



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

04-Contra Costa County-3

Auto populated

Total ATP Funds Requested:

\$ 4,160,000

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

- Part A: General Project Information**
- Part B: Narrative Questions**
- Part C: Application Attachments**

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Contra Costa County

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

| | | | |
|----------------|----------|----|-------|
| 255 Glacier Dr | Martinez | CA | 94553 |
|----------------|----------|----|-------|

IMPLEMENTING AGENCY'S CONTACT PERSON:

John Honey

CONTACT PERSON'S TITLE:

Staff Engineer

CONTACT PERSON'S PHONE NUMBER:

925-313-2371

CONTACT PERSON'S EMAIL ADDRESS :

jhoney@pw.cccounty.us



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

none

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

| | | | |
|--|--|----|--|
| | | CA | |
|--|--|----|--|

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

04-5928R

Implementing Agency's State Caltrans MA number

00393S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Bailey Road/State Route-4 Interchange Pedestrian & Bicycle Improvement Project

Application Number: out of Applications

PROJECT DESCRIPTION: (Max of 250 Characters)

Improve bicycle and pedestrian circulation along Bailey Road through the SR-4 interchange by modifying the freeway on/off ramps to provide continuous sidewalks and bike lanes along Bailey Road.

PROJECT LOCATION: (Max of 250 Characters)

This project is located in Bay Point on Bailey Road between Canal Road and the SR-4 east bound off ramps



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 38.018977 /long. -121.941966

Congressional District(s): 5

State Senate District(s): 7 State Assembly District(s): 1 4

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

| | | | | |
|-----------------------|-------------|--------------|------------|------------|
| Existing Counts: | Pedestrians | <u>500</u> | Bicyclists | <u>60</u> |
| One Year Projection: | Pedestrians | <u>750</u> | Bicyclists | <u>90</u> |
| Five Year Projection: | Pedestrians | <u>1,750</u> | Bicyclists | <u>210</u> |

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No

**PROJECT TYPE** (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan
 Pedestrian Plan
 Safe Routes to School Plan
 Active Transportation Plan

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)
 Pedestrian Transportation % of Project 50.0 %
 Safe Routes to School (Also fill out Bicycle and Pedestrian Sub-Type information above)

How many schools does the project impact/serve: 1

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Bel Air Elementary School
 School address: 663 Canal Rd, Bay Point, CA 94565
 District name: Mt Diablo Unified School District
 District address: 1936 Carlotta Drive, Concord, CA 94519-1397
 Co.-Dist.-School Code: 07-61754-6096226
 School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 0.3 mile

Total student enrollment: 515
 % of students that currently walk or bike to school% 30.0 %
 Approx. # of students living along route proposed for improvement: 155
 Percentage of students eligible for free or reduced meal programs ** 93.1 %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to compete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "*" and can provide "N/A" for the rest.

| MILESTONE: | DATE COMPLETED | OR | EXPECTED DATE |
|---|----------------|----|---------------|
| CTC - PA&ED Allocation: | | | n/a |
| * CEQA Environmental Clearance: | _____ | | 10/1/15 |
| * NEPA Environmental Clearance: | _____ | | 10/1/15 |
| CTC - PS&E Allocation: | | | 10/1/15 |
| CTC - Right of Way Allocation: | | | n/a |
| * Right of Way Clearance & Permits: | _____ | | 9/1/17 |
| Final/Stamped PS&E package: | _____ | | 2/1/17 |
| * CTC - Construction Allocation: | | | 11/1/17 |
| * Construction Complete: | | | 11/1/18 |
| * Submittal of "Final Report" | | | 5/1/19 |



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

| | | |
|--|-------|---|
| ATP funds for PA&D: | _____ | |
| ATP funds for PS&E: | _____ | 720,000 |
| ATP funds for Right of Way: | _____ | |
| ATP funds for Construction: | _____ | 3,380,000 |
| ATP funds for Non-Infrastructure: | _____ | 60,000 <i>(All NI funding is allocated in a project's Construction Phase)</i> |
| Total ATP funds being requested for this application/project: | _____ | 4,160,000 |

Local funds leveraging or matching the ATP funds: _____ **1,035,000**

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: _____ **\$0**

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: _____ **5,195,000**

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding. however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM-CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No: 04-Contra Costa County-3

Implementing Agency's Name: Contra Costa County

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions

Detailed Instructions for: 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.

