Lunch Program: At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2022-2023 school year. Data is available at the California Department of Education website. Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criteria. Applications using this measure must demonstrate how the project benefits the school students in the project area.

National School Lunch Program | Free or Reduced Price School Meals (FRPM)

Highest percentage of students eligible from table above:	100
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Percentage students eligible for FRPM for school(s) that the project benefits (Cell B38 in table above):	92.21
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C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

This project is located fully within the disadvantaged community of Covelo, California, with all proposed project improvements directly linking schools that are considered as disadvantaged with, on average, 92.2% of students qualifying for free or reduced-price meals. These schools are all connected to each other and to other public and community buildings and by a few main roads. However, there are currently many deficiencies within the pedestrian travel system that exist on these roads and within the town of Covelo. The sidewalks and pathway system that currently exist are in poor condition and are create unsafe conditions for students and other pedestrians. The other sidewalks within the area do not connect to the school systems in safe or useful ways and the main intersections that serve these schools, and this community are poorly delineated and marked.

This project closes a gap in the sidewalks in the area by creating a crosswalk across from the Elementary school at one of the most dangerous intersections in the county. Additionally, this project provides safe, direct connections between intersections and crossings to and from schools, community and activity centers, library, post office, residences, and other businesses and commercial areas that are frequented by students and other community members. It will connect to the new multi-use path along Highway 162, allowing connection from the town center to Tribal Health, Tribal offices, and other amenities.

In order to increase safety and promote use, it will provide traffic calming measures through the use of curb extensions and road narrowing, as well as beacons and lights to alert drivers. This project will increase visibility and improve traffic flow at multiple intersections, ultimately making these areas safer and easier for people to use and enjoy. By addressing and improving the current deficiencies with the town's active transportation and safe routes to school network through the development of a system of sidewalks, intersections, curbs, and other school safety improvements, the goal is to improve safety and thereby increase the amount of people walking, and eventually increase the health, well being, and bring equity of infrastructure to the community.

The project will meet an important community need by creating safer walking environments for school age children from disadvantaged communities and increase the overall health of the community through increased rates of walking.

C2. Explain how disadvantaged community residents will have physical access to the project.

This plan, including the proposed sidewalks, bike lanes, and intersection improvements are all adjacent to residential homes, schools, and community buildings such as libraries and post offices, where residents will have direct access. The entire Covelo community qualifies as a Disadvantaged Community under Median Household Income, and the schools all qualify as Disadvantaged Schools under the Free or Reduced Priced School Lunch. Therefore, any improvements along these main roadways in the town of Covelo will provide direct physical access to all members of the community.

In 2024, Caltrans built a multi-use path along Highway 162, which runs perpendicular to Howard Street. This path provides safe connection Howard Street to Tribal Health, Tribal headquarters, as well as the casino. However, there is a lack of safe walk and bike ways along Howard, Airport, and Foothill, which leaves the connection to this multi-use path from schools, residences, and other community amenities severely lacking. This project provides physical access for active transportation of this community to the important destinations within the community. The new facilities will connect to existing sidewalks and walking routes between the schools and the local key destinations identified in the Destination Map. Residential areas including Tribal Housing are connected safely to schools as well as the main commercial area, providing for the entirety of the community.

C3. Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.

This project is widely recognized as a need both from the community, and the County's Department of Transportation, and other key shareholders. Additionally, this project has been developed over the course of many years. It was initially selected based on the priority from the County Safe Routes to School (SRTS) Plan and the Mendocino County of Governments (MCOG) Covelo/ Round Valley Non-motorized Engineered Feasibility Study, both completed in 2014. In 2019, MCOG's Pedestrian Needs Assessment and Engineered Feasibility Study developed the project farther. Lastly over the last few years, additional traffic studies have been conducted as a result of community concerns over the changing traffic and use of the local roads.

The process for each of these plans included public engagement through student tallies, surveys for parents and community members, and outreach to other community members. This project was also developed through walk-audits, in person communication with community members, and visual inspection from Mendocino County Department of Transportation (MCDOT) Engineering staff. In order to reach all members of the community, outreach was done in English and Spanish, and surveys were done online and in person to reach as many members of the community as possible.

Several surveys have been done, in 2013 for the SRTS plan, in 2018 for the Pedestrian Needs Study, and in 2024 as a part of the ATP application. Each time a survey has been done, there has been unprecedented support for the project. In 2024, throughout the month of March, Mendocino County staff went to Covelo and discussed the plans with the schools, library, Tribal Heath, and other community members, as well as distributed flyers in English and Spanish with a survey for input. We received 14 responses from parents, and 58 from community members. Approximately 90% of community members indicated the ability to walk or bike safely was important to very important, with 88% indicating that is important to very important for the county to invest in infrastructure of alternative modes of transportation.

Letters of support and relevant outreach and support has been included.

There are currently no direct displacement issues due to the creation of this project, as all the land that is being utilized in construction is a part of the Mendocino County's Right of Way.

Future displacement is not an issue in this community given its isolated nature and lack of development. According to Mendocino County's current housing element, in the community of Covelo, there are 56 parcels in the inventory of developable housing potential. Across the approximate 74 acres of this community, it is estimated that 375 housing units could be constructed given current zoning restrictions. Housing development has currently reduced, in part due to the lack of infrastructure, as well as the isolated and rural nature of the town. Improving these roads would not cause any displacement for current residents, as there is room for growth.

Attach documentation to show disadvantaged community support:

[Question_1C_-_Community_Support_Documents.pdf](#)

D. Project Location (0-2 Points)

Select the option that best describes the project location: Project is fully in a disadvantaged community

D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-40 POINTS) Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of nonmotorized users.

Safe Routes to School Data:

[SRTS Summary.xlsx](#)

A. Statement of Project Need (0-20 points)

Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?

Covelo is a small, isolated, historically disadvantaged town located in the center of Round Valley. The town has a past of being under served and lacking in economic, environmental, and social equity. Round Valley is located 30 miles off Highway 101, and the drive to or from the nearest town averages about one hour. 405 acres of the town itself are a part of the Round Valley Indian Reservation, and many of the students and community members are a part of the confederation of tribes that now make up the Round Valley Indian Tribe. The history of the valley and the location of the community are unique and provide a difficult problem when it comes to infrastructure and community access.

According to Healthy Place Index (HPI), Round Valleys Unified School District HPI score falls into the lowest 2.6 percentile in California. Healthy Mendocino, a website which provides localized health data launched by Mendocino County Health and Human Services in collaboration with 20 community partners, states that 8.4% of adults in Covelo experience coronary heart disease, which is in the worst 25% in California. Prevalence of obesity within this tract was 35.8%. Both of these figures are some of the worst in California.

These figures are documented in Attachment K.

By improving the safety of these streets in Covelo, it would prove students and community members with greater opportunities to walk and bike. Residents will be able to increase physical activity which can help to address or mitigate health concerns. For children, initiating the practice at a young age can help to prevent them from developing the same chronic disease.

Improving the health of residents is extremely important given that residents of this school district have some of the worst healthcare access in the state, falling into the lowest 0.3 percentile (HPI). Only 72.5% of adults in the town are insured (HPI), and considering the remote access,

the health and safety of the people in the community is an extremely vital matter. Access to Tribal Health is important for residents. The multi-use path along Highway 162 provides a safe path along 162 but walking within town can still be extremely hazardous, and many residents within the town still struggle to utilize the new path. Connecting the town center and residential areas to the multi-use path, and thus access to Tribal Health, is extremely important.

The small and secluded nature of the town and surrounding areas adds additional issues. Due to the rural nature of the town, the postal system doesn't deliver mail to homes, so many people, especially elderly, walk or ride bikes to the post office daily in order to get mail. Additionally, there is no public transportation outside of school buses for children. There is also a lack of safe bike paths and walkways in town that connect to the schools, residences, commercial businesses, and other community programs and buildings. According to HPI, in the town of Covelo only 92.8% of people have access to an automobile, falling into the lowest 19.4 percentile as compared to California. The active commuting falls within the 50th percentile, while the Mendocino County as a whole on average falls within the 75th percentile. However, despite the low access to cars, the lack of infrastructure, safe pathways, and connections means that there are few other options than for parents to drive their kids to school and for other community members to get around town. According to SRTS studies done in 2013, out of the approximately 250 students enrolled at Round Valley Elementary/ Middle School at the time, the majority of students were driven to school. Approximately 60 students were bused, 15 to 20 students rode bikes, and approximately 20 to 30 students walked to school, mostly to/from Foothill Boulevard to the west, which connects to the Tribal Housing areas located off Tabor Lane, and at the end of Foothill Boulevard.

In addition to the health and transportation disparities, HPI shows that the Economic conditions of the area are in the 3.5 percentile as compared to other California school districts, and the neighborhood conditions, housing, and education conditions all fall below the 30th percentile. Median income is \$47,151, qualifying as disadvantaged. While these disparities may not be directly affected by the project, a goal of the ATP program is to ensure that disadvantaged communities fully share in the benefits of the program and because economic opportunity is one of the most powerful predictors of good health, impacts on health are especially pronounced for people in or near poverty. Please see Attachment K for data.

This project aims to create a safe network for everyone who lives in the community to utilize non-motorized travel and to increase pedestrian and school safety, promote walking, and other forms of active transportation through these increased safety enhancements. Improvements at crosswalks include updated high visibility crosswalk striping, Rectangular Rapid-Flashing Beacons or larger more visible double-sided pedestrian signs, advance pedestrian signing and pavement legends, yield lines and radar speed feedback signage. These enhancements improve safety and visibility especially for school aged children, promoting greater mobility and access for non-motorized users. By connecting existing walkways, creating better concrete sidewalks, curbs, and delineated bike lanes on the higher trafficked road, and bringing all pathways and intersections up to ADA

standards, the project would create a much safer and accessible town for all who live in the community.

B. Describe how the proposed project will address the active transportation need: (0-20 points)

Select all options that apply: The project closes a gap
The project implements other improvements to existing routes

Number of Gaps: 1

Total length of gap in feet: 14

List other types of improvements here: Improvement of existing sidewalks, crosswalks, and bike lanes. Creation of curbs, gutters, and road narrowing

Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

The Covelo civic core lays at the intersection of Howard and Main Streets. The public library and post office anchor the south side of the intersection. Located right next to them is the Eel River Charter School. The space for the Farmers Market to the west of the library/community center is also an important gathering place.

The proposed improvements for Howard Street are designed to create a safe and enjoyable corridor for walking and biking by creating accessible sidewalks, bike lanes, crossing improvements, and additional landscaping to connect the surrounding neighborhoods to schools and the civic core along Howard Street. Throughout the corridor and in front of schools, these crosswalk improvements would provide high visibility crossings.

At the end of Howard Street to the west, there is an intersection with Airport Road, as well as the exit to Round Valley Elementary/ Middle School and access to the Round Valley High School parking lot. The crossing on the south side of the intersection is very poorly delineated with wide open paving that many people drive straight through. This intersection is especially important as many students and parents utilize both the Elementary and High School parking lots for parking, pick-up, and drop off. Because of this, there is a heightened amount of foot traffic between the two schools and at this intersection.

Creation of curbs and sidewalks as well as crossing improvements would increase the safety and help the flow of traffic at this intersection. Airport Road continues north and becomes Foothill Boulevard. This intersection is a sharp turn with no stop sign and an intersection connection to the North to a more local road, Henderson Road. Directly after the corner is the entrance to Round Valley Elementary/ Middle School. An existing path along Foothill Boulevard terminates at the apex of the Foothill/Airport corner; however, this is not a safe crossing location, especially considering the trees that block visibility, and the wide angle of the turn, which is often driven much faster than is safe by residents. This intersection is one of the highest injury accident intersections in the County, and while there have not been any pedestrian accidents, it is a continued area of concern for many residents, as mentioned in community meetings and communications. It is anticipated that existing traffic levels

would not warrant the creation of a 3-way stop at this intersection and this would increase traffic congestion at school dropoff and pick-up times. However, more research and design will be done to best determine ways to calm the traffic at this intersection. At the elementary school, a new sidewalk connection and pathway extending north connecting to the current path could be made through the landscaped frontage. The sidewalk will encourage children to walk there, rather than through the school parking lot in undefined areas or along the west side of Airport Road. A fence to the east of the sidewalk would deter children from crossing Airport Road at locations other than the marked crosswalks.

A high-visibility school crosswalk would also be installed across Henderson Lane, with connecting paths to the current sidewalk along the east side of the road, which connects to the After School program and tennis courts. Repaving the existing path on the south side of Foothill Boulevard that extends west past the school and extending the path west to at least Tabor Lane would accommodate schoolchildren and others traveling from the Tribal Housing area. Establishing crosswalks and crosswalk warning signs at Tabor Lane and Crawford Road would also benefit safety.

Currently, the lack of safe intersections and pathways creates a safety barrier for both students and community members who live in the area. This proposed project will directly address the Active Transportation need in the community of Covelo by connecting the sidewalk and footpath system, connecting the schools to residential and commercial areas, eliminating the need for students and other members of the community to walk on shoulders and unsafe paths, as well as eliminating the likelihood of pedestrians crossing at unsafe places along the roadway. The project will also remove mobility barriers through the installation of pedestrian crossing improvements, RRFB systems in school zones, double sided pedestrian signage at a total of 8 intersections to enhance safety by increasing visibility and reducing crashes between vehicles and pedestrians. These measures will also increase driver awareness of potential pedestrian vehicle conflicts.

Please provide a map of each gap closure, new route location, barrier, and/or new improvement:

[2B-Map_of_Improvements.pdf](#)

QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points) Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applicants using the TIMS ATP tool, attach the items listed below:

2a. For applicants using another data source, attach relevant documents below:

3-2a-Accident_Data.pdf

2b. Data and corresponding methodologies in written form can be included here (optional):

Due to the rural nature of the town of Covelo and the low population, there are a low number of crashes. Additionally, due to the secluded nature of the town, police presence is minimal most of the time. The county sheriff is approximately an hour drive away, and tribal police is limited. Even when police are available, many community members do not report accidents or near misses. Thusly, there may be accidents which are not necessarily captured in the TIMS ATP tool analysis.

Attached is the Safe Route to School TIMS map, as well as a heat map of all injury accidents that have occurred, per SWITRS, in order to show trends, as well as statements from residents about unreported crashes or near misses. In the data attached below, the reports were expanded using SWITRS data which was then uploaded to the query TIMS tool. Data included injury accidents that occurred on county roads from 2015 to 2023. Additionally, attached are two speed surveys conducted on Howard Street in 2024 and in 2020.

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

Collision Summary.xlsx

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in

Due to the rural nature of the town of Covelo and the low population, there are a low number of crashes. Additionally, due to the secluded nature of the town, police presence is minimal most of the time. Even when Tribal police is available, many community members do not report accidents or near misses. Additionally, many community members do not walk or bike because of the unsafe nature of these roads. As a result, official data is lacking. Police presence is not robust due to the rural nature of the town, with the county sheriff an hour away. Additionally, in talking with tribal police, because most of this area is a school zone, they cannot pursue, resulting in continued speeding.

The Safe Routes to school TIMS toolset records pedestrian and biking accidents that were reported and resulted in injury. In the area of Covelo, only 4 accidents that met these criteria were recorded.

Despite the low of pedestrian accident numbers compared to other counties and cities, this stretch of road is one of the most dangerous in Mendocino County. Mendocino County's Traffic Safety Report for the period 2018-2021 identified the intersection of Foothill Boulevard and Airport Road as a continued area of concern with 9 vehicular accidents occurring in the immediate vicinity in the past three years.

your response.

The heat map attached shows the trends of accidents in the town of Covelo. It is clear that the intersection of Foothill and Airport is historically an extremely dangerous intersection. This intersection is on the North-East side of the Elementary School, as well as the after-school activity buildings, and does not have any crosswalks or a connected sidewalk, making it extremely hazardous to students. Currently, students are forced to walk around through the parking lot of the Elementary School or try crossing. This is an especially important location for improvement if Henderson Lane becomes the future connection to a trail across Tribal land that in turn connects to a north-south trail along SR 162. This intersection is a main priority.

Another area of concern is the intersection of Airport Road and Howard Street, beside both the Elementary School and High School. Currently there is no delineation between the traveled way and the High School parking lot allowing for an additional 80 feet where motorized vehicles can “cut the corner”, often without coming to a complete stop.

Additionally, looking at the heatmap, it is clear to see that most of the accident trends occur at intersections, indicating the importance of crosswalks and intersection improvements. The majority of the intersections in the school zone are minor road stopped controlled. Crosswalks are present at a few of the crossings, but most of these only consist of two faded yellow lines.

In 2024, Caltrans finalized construction on a new multi-use path that travels along Highway 162, perpendicular to Howard Street, as well as implementing a number of traffic calming measures such as speed bumps and curb extensions. The project has been successful, however as a result, there has been a reported increase in traffic on the side streets as people avoid them. Due to these concerns, MCDOT conducted several speed surveys and traffic counts, attached below. It was found that over the course of a week, on Howard Street, 129 people drove over the speed of 55 with 5 driving over 75 miles an hour. In 2020, the number of drivers over 55 mph was 53. This trend has been corroborated by many members of the community.

In the 2024 survey, speeding was named as the number one reason why people do not ride or walk in the community, with over 80% of people selecting speeding as a major factor in their choice not to walk or bike. Many of the residents detailed accidents that were not recorded officially.

Additionally, results from this survey highlighted the intersection of Howard Street and Main Street. This intersection is home to the library, the post office, Eel River Charter School, and a community gathering space that houses farmers markets and other community events. Due to the rural nature of the town, the post office does not deliver to home and the residents must pick up mail from the post office. Due the low access to cars, despite the lack of infrastructure, safe pathways, and connections, there are few other options than especially elderly, but to walk or bike to these locations. The state of the walking and biking path presents a hazard for residents, and many are forced to walk in the road. This is extremely dangerous, especially given the trend of people speeding and driving

recklessly.

Due to the high rate of accidents and the extremely close proximity of the schools to each of these intersections, they are a high priority for safety improvements. Unless these issues are addressed, there is a high likelihood that accidents will occur. It is important to implement safety measures proactively, to help to prevent accidents before they happen.

B. Safety Countermeasures (0-13 points)

1. Describe how the project improvements will remedy one or more potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities.

Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

Foothill Boulevard starts at the intersection of Airport Road with a sharp curve to/from Airport Road. This is the primary travel route, but the intersection also has a connection extending north into Henderson Lane, a more local road. Given the prospective trail traffic and proximity to the elementary school and the Park and Play after school facility across the street, this is an important opportunity to improve bicyclist and pedestrian safety. It is anticipated that existing traffic levels would not warrant the creation of a 3-way stop at this intersection and this would increase traffic congestion at school drop-off and pick-up times. An existing path along Foothill Boulevard terminates at the apex of the Foothill/ Airport corner; however, this is not a safe crossing location, especially considering the trees that block visibility. The sidewalk will encourage children to walk there, rather than through the school parking lot in undefined areas or along the west side of Airport Road. A fence to the east of the sidewalk would deter children from crossing Airport Road at locations other than the marked crosswalks. Added curb/gutter/sidewalk, narrowed lanes, curb bump-outs and bicycle lane constraints will provide better definition for vehicular movement along the road segment encouraging adherence to posted speed limits. A high-visibility school crosswalk would also be installed across Henderson Lane, with connecting paths. Construction of curb returns will improve intersection sight triangles while curb extensions will reduce crossing length for pedestrians. To improve yield and manage visibility at the proposed crosswalk across Foothill Blvd at the unrestricted intersection with Airport Road, there will be the installation of a Rectangular Rapid Flash Beacon (RRFB) at the crossing and an advance RRFB around the corner to alert approaching cars to the presence of pedestrians.

Crosswalk warning signs or potentially user-activated rectangular rapid-flashing beacon (RRFB) system could be installed to increase crossing safety on Foothill Boulevard. Repaving the existing path on the south side of Foothill Boulevard that extends west past the school and extending the path west to at least Tabor Lane would accommodate schoolchildren and others travelling from the Tribal Housing area. Establishing crosswalks and crosswalk warning signs at Tabor Lane and Crawford Road would also benefit safety.