1. Demonstrated fiscal needs of the applicant:

The Contra Costa County Public Works Department (County) is requesting funding for the Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project to complete the design and construction phase of this project. Approximately \$1,000,000 has been committed to the project in local funds through Navy Mitigation Funds, local Area of Benefit Fees, and Measure J sales tax. The County is actively coordinating the project with Caltrans and has already completed planning for the project. Preliminary engineering and environmental studies are currently underway, additional funding is needed to keep the project moving forward. Without identified funding, the project will need to be placed on hold until funding becomes available. ATP funding is being requested for the plan, specification, and estimate (PS&E) and construction phases of the project, amounts requested are approximately \$720,000 and \$3,380,000, respectively. In addition, \$60,000 in ATP funds is being requested for Non-Infrastructure activities.

2. Consistency with Regional Plan.

This project is consistent with several regional planning documents. It is listed on the Countywide Comprehensive Transportation Plan (CTPL) 2014 under project code 1586.

The project is also compliant with the Metropolitan Transportation Commission's Plan Bay Area which was adopted in 2013. Plan Bay Area has several goals which include "reduce per-capita CO₂ emissions," "increase the average daily time walking or biking per person," and "reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian.)" The Bailey Road/State Route 4 Interchange



Project also plans to promote non-motorized transportation through a Safe Routes to School program and safety campaign in Bay Point. This will reduce vehicle miles travelled and increase time spent walking and biking. The project will also improve pedestrian safety and improve the level of service for intersections in the project limits.

The Contra Costa Transportation Authority (CCTA) Countywide Transportation Plan (CTP) is a planning tool called for in Measure J which requires CCTA to develop a CTP. Measure J approved a half-cent sales tax within Contra Costa County which is used to fund an expenditure plan for transportation programs and projects. The CTP provides direction for “achieving and maintaining a balanced and functional transportation system within Contra Costa County.” The draft 2014 CTP is the fourth installment of this document. The Bailey Road Project is included in the CTP’s project list.

CCTA also has a Contra Costa Countywide Bicycle and Pedestrian Plan from 2009 which has five clear goals:

- Expand, improve and maintain facilities for walking and bicycling
- Improve safety for pedestrians and bicyclists
- Encourage more people to walk and bicycle
- Support local efforts to improve conditions for walking and bicycling
- Consider and plan for the needs of pedestrians and bicyclists

This project will meet all of these goals with community outreach, infrastructure improvement, and helping to reduce conflict points between vehicles and non-motorized users.

The City of Pittsburg created the Pittsburg/Bay Point Bay Area Rapid Transit (BART) Master Plan in 2011. This document will guide future development of over 50 acres of land around the BART station on Bailey Road. The project is directly adjacent to the Pittsburg/Bay Point BART station. The plan describes, among other things, land use, transportation improvements, and pedestrian and bicycle improvements. Since the project location is directly involved with the circulation of the BART station, this project has a significant importance in improving pedestrian and bicycle access as well as safety. This project is mentioned throughout the plan as well as in the implementation plan.



The Contra Costa County General Plan contains policies regarding pedestrian and bicycle facilities. The County promotes the use of the “Complete Streets” philosophy. Complete Streets are streets designed to be safe for all users at all times. The primary goal of the project is to provide accommodations for non-motorized users by constructing continuous bicycle and pedestrian facilities along Bailey Road.

Additionally, the Contra Costa Capital Road Improvement and Preservation Program (CRIPP) identifies the Baily Road/State Route 4 Pedestrian and Bicycle Improvement Project as a priority on the list of unfunded needs.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

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 NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

This project will aim to promote pedestrian and bicycle use and safety on Bailey Road and the surrounding community. The users include students attending Bel Air Elementary School, residents traveling to or from the Pittsburg/Bay Point BART station, Bay Point residents traveling to the Oak Hills Center shopping area or to Ambrose Park, and recreational users accessing the Delta de Anza Regional Trail.