Reconfiguring the intersection of Howard Street and Airport Road to channelize vehicular movement will assist in reducing current motor vehicle speeds by reducing the current righthand turning radius from Airport Road onto Howard Street. Formalizing the existing planting strip in front of the high school would buffer the path and help to calm traffic. The frontage on the opposite side near the tennis courts is another opportunity for tree planting that would help calm traffic and improve aesthetics.

The intersection of Howard Street and Main Street is home to the library, the post office, Eel River Charter School, and a community gathering space that houses farmers markets and other community events. This is a highly trafficked area and these numbers have increased due to the improvements on Highway 162 diverting speeding traffic to main street and other local roads. Creating curb extensions and high visibility crosswalks would allow for traffic calming and a safer intersection for the students and community members who frequent this area.

By incorporating traffic calming features such as improved crosswalks, curb extensions, and narrower lanes, we can help reduce vehicle speeds in these areas. Slower speeds will then decrease the severity of accidents and provide pedestrians and cyclists with more time to react to potential hazards. Upgrading sidewalks along Foothill Boulevard, Airport Road, and Howard Street, and improving crosswalks to comply with accessibility standards ensures that all individuals, including those with disabilities, can safely navigate these public spaces. Improved crosswalks will enhance safety and usability for pedestrians with mobility impairments.

By including marked crosswalks and enhanced signage at all the intersections, we can increase visibility for both pedestrians and drivers, reducing the risk of accidents caused by a lack of awareness. Brightly painted crosswalks and clear signage make it easier for drivers to anticipate pedestrian crossings, reducing the likelihood of collisions. Dedicated bike lanes separate cyclists from pedestrians, minimizing conflicts between different modes of transportation.

By enhancing the existing footpath to an ADA accessible concrete sidewalk, and adding bike paths in both directions, we are encouraging the students, as well as the rest of the community, to reduce their reliance on motorized vehicles; however, we are also creating more opportunity for interactions between vehicles and pedestrians/cyclists. The proposed project includes crosswalk visibility enhancements that will help make pedestrians more visible and help pedestrians decide where to cross. The high visibility yellow continental markings in school zones with RRFB, sightline improvements, advance markings and larger Stop and Yield signs will all improve driver yielding rates.

The proposed project will close sidewalk gaps along school routes, to eliminate the need for students to walk on road shoulders and close to traffic. This will increase the safety of students as they walk or bike to and from school. The project proposes to add new ADA ramps along these routes to increase accessibility for all community members. By improving crosswalks, we encourage pedestrians to cross at designated locations.

2. Does this project propose new or improved bike facilities?	Yes
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2a. Describe the issues that were considered when evaluating and selecting the project's bikeway facility type (i.e., Class I, II, III, and/or IV).

When deciding on class II bikeway, several factors were included. The roads are not wide enough to accommodate parking and a separated bikeway. Additionally, further classifications of bikeway are more cost prohibitive. The 6 foot bike lane can be accommodated by paving existing unpaved westbound shoulders and repaving eastbound shoulders and reducing traffic lanes to 11 feet. The existing 5 to 6 foot side path on the south side of Howard should be resurfaced to provide a more continuous and consistent surface. Utility poles and trees constrain the widening of the entire path, but it may narrow to a minimum of 4 feet in constrained locations. Additionally, given the low ADT, and low number of bike accidents on these rural roads, the need for a higher classification of bikeway was deemed unnecessary.

QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS)
Describe the community-based public participation process that culminated in the project.

A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 points)

The project was initially selected based on the priority from the 2014 Covelo/ Round Valley Non-motorized Engineered Feasibly Study and the County Safe Routes to School (SRTS) Plan, completed in 2014. It was also developed through the 2019 Pedestrian Needs Assessment and Engineered Feasibility Study.

The Non-motorized study was created to recommend improvements for non-motorized facilities for downtown Covelo, as part of Mendocino Council of Government's (MCOG) Environmental Justice project. It evaluated the Covelo community's high priority non-motorized corridors to identify fundable bicycle and pedestrian projects and to identify improvements for bicycle and pedestrian access to schools, services, Tribal facilities, and other destinations on county and Tribal roads.

The SRTS project goals and were identified based on meetings and engagement with representatives of the Round Valley Unified School District to discuss the objectives and scope of a project to identify walking routes to schools and recommend improvements from the previous non-motorized plan, seeking more input from school stakeholders. The results were used to identify barriers that may prevent students walking or bicycling to school, as well as thoughts on how to increase active modes of transportation for students. Preliminary plans were distributed to school members, seeking input and comments.

The Pedestrian Needs Study plan was developed through a series of different outreach methods such as site-visits and workshops, and online surveys and interactive maps, with residents commenting on the needs of active modes of transportation within the community of Round Valley.

Walk audits and analyses done by Mendocino County Department of Transportation (MCDOT) Engineering staff to identify critical traffic safety and circulation issues. Traffic Studies were done from 2020 to 2024 to analyze the speeding issues and traffic changes identified by community members.

Each of the comments we received and conversations that we have had with community members have been discussed and have contributed to the current preliminary plans.

Over the course of these past plans, and this current application, many people have commented on the need of active modes of transportation within the community of Round Valley. Relevant sections about outreach and development from these plans, as well comments from workshops and surveys are attached, with relevant comments highlighted. All information used is highlighted to easily identify what information was used to develop this project.

By developing this project from engineering studies and plans, analyzing the changes in traffic and accident trends, as well as concerns and comments from the community, we were able to create a project that works for the future needs of this community and its residents.

B. Describe who

This identification and development of this project was developed through

was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the feedback received during the stakeholder engagement process. If applicable, describe any unique engagement challenges that the community faced and how they were addressed. (0-4 points)

the use of three existing plans, a Mendocino County of Governments (MCOG) 2014 Covelo/ Round Valley Non-motorized Engineered Feasibly Study, the 2014 County Safe Routes to School (SRTS) Plan, and a 2019 Pedestrian Needs Assessment and Engineered Feasibility Study.

The Non-motorized study was created to recommend improvements for non-motorized facilities for downtown Covelo, as part of MCOG's Environmental Justice project. It was developed through a technical advisory group, tribal engagement, workshops, and media coverage. The SRTS project goals and were identified based on meetings and engagement with representatives of the Round Valley Unified School District to discuss the objectives and scope, identify walking routes to schools, identify deficiencies, recommend improvements and the needed educational components of active transportation. The Pedestrian Needs Study plan was developed through a series of different outreach methods such as site-visits and workshops, and online surveys and interactive maps. Information about the website and surveys were handed out in English and Spanish, and information about the outreach was disseminated through the use of newspapers and radio.

Outreach with public stakeholders was also performed by attending Round Valley Area Municipal Advisory Council (RVAMAC) meetings, in order to engage with local community members to receive input on current plans.

Covelo's location and disadvantaged nature also poses a difficult problem with engagement. Given how isolated the town is and how hard it is to reach, as well as the underserved and high poverty levels of the area, online and phone outreach isn't always available. Many community members do not have internet access and phones aren't always reliable. Additionally, due to the history of the valley and the complicated relationship between community members and government, it can be difficult to receive responses.

MCDOT found that by having staff visit the community directly and answer questions was helpful. Furthermore, having trusted members of the community such as librarians and the outreach director of Tribal health share information about the project and where to send comments and concerns helped with feedback.

Over the years, MCDOT staff has met with representatives of the Round Valley Unified School District and Round Valley Area Municipal Advisory Council (RVAMAC) in a public forum to discuss the objectives and scope of a Safe Route to School Plan to identify walking routes to schools, identify deficiencies, recommend improvements, and accompanying educational components to encourage active transportation to schools. These meetings are a joint council meeting regularly attended by stakeholders of this project, such as Round Valley Indian Tribes (RVIT) Council, Board of Supervisor's District Supervisor John Haschak, Tribal Police, County Sheriff's Department, the Round Valley Unified School District Superintendent and representatives of schools within the district, as well as interested community members.

In 2024, throughout the month of March, Mendocino County staff went to

Covelo and discussed the plans with the schools, library, Tribal Heath, and other community members, as well as distributed flyers in English and Spanish with a survey for input. The results from these surveys indicated areas of need and concern, as well as documented accidents and near-misses that community members had experienced.

To continue stakeholder engagement, community outreach will be included as a part of the design process, including multiple public meetings. MCDOT and the awarded consultant will continue meet with RVAMAC, as well as with the impacted schools, and other key stakeholders, to determine the best course of action to release the results of the survey and the conceptual plans to gain further community input on the final details of the project. An open line of communication with key stakeholders will serve as a guide in identifying the present and future needs of the County Outreach will come in the form of ongoing community awareness through regularly scheduled community meetings with key stakeholders. Ongoing engagement between stakeholders and the MCDOT will be an integral component to facilitate successful implementation of the project. Keeping the public informed of the County's plans to provide needed improvements was important in the development of this project, and input was used to identify key areas and problems within the active transportation system in the town.