The County conducted a traffic study in 2013 and collected peak hour pedestrian and bicycle counts between Canal Road and Leland Road. Their results are shown below. They indicate a high pedestrian usage on Bailey Road.

| | AM Peak | PM Peak | Total Existing Trips |
|-------------|---------|---------|----------------------|
| Pedestrians | 125 | 182 | 307 |
| Bicycles | 7 | 4 | 11 |

Students have access to Bel Air Elementary School via the Delta de Anza Regional Trail as well as on Canal Road. They also utilize the sidewalk or bike lanes on Bailey Road to access the trail. There are currently 515 students enrolled at Bel Air Elementary School. According to Bel Air Elementary School Principal, Nancy Klinkner, roughly 20% of students walk to school and 1% ride their bikes. This was confirmed by teacher surveys completed in April 2015. This means approximately 100 children are using active transportation to travel to and from school each day. Based on school boundary maps, roughly 35% of students live along the project route the project corridor to travel to and from school each day.



The nearby BART station also creates a large demand on the area and the County hopes to increase the number of users walking and biking to the station. The average weekday use of BART at this station is roughly 5,100 riders. A BART station study conducted in 2008 estimated 6% of users walk to the station and 1% of users bicycle to the station. This is nearly 380 pedestrians and 70 bicyclists using the surrounding facilities for BART alone.

Tri Delta Transit has seven bus stops on Bailey Road between Willow Pass Road and W. Leland Road. According to Tri Delta Transit records, these seven stops collectively pick up 50-60 people each day. Busses leaving the BART station service, on average, 2,200 people each day.

In summary, BART accommodates roughly 5,100 people each day, 2,200 of them take a bus to or from the station, and approximately 450 walk or bike to the station. This means nearly 2,500 users each day use a car to get to or from the station. Combining all of this information the County estimates there are roughly 60 bicycle trips and 450 pedestrian trips on Bailey Road daily.

The County hopes making this central corridor more friendly to active transportation will increase pedestrian and bicycle activity and reduce the number of vehicle trips in the area. Based on methodologies from the National Cooperative Highway Research Program Report 552 and the Transit Cooperative Research Program Report 95, the County estimates pedestrian and bicycle use will increase by 1.6% annually without the project. Based on these two reports, the County also estimates the improvements to the pedestrian and bicycle infrastructure will result in a 50% increase for the induced demand on the area. Therefore, after construction of this project, the County estimates approximately 90 bicycle trips daily and 750 pedestrian trips.



- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) 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 system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes
 - b. removal of barrier to mobility
 - c. closure of gaps
 - d. other improvements to routes
 - e. educates or encourages use of existing routes

This project aims to improve pedestrian and bicycle facilities on Bailey Road through the State Route 4 interchange. Within ½ mile of the project are grocery stores, fast food restaurants, an elementary school, a mobile home park, a regional trail, and a high speed rail station. The project will further enable users to access all of these facilities either in single trips or in conjunction with other trips.



The existing pedestrian tunnel on the west side of Bailey Road will also be eliminated and a continuous sidewalk segment on Bailey Road will be installed. Without any lighting or visibility from the roadway, users currently avoid the pedestrian tunnel due to security concerns and choose to cross a gravel area and an uncontrolled freeway off-ramp. By eliminating this off-ramp, pedestrian tunnel, and constructing



sidewalk, users will be given a safer and more accessible route along Bailey Road through the interchange using controlled intersections.



The pedestrian tunnel under the west bound loop off-ramp is rarely used by pedestrians on Bailey Road

The project will increase the width of sidewalk on the west side of Bailey Road and create a more comfortable walking environment for users. The project will also ensure Class II bike lanes are installed along Bailey Road. These lanes will be five feet wide with clear striping and designations for bicycles for their safety.

The east bound off ramp and BART entrance with free flow right turns will be removed to reduce conflicts between vehicles and pedestrians. Traffic control devices will be installed to control vehicle and pedestrian crossings to reduce conflict points and vehicle speed. Pedestrians will gain a fully signalized crosswalk without any division. Bicyclists won't need to cross turning or merging lanes in order to stay in the designated bike lanes, and vehicles will have clear signals to control their movements and aid in non-motorized user safety.