Attach any applicable public participation & planning documents:

[4-Public_Participation_and_Planning_Documents.pdf](#)

QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context?	By developing this project from engineering studies and plans, analyzing the changes in traffic and accident trends, as well as concerns and comments from the community, the use of three existing plans, a Mendocino County of Governments (MCOG) 2014 Covelo/ Round Valley Non-motorized Engineered Feasibly Study, the 2014 County Safe Routes to School (SRTS) Plan, and a 2019 Pedestrian Needs Assessment and Engineered Feasibility Study. The recognized solutions to the issues of the active transportation network in Covelo have been selected from these studies as well as outreach from the to ensure that the main areas of travel and concern are met. Additionally, from speed surveys and traffic counts that have been implemented over the last few years, we can recognize the need for traffic calming. Currently the speed limit is marked as 25 MPH. However, these speed surveys have shown that the average speed traveled along Howard Street was closer to 40 MPH with multiple cars driving over 75 mph per day. Due to county policy, speed bumps are not permitted, so the best solution is to narrow lanes, and create curb extensions to calm traffic. There are 4 schools along the half-mile corridor of Howard Street, which is a wide, uninterrupted corridor that allows for excessive speeds clearly define shared space with comfortably wide 6-foot bike lanes and rehabilitate existing School Zone markings while establishing new high-visibility continental crosswalks. Improvements to the existing planting medium between the traveled way and sidewalks with the addition of more shade trees would help calm traffic. The planted medium is roughly 10 feet wide and provides separation between street traffic and pedestrians. In the event of motorized traffic continuing to travel at speeds above the posted limit, creating a physical separation between the road and the planted medium in the form of curb and gutter would add another layer of safety. Additionally, as a part of the design process, further study and analysis will be done to make knowledgeable engineering decisions to meet the needs of the active transportation system in Round Valley. Alongside outreach and community input, we will be able take all of the different aspects of the project and implement them in the best ways for the community.
B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.	This project does not currently propose any solutions that are new to the region as the infrastructure in Covelo is severely lacking and given the current budget of the county and lack of staff, a thorough investigation of alternative elements was not possible to achieve prior to design. A part of the design process, the consultant will analyze innovative elements to ensure that all solutions are being considered and that the needs of the community are met.

QUESTION #6: LEVERAGING FUNDS (0-5 POINTS)

A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?

No

B. Does the applicant have any leveraging funds?

No

QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY (0-5 POINTS)

The evaluators will consider the following: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer's Checklist Complete project schedule

QUESTION #8: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

Step 1: Corps Consultation The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to application submittal. The CCC and CALCC will respond within ten (10) business days from receipt of the form. The ATP Corps Consultation Form and additional instructions can be found at: California Conservation Corps ATP website Certified Local Conservation Corps ATP website

Please select one of the following:

Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

Attach submittal email, response email, and any attachment(s) from the CCC:

[8-CCC.pdf](#)

Attach submittal email, response email, and any attachment(s) from the CALCC:

[8-CALCC.pdf](#)

Attach submittal email, response email, and any attachment(s) from the Tribal Corps (If applicable):

Step 2: Use of Corps

The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:

No corps can participate in the project (0 points)

QUESTION #9: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

Part C: Application Attachments Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C. Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page

[**Attachment-A-Signature_Page_Signed.pdf**](#)

Attachment B: Engineer's Checklist

[**Attachment_B-Engineers_Checklist_Signed.pdf**](#)

Attachment C: Project Location Map

[**C-Project_Location_Map.pdf**](#)

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

[**D-Project_Layout_Plans.pdf**](#)

Attachment E: Photos of Existing Conditions

[**Attachment-E-Photos.pdf**](#)

Attachment F: Project Estimate

[**F-Project_Estimate.pdf**](#)

Attachment G: Non-Infrastructure Work Plan Not applicable to this application type.

Attachment H: Plan Scope of Work Not applicable to this application type.

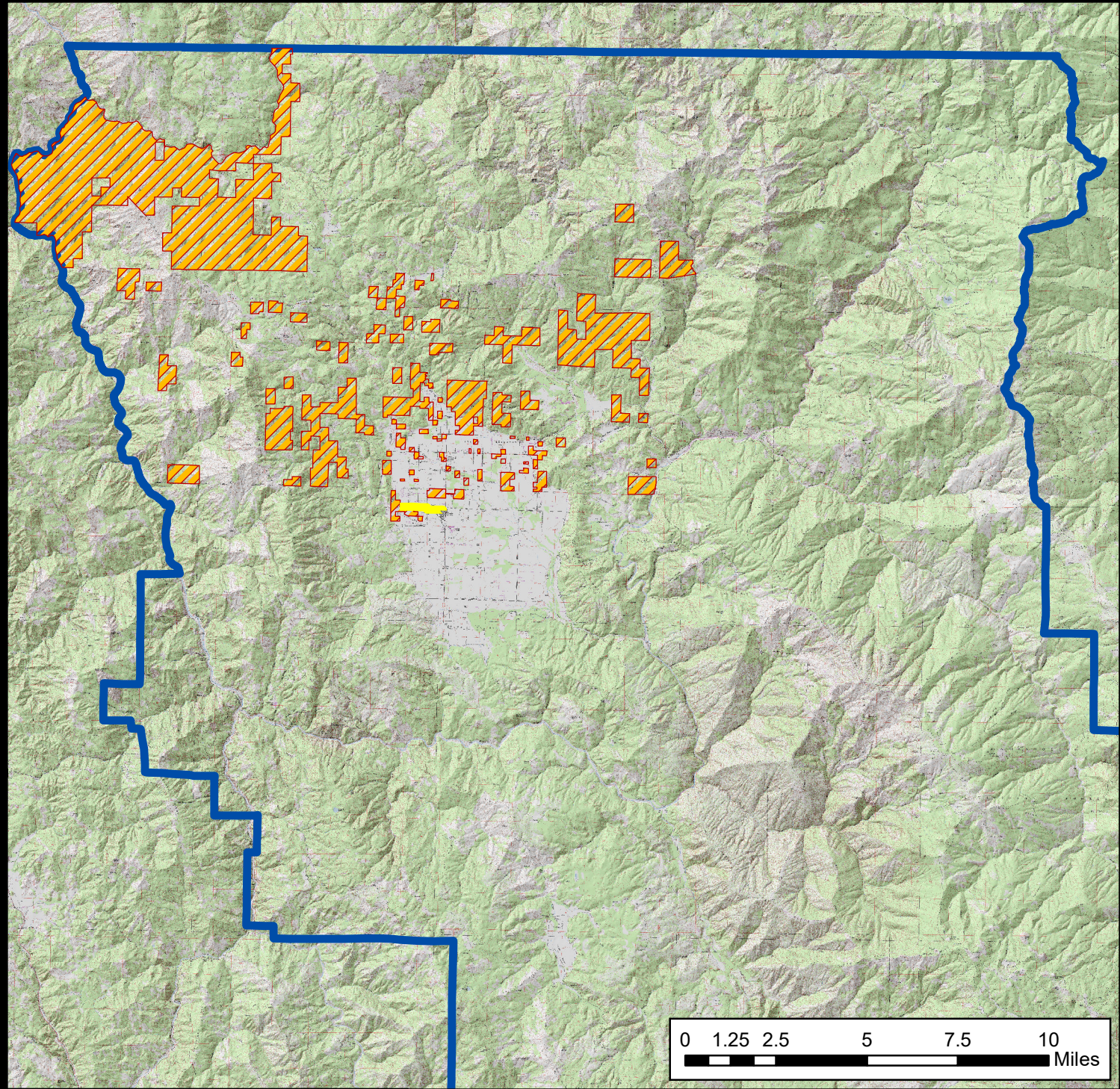
Attachment I: Letters of Support (10 maximum) and Support Documentation
[I-Community_Support_Documents.pdf](#)

Attachment J: State-Only Funding Request (if applicable)

Attachment K: Additional Attachments
[K-Additional_Info.pdf](#)

Category	Improvement	Quantity	Unit
Signalized Intersections:	New Crosswalks:		Number
	Enhance Existing Crosswalks:		Number
	Shortened Crossings:		Number
	Crossing Surface Improvements:		Number
	Ped-Heads:		Number
	Upgrade Ped Push Buttons:		Number
	Timing Improvements:		Number
	Bike/Toucan Crossings:		Number
	Bicycle Detection:		Number
	New Bike Boxes:		Number
Un-Signalized Intersections:	New Traffic Signals:		Number
	New Roundabouts:		Number
	New Crosswalks:	16	Number
	Crossing Surface Improvements:		Number
	Shortened Crossings:		Number
	Enhance Existing Crosswalks:	3	Number
	New Beacon/Signals:	1	Number
Mid-Block Crossings:	New Beacon/Signals:		Number
	Crossing Surface Improvements:		Number
	New Crosswalks:		Number
	Enhance Existing Crosswalks:		Number
Lighting:	Intersection Lighting:		Number
Other Crossing/Intersection Improvements:			

Category	Improvement	Quantity	Unit
Sidewalks:	New (4' to 8' wide):	700	Linear Feet
	New (over 8' wide):		Linear Feet
	Reconstruct/Enhance Existing:	5700	Linear Feet
	Widen Existing:		Linear Feet
	New Barrier Protected:	2270	Linear Feet
ADA Improvements:	New Ramp (none exist):	29	Number
	Reconstruct Ramp to Standard:		Number
Other Ped Improvements:	Curb Extensions	9	Number



Covelo/Round Valley Safe Routes to School

Project Location

- Howard St and Foothill Blvd
- Tribal Land
- Round Valley School District



Note: This map is not a survey product and should not be used to determine legal boundaries.



Project Layout/Plans
showing existing and proposed conditions

Legend
 Scope of Project

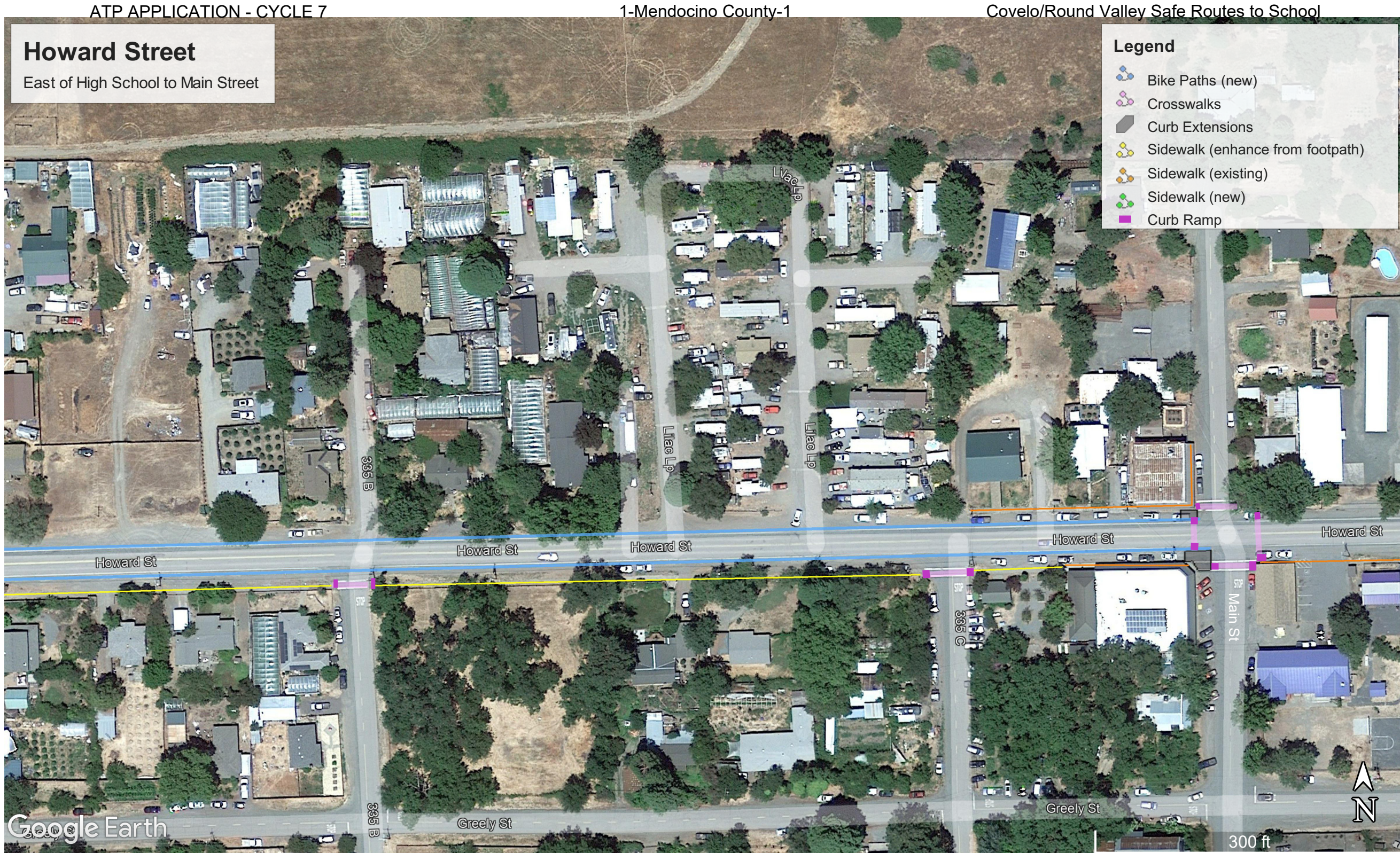


Howard Street

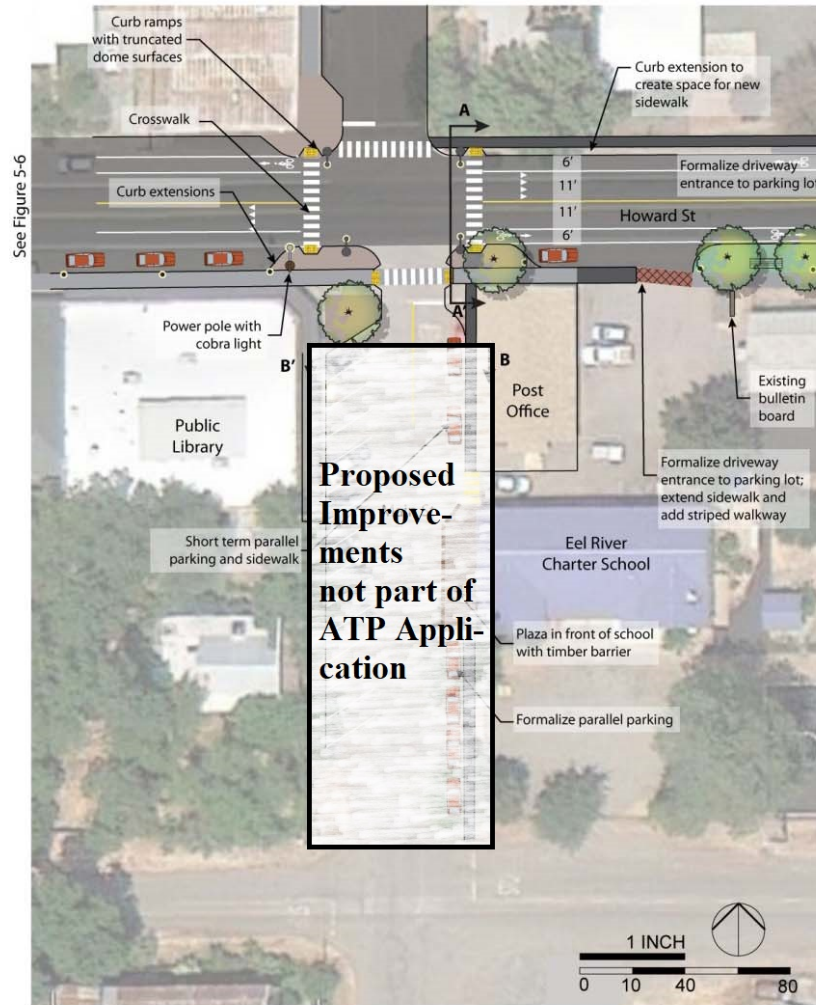
East of High School to Main Street

Legend

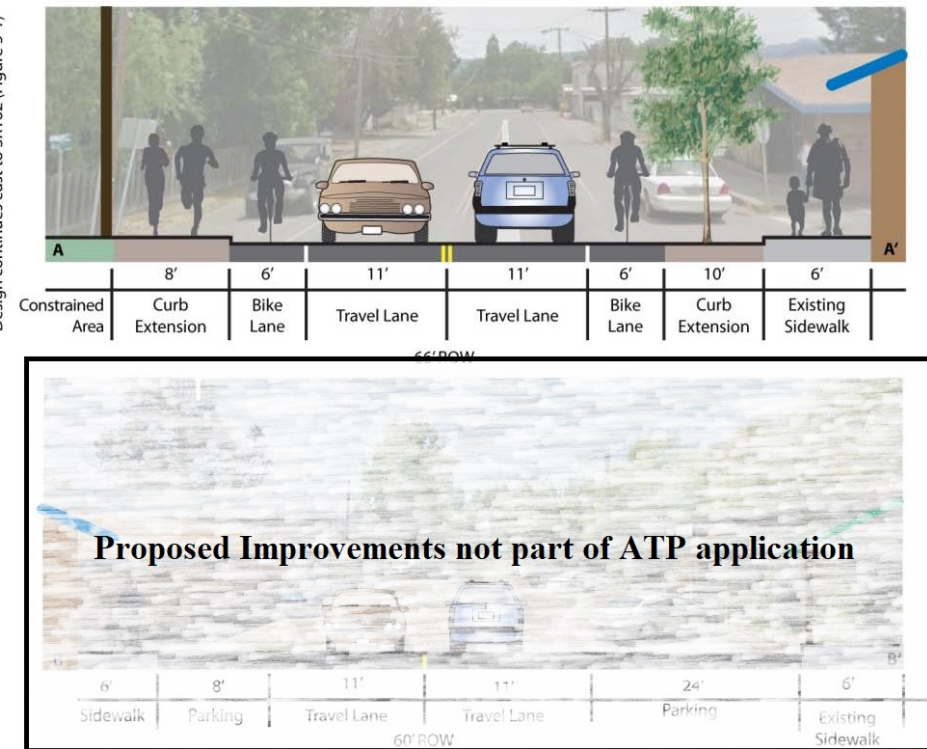
- Bike Paths (new)
- Crosswalks
- Curb Extensions
- Sidewalk (enhance from footpath)
- Sidewalk (existing)
- Sidewalk (new)
- Curb Ramp



Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study



Design continues east to SR162 (Figure 5-1)



Key to Howard Street Sheets

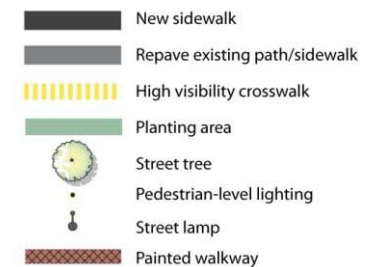
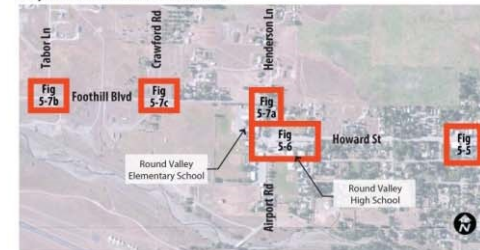


Figure 5-5: Howard Street at Main Street

Howard St and Airport Blvd

Round Valley Elementary and Middle School, and Round Valley High School

Legend

- Bike Paths (new)
- Crosswalks
- Curb Extensions
- Sidewalk (enhance from footpath)
- Sidewalk (existing)
- Sidewalk (new)
- Curb Ramp