The Bailey Road/State Route 4 Interchange improvements will improve accessibility to Willow Pass Road which intersects Bailey Road north of the freeway. Willow Pass Road is a principal arterial with a large number of shops, restaurants, parks, offices, and community buildings. Willow Pass Road also provides direct access to Port



Chicago Highway, and destinations within the City of Pittsburg. With the completion of this project residents will have an active transportation option for their trip and could use Bailey Road to travel to Willow Pass Road safely. Refer to attachment D to see the local land use and project location.

Non-Infrastructure:

As Bay Point has the highest pedestrian and bicycle collision rate in the County, the project will include a non-infrastructure element to promote walking and biking safely within Bay Point and specifically at Bel Air Elementary School.

A marketing campaign will be developed by Contra Costa Health Services (CCHS) by analyzing collision history and commuter behavior to identify target areas. They will work with the Public Works Department, BART, and community members to develop messages specific to Bay Point on safe driving, walking, and cycling. CCHS will also develop outreach materials such as posters and promotional handouts. The County will organize and conduct two community events in Bay Point such as a bicycle rodeo and helmet giveaway.

Bel Air Elementary School will be involved in a Safe Routes to School Program. The County will continue to meet with the principal and parents to promote active transportation and plan for International Walk to School Day. CCHS will perform walk audits with parents as well as develop parent volunteer programs such as a walking school bus. Two in-class safe walking and bicycling presentations will be performed each year for students as well.



- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

Contra Costa County is dedicated to improving pedestrian and bicycle safety and promoting active modes of transportation within the County. This project will update and improve a high demand segment of sidewalk and bike lanes on Bailey Road. By creating a continuous pedestrian path and bike lanes along Bailey Road users will feel more confident and safe as they walk or bike around this area. This includes potential BART users, residents going to the nearby grocery stores, and people gaining access to the Delta de Anza Regional Trail.

The goal of the Countywide Comprehensive Transportation Plan is to preserve and enhance quality of life in County communities. CCTA aims to promote a healthy environment by providing a safe and efficient transportation network. This transportation network should integrate all modes of transportation, including walking, bicycling, and public transit.

The Countywide Bicycle and Pedestrian Plan aims to provide planning, design, and implementation tools to local jurisdictions regarding pedestrian and bicycle facilities as well as access to transit. It clearly shows a gap in the Class II bike lanes along Bailey Road through the State Route 4 interchange that will be filled by the proposed improvements.

Contra Costa County has adopted a Complete Streets Policy as part of the County General Plan, placing emphasis on the need to provide accommodations for all users along roadways, such as Bailey Road.

Safety is a priority for the County along its roadways. Bailey Road ranks third in the County in the roadways with the highest volume of collisions within the past 5-years. The Bailey Road/Canal Road intersection ranks as the number one County intersection with the highest number of collisions. In addition, there has been two pedestrian fatalities within a half mile of the project site since January. This has resulted in an elevated priority for safety along Bailey Road. Back in 2009, the County began working with the Bay Point community on the Bailey Road Pedestrian and Bicycle Improvement Plan. The plan identified the proposed project, referred to as the "Interchange Zone",



as a priority for the community. The plan adopted by the County’s Board of Supervisors in 2010 states, “The entire Interchange Zone segment is the most dangerous and difficult area in the corridor for pedestrians and bicyclists and therefore merits the most significant re-evaluation and redesign in order to meet the goals of the Bailey Road Pedestrian and Bicycle Improvement Plan”.

The Contra Costa Capital Road Improvement and Preservation Program (CRIPP) identifies the Baily Road/State Route 4 Pedestrian and Bicycle Improvement Project as a priority on the list of unfunded needs (See Attachment I-Screening Criteria 2).