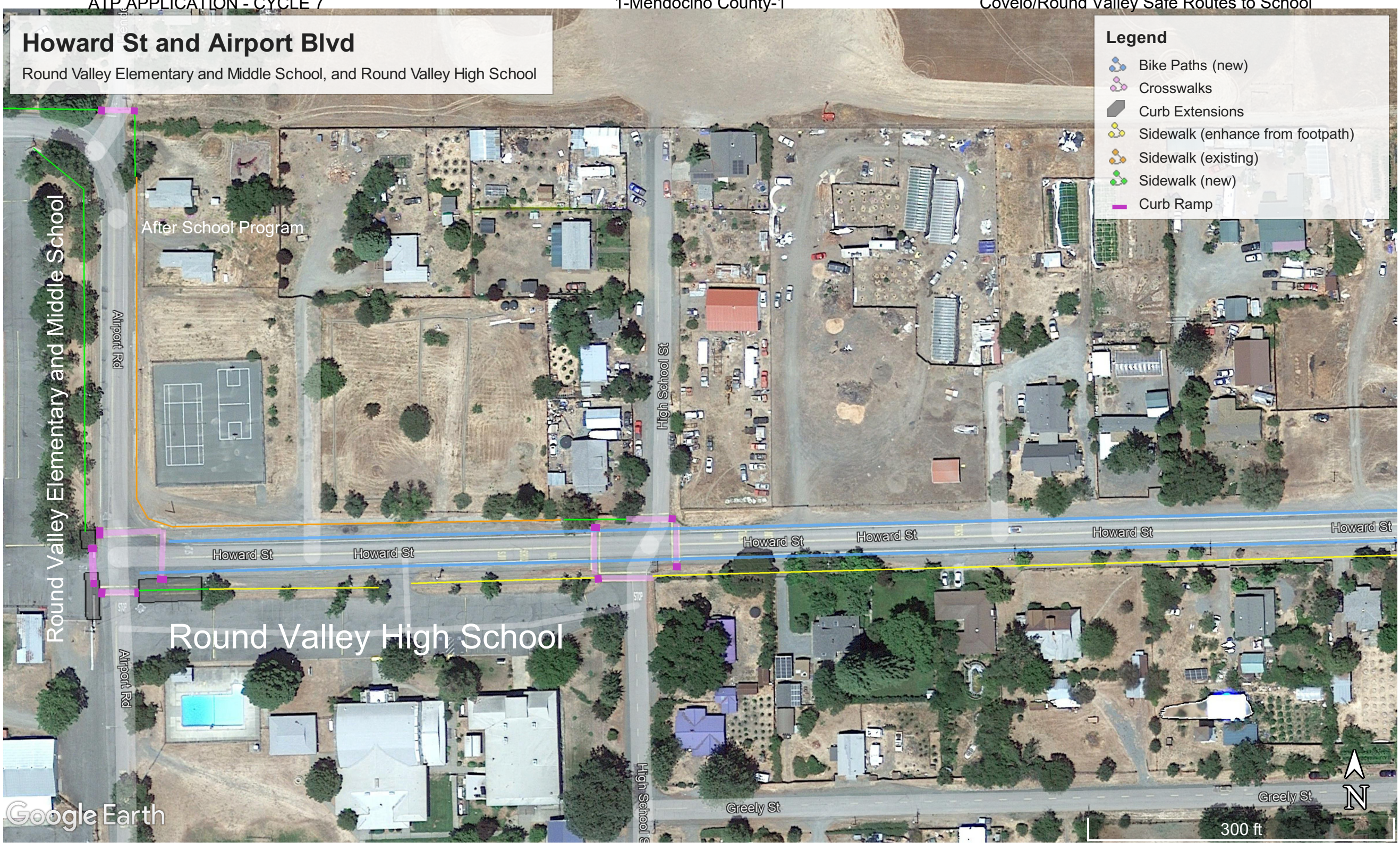
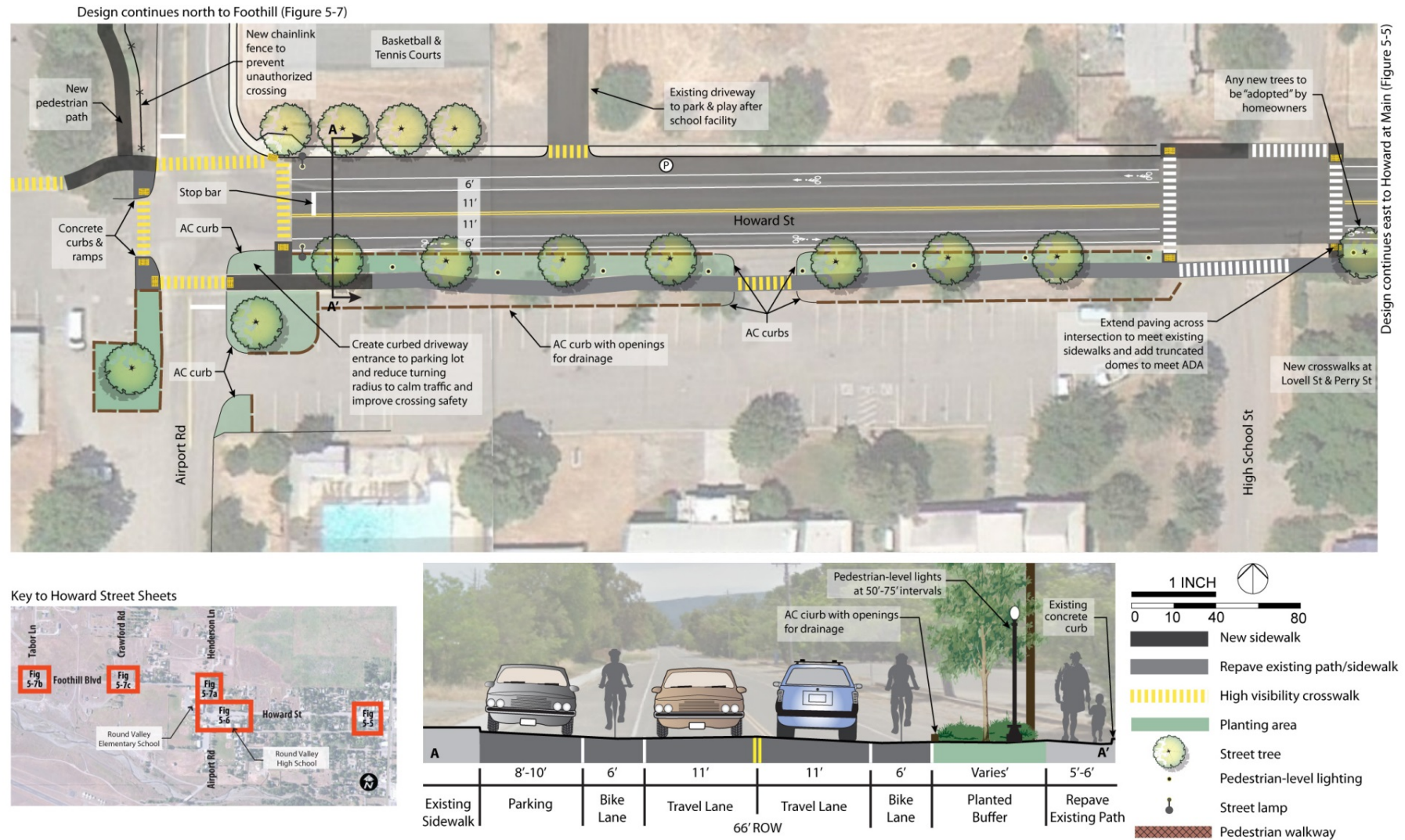


Figure 5-6: Howard Street at Airport Road



Airport Rd and Foothill Blvd

Round Valley Elementary and Middle School

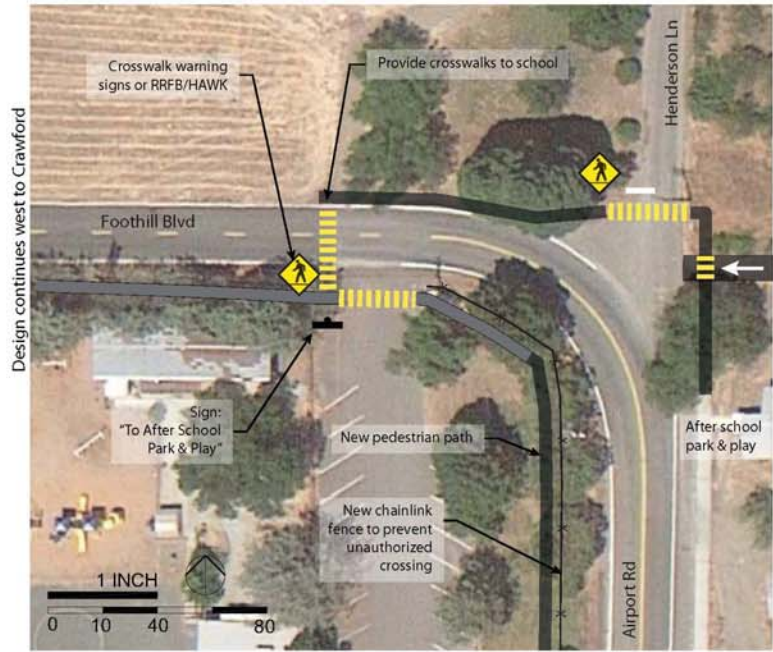
Legend

- Crosswalks
- Sidewalk (enhance from footpath)
- Sidewalk (existing)
- Sidewalk (new)
- Curb Ramp



Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study

Figure 5-7a: Foothill at Airport Road



Design continues south to Howard (Figure 5-5)

Figure 5-7b: Foothill at Tabor



Figure 5-7c: Foothill at Crawford



Key to Howard Street Sheets



Foothill (Existing, typ.)

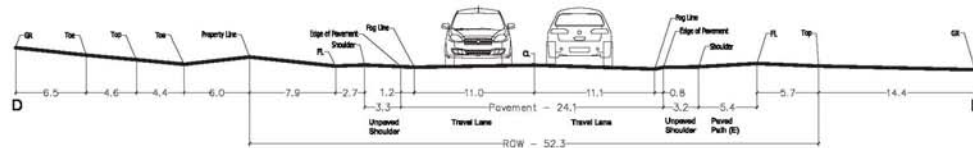
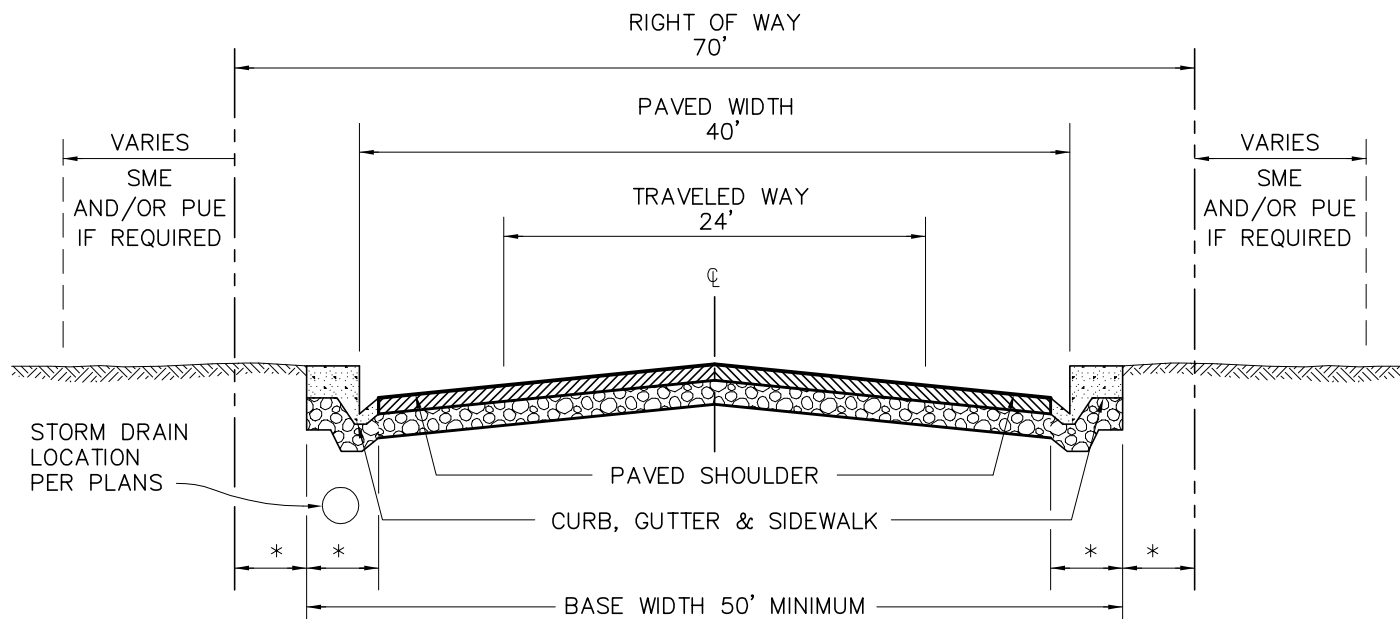


Figure 5-7: Foothill Boulevard

Legend

- 

Google Earth



* = VARIES, SEE NOTE 3.

LEGEND:

	PAVEMENT
	BASE
PUE	PUBLIC UTILITY EASEMENT
SME	SLOPE MAINTENANCE EASEMENT

NOTES:

1. PAVED SHOULDER TO SERVE AS PARKING LANE AND/OR BIKEWAY.
2. RIGHT OF WAY BEHIND SIDEWALK MAY BE USED FOR ROADSIDE FACILITIES SUCH AS SIGNS, PUBLIC UTILITIES, LANDSCAPING AND DRAINAGE FACILITIES.
3. SEE MENDOT STD. NO. A40A FOR CURB, GUTTER AND SIDEWALK DETAILS.

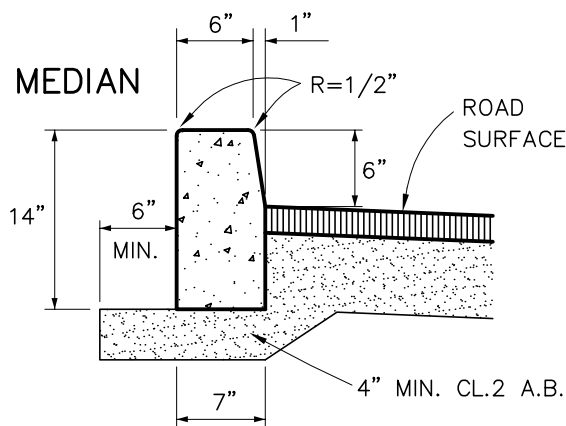


MINOR COLLECTOR, LOCAL CONNECTOR URBAN TYPICAL ROAD SECTION

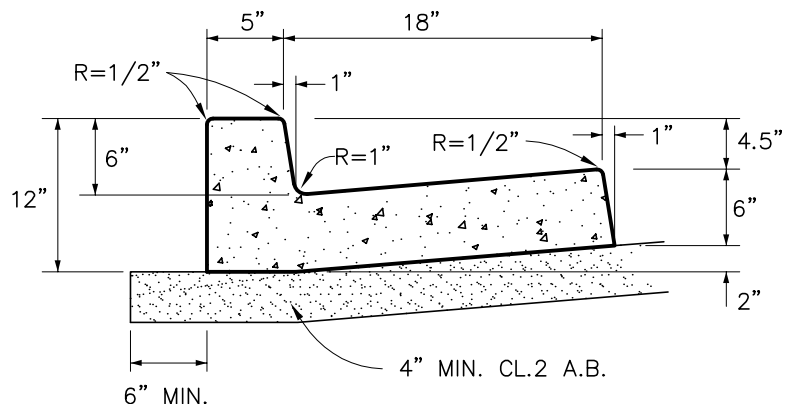
MENDOT
STD. NO.
A10D

SCALE: NONE | DESIGN: RCW | DRAWN: CLG | OCT. 2000

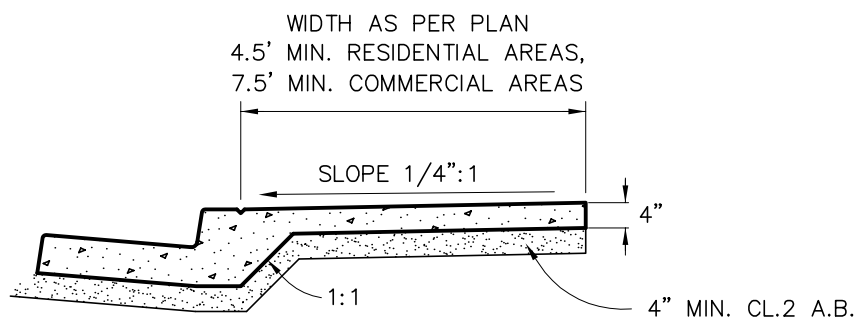
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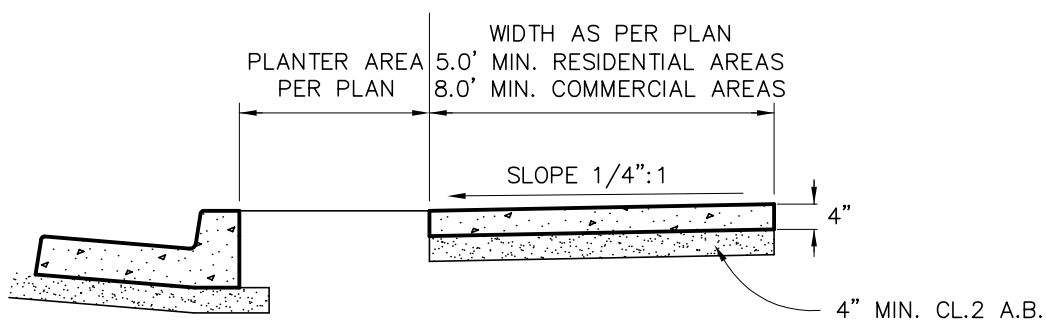
**STANDARD
VERTICAL CURB**



**STANDARD
CURB AND GUTTER**



**TYPE 'A' SIDEWALK
PLACED MONOLITHIC WITH CURB**



**TYPE 'B' SIDEWALK
PLACED SEPARATE FROM CURB**

SEE CURB, GUTTER AND SIDEWALK NOTES ON STANDARD A40B



CURB, GUTTER, SIDEWALK & MEDIAN

MENDOT
STD. NO.
A40A

SCALE: NONE | DESIGN: HND | DRAWN: HND | JUNE 2006

PAGE: A-34

NOTES:

1. CONCRETE SHALL BE CLASS 1, 1" MAXIMUM AGGREGATE SIZE PER CALTRANS STANDARD SPECIFICATIONS AND SHALL CONTAIN NOT LESS THAN 6 SACKS OF CEMENT PER CUBIC YARD. NO COLOR OR LAMP-BLACK SHALL BE ADDED UNLESS OTHERWISE SHOWN ON THE PLANS OR SPECIAL PROVISIONS.
2. EXPANSION JOINTS, 1/2 INCH WIDE, SHALL BE PLACED AT BOTH SIDES OF DRIVEWAY APPROACHES, AT EACH SIDE OF DRAINAGE STRUCTURES, AT ENDS OF CURB RETURNS, AND AT 60 FEET ON CENTER. EXPANSION JOINTS SHALL BE ALIGNED THROUGH ADJACENT CURB, GUTTER AND SIDEWALK.
3. WEAKENED PLANE JOINTS AT LEAST 1-1/2 INCH DEEP SHALL BE PLACED AT 15 FEET ON CENTER. WEAKENED PLANE JOINTS SHALL BE INSTALLED AT CENTER OF ALL DRIVEWAY APPROACHES OVER 20' WIDE.
4. SCORE MARKS AT LEAST 1/4 INCH DEEP SHALL BE PLACED AT BACK OF CURB AND IN ALL SIDEWALKS TO ESTABLISH AN EQUAL SQUARE PATTERN BASED ON THE SIDEWALK WIDTH. MAXIMUM SCORE MARK SPACING SHALL BE 5 FEET.
5. SUBGRADE SHALL BE COMPACTED TO AT LEAST 95% RELATIVE COMPACTION IN THE TOP 6 INCHES.
6. EXISTING CONCRETE TO BE REPLACED SHALL BE REMOVED AT EXPANSION JOINTS, WEAKENED PLANE JOINTS OR SCORE MARKS. CONCRETE REMOVED AT WEAKENED PLANE JOINTS OR SCORE MARKS SHALL BE SAWCUT. SAWCUTS SHALL BE AT LEAST 1-1/2 INCH DEEP.
7. NO UTILITY BOXES OR POLES SHALL BE PLACED IN THE SIDEWALK AREA WITHOUT THE WRITTEN APPROVAL OF THE DOT DIRECTOR.
8. NEW WORK SHALL MATCH EXISTING IN SCORE PATTERN AND COLOR.
9. NO CONCRETE SHALL BE PLACED UNTIL AFTER THE COUNTY INSPECTOR HAS APPROVED FORMS AND SUBGRADE.
10. ALL EXPOSED EDGES SHALL BE ROUNDED WITH 1/2 INCH RADIUS TOOL.
11. ALL SURFACES SHALL BE BROOM FINISHED.
12. ALL SIDEWALK CONSTRUCTED ADJACENT TO CURBS SHALL BE TYPE "A", PLACED MONOLITHIC WITH CURB, UNLESS OTHERWISE SHOWN ON THE PLANS OR SPECIAL PROVISIONS.
13. LANDSCAPE MAINTENANCE EASEMENTS (LME) SHALL BE MAINTAINED BY THE ENTITY TASKED WITH THAT RESPONSIBILITY THROUGH THE DEVELOPMENT PERMIT. SHOULD VEGETATION EVER POSE A SAFETY HAZARD THE MENDOCINO COUNTY ROAD COMMISSIONER RESERVES ALL OPTIONS UNDER CALIFORNIA STREETS AND HIGHWAYS CODE. SOME OPTIONS UNDER THE STREETS AND HIGHWAYS CODE ARE TO REMOVE THE VEGETATION OR CAUSE THE VEGETATION TO BE REMOVED BY OTHERS, *AT THE RESPONSIBLE PARTIES EXPENSE*. THE LANDSCAPE MAINTENANCE EASEMENT HOLDER SHALL BE CONSIDERED THE OWNER OF THE VEGETATION AND ALSO BE FINED FOR EACH DAY THE VEGETATION REMAINS IN PLACE AFTER DIRECTION BY THE ROAD COMMISSIONER TO REMOVE IT.
14. THE ROAD BASEMENT SOILS AND BASE ROCK SECTION SHALL BE PROTECTED FROM SUBSURFACE WATER BY DESIGN AND MAINTENANCE OF SURFACE AND SUBSURFACE WATER INTERCEPTORS IN THE LANDSCAPE MAINTENANCE EASEMENTS (LME). DAMAGE TO THE ROAD SECTION AS A RESULT OF IMPROPER MAINTENANCE OF THE LME SHALL BE REPAIRED AT THE EXPENSE OF THE ENTITY TASKED WITH THAT RESPONSIBILITY THROUGH THE DEVELOPMENT PERMIT.