Part B: Narrative Questions

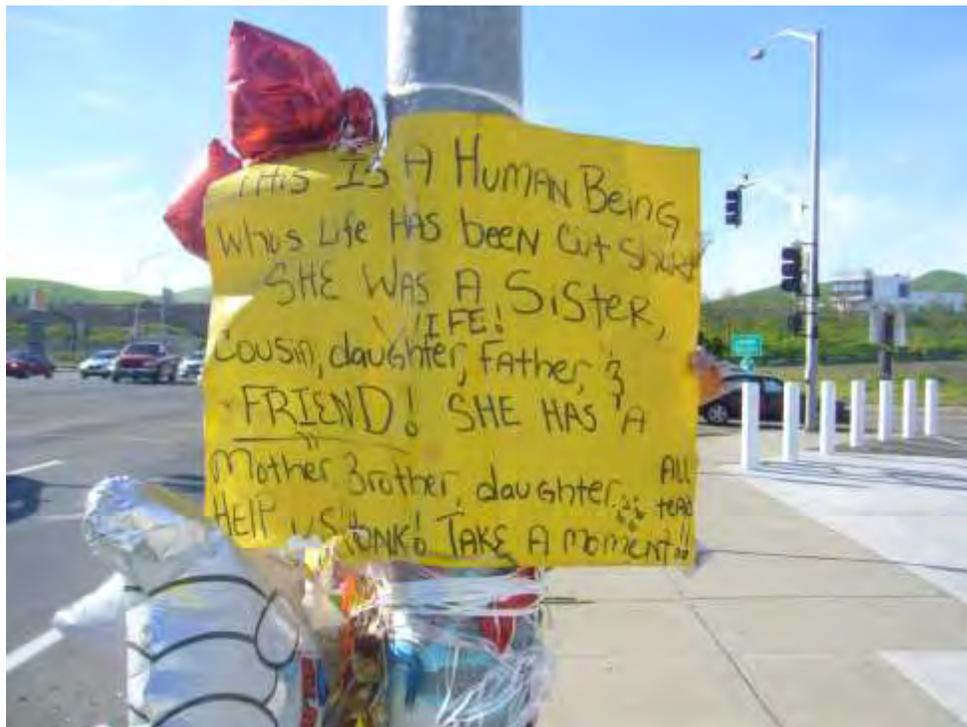
Detailed Instructions for: Question #2

QUESTION #2

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 plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

Information from the County's Crossroads collision database, California Highway Patrol collision reports, and collision data provided from Caltrans indicates there were 16 collisions reported which involved pedestrians or bicycles between 2004 and 2013. Between 2009 and 2013 there have been eight bicycle and pedestrian collisions. More recently, there was a pedestrian fatality on Bailey Road in February 2015. This fatality received a great deal of community concern and attention.



Balloons, candles, pictures, and signs were posted at the Bailey Road/Canal Road intersection in memory of a woman killed in a hit and run accident

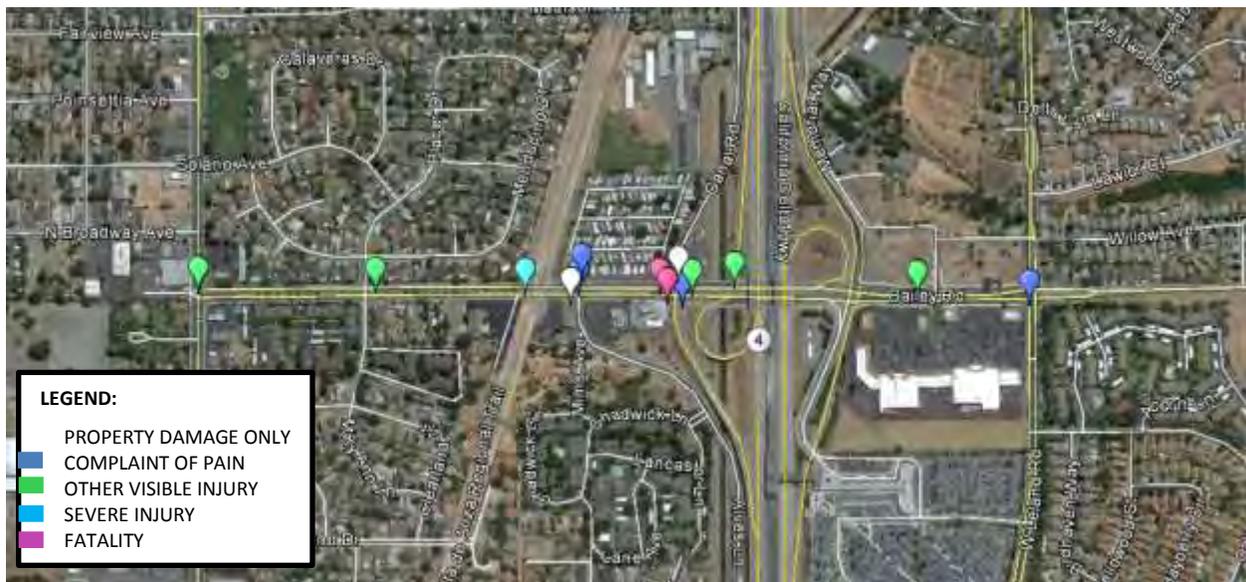
The victim, a 25 year old woman, was crossing Bailey Road at Canal Road in the crosswalk and was struck by a vehicle. She was pronounced dead at the scene by



paramedics. This intersection is ranked as the number one intersection with the highest number of collisions in the County and ranks fifth in the County for pedestrian and bicycle collisions.

Including the recent fatality, the collision history from 2004 to 2015 involving pedestrians and bicycles near the project location has resulted in 12 injuries and 2 fatalities. Nine of the reported collisions are within project limits or within 500 feet of the project limits.

The unincorporated community of Bay Point north of the interchange and the City of Pittsburg south of the interchange has the highest number of pedestrian accidents in the County. Refer to the collision map in attachment I-2



Bicycle and Pedestrian Collisions in the project influence area



B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

This project will improve mobility for pedestrians and bicyclists and reduce their risks by providing clear, continuous, and efficient paths for them while adding a signal to reduce vehicular conflict areas.

By removing the west bound loop off-ramp and pedestrian tunnel, the project eliminates the most problematic and potentially dangerous conflict point in the project area. With the proposed improvements, this conflict point will be eliminated and pedestrians will be able to walk on a continuous and straight segment of sidewalk along Bailey Road.

Pedestrians currently avoid the pedestrian tunnel and walk across the uncontrolled off-ramp in order to follow a direct path on Bailey Road.



Above, pedestrians are shown walking across the uncontrolled off ramp in order to avoid the pedestrian tunnel.



The project will also alter the pedestrian crossing of the State Route 4 east bound off ramp as well as the BART entrance. The free right turn and merge lanes will be eliminated. The crossings will become stop controlled with pedestrian actuated signals. These changes will ensure vehicles have dedicated signals connected to pedestrian crosswalks and that pedestrians have dedicated signal phases telling them when it is safe walk. Refer to attachment E to see how the layout of these two crosswalks will change.



The entrance to the local BART station (pictured below) has no pedestrian or vehicle control for the short crosswalk to the pedestrian island. This project will address this lack of control and add signals for pedestrians, bicycles, and vehicles to increase safety.

Travel lane widths along Bailey Road will also be reduced in order to provide for Class II bikes lanes in both directions. Bike lanes along with continuous sidewalks will provide separate facilities for vehicles, bicyclists, and pedestrians. Reducing travel lane width will also result in slower vehicle speeds.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

This project is identified by the County in the Bailey Road Pedestrian and Bicycle Improvement Plan. Beginning in 2009, the primary goal of the plan was to improve the pedestrian and bicycle environment along Bailey Road. The plan was developed as a result of numerous meetings and discussion with the Bay Point community, the Bay Point Municipal Advisory Council (MAC), technical staff from Contra Costa County, City of Pittsburg, Caltrans, East Bay Regional Park District, Tri Delta Transit, and BART. The plan identified improvements for the interchange zone and was finalized in June 2010. Since improvements identified are primarily within the Caltrans right-of-way, the County has entered into a Cooperative Agreement with Caltrans and is actively working on the project development phase of the project. A progress set of the construction drawings are included in Attachment E.

- B. Describe how stakeholders were engaged (or will be for a plan). (4 points max)**

The Bailey Road Pedestrian and Bicycle Improvement Plan is the result of numerous meetings and discussions with the community, the Bay Point MAC, and the Technical Advisory Committee (TAC). Through the formation of a TAC, key stakeholders, mentioned in Question 3A above, were involved by reviewing alternatives, discussing improvements at regularly scheduled meetings, and even participating in a walking tour of Bailey Road. News releases and public flyers were created to get public feedback on the project and their alternatives. Residents were invited to Town Hall meetings and other Public Meetings.

The preferred alternative for the project was presented to the Bay Point MAC on October 7th 2014 to get their comments and again on May 5th 2015. The County has



actively worked with Caltrans through a Project Development Team (PDT