NOTES REFER TO STANDARD A40A



CURB, GUTTER, SIDEWALK & MEDIAN LANDSCAPE MAINTENANCE NOTES

MENDOT
STD. NO.
A40B

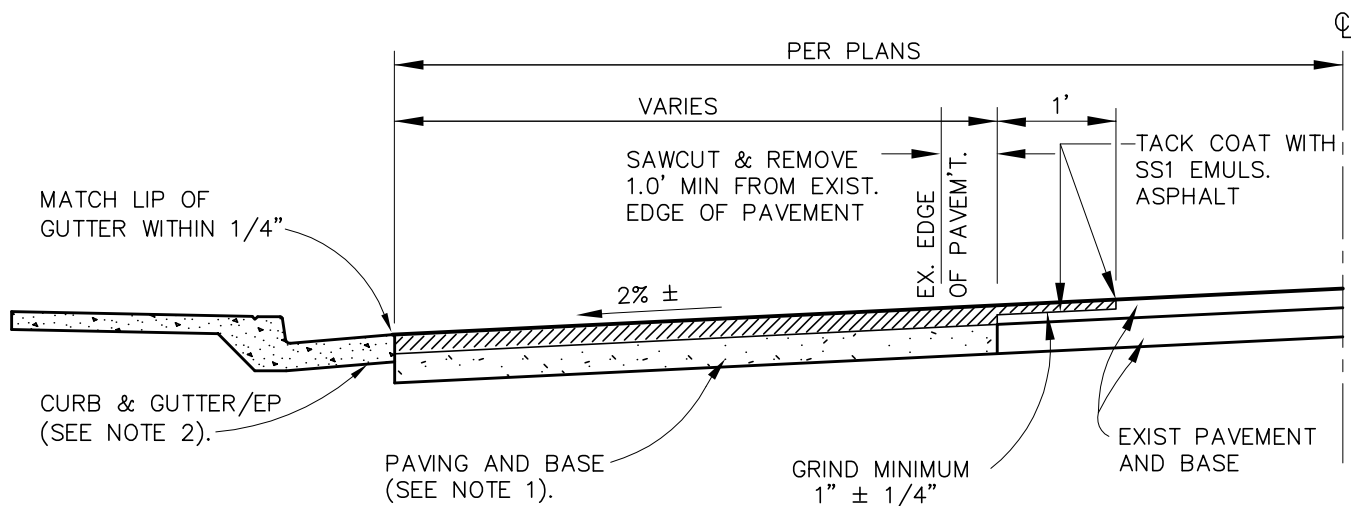
SCALE: NONE

DESIGN: HND

DRAWN: HND

JUNE 2006

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NOTES:

1. PAVING AND BASE THICKNESS TO BE DETERMINED USING COUNTY PAVEMENT DESIGN STANDARDS. MINIMUM PAVEMENT THICKNESS TO BE 2-1/2\".
2. SEE MENDOT STD. A40A FOR CURB GUTTER & SIDEWALK DETAILS.
3. WHEN CURB, GUTTER AND SIDEWALK ARE NOT REQUIRED, REVERT TO MENDOT STD. A18 FOR TYPICAL SHOULDER CONSTRUCTION.



**ROAD WIDENING/PAVEOUT
DETAIL**

MENDOT
STD. NO.
A70

SCALE: NONE | DESIGN: HND | DRAWN: HND | FEB. 2008

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Project Phase	ATP Allocation Year - Enter ONE FY per phase (25/26, 26/27, 27/28, 28/29)	Total ATP Funding	Total Project Cost
PAED	25/26	\$ 220	220
PSE	26/27	\$ 880	880
R/W			
CON	28/29	\$ 5,081	5081
CON NI/Plan			
Total		\$ 6,181	6,181

Detailed Project Estimate and Total Project Costs - Cycle 7

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:

Mendocino County Department of Transportation

Date:

6/17/2024

Project Description:

Install sidewalks, curbs, gutters, crosswalks, and improve pedestrian safety along various school routes.

Project Location:

Various locations along Howard Street, Airport Road and Foothill Boulevard in the unincorporated town of Covelo, CA

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:

License #:

Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)

ATP Eligible Costs/Items

ATP Ineligible Costs/Items

Corps/CCC to construct

Item No.

Item

Quantity

Units

Unit Cost

Total Item Cost

%

\$

%

\$

%

\$

General Overhead-Related Construction Items

1

Mobilization

1

LS

\$170,000.00

\$170,000

100%

\$170,000

2

Traffic Control

1

LS

\$120,000.00

\$120,000

100%

\$120,000

3

Prepare Water Pollution Control Program

1

LS

\$5,000.00

\$5,000

100%

\$5,000

4

Construction Survey and Monumentation

1

LS

\$25,000.00

\$25,000

100%

\$25,000

5

LS

100%

6

LS

100%

7

LS

100%

8

LS

100%

9

LS

100%

10

LS

100%

General Construction Items

11

Minor Concrete (Curb Extensions)

37

CY

\$1,850.00

\$68,450

100%

\$68,450

12

Sidewalk (Reconstruct/Enhance)

5700

LF

\$350.00

\$1,995,000

100%

\$1,995,000

13

Sidewalk (New, 4-5' Wide)

700

LF

\$355.00

\$248,500

100%

\$248,500

14

High Visibility Crosswalk

19

EA

\$7,750.00

\$147,250

100%

\$147,250

15

Chain Link Fencing

390

LF

\$404.00

\$157,560

100%

\$157,560

16

RRFB Signal

1

EA

\$7,500.00

\$7,500

100%

\$7,500

17

New Bike Lane: Class II

4090

LF

\$250.00

\$1,022,500

100%

\$1,022,500

18

Remove Existing Markings

6000

SF

\$5.00

\$30,000

100%

\$30,000

19

Remove Existing Striping

6700

LF

\$1.00

\$6,700

100%

\$6,700

20

New Thermoplastic Striping

6700

LF

\$2.00

\$13,400

100%

\$13,400

21

100%

22

100%

23

100%

24

100%

25

100%

26

100%

27

100%

28

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41

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42

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43

100%

44

100%

45

100%

46

100%

47

100%

48

100%

49

100%

50

100%

51

100%

52

100%

Subtotal of Construction Items:

\$4,016,860

\$4,016,860

Construction Item Contingencies (% of Construction Items):

10.00%

\$401,686

\$401,686

Total (Construction Items & Contingencies) cost:

\$4,418,546

\$4,418,546

11/19/2024

1 of 2

Detailed Project Estimate and Total Project Costs - Cycle 7

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Mendocino County Department of Transportation

Date: 6/17/2024

Project Description: Install sidewalks, curbs, gutters, crosswalks, and improve pedestrian safety along various school routes.

Project Location: Various locations along Howard Street, Airport Road and Foothill Boulevard in the unincorporated town of Covelo, CA

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:

License #:

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	ATP Ineligible Costs	
Preliminary Engineering (PE)				
Project Approval and Environmental Document (PA&ED):	\$ 220,000	\$220,000		
Plans, Specifications and Estimates (PS&E):	\$ 880,000	\$880,000		"PE" costs / "CON" costs
Total PE:	\$ 1,100,000	\$1,100,000		25% 25% Max
Right of Way (RW)				
Right of Way Engineering:				
Acquisitions and Utilities:				
Total RW:	\$ -			
Total Pre-Construction Costs (PE+RW):	\$1,100,000	\$1,100,000		
Construction Engineering (CE)				"CE" costs / "CON" costs
Construction Engineering (CE):	\$ 662,600	\$662,600		15% 15% Max
Total Construction Costs:	\$5,081,146	\$5,081,146		
Total Project Cost:	\$6,181,146	\$6,181,146		

Documentation of Eligible (Participating) and/or Ineligible (Non-Participating) Costs:

The Engineer's justification for including typical ATP-Ineligible items in the ATP-Eligible column and logic and/or calculations for splitting costs between ATP-Eligible and Ineligible costs must be documented in this section of the Estimate form.

Separate justification is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #:	Description of Engineer's Justification: (See example shown in the Instructions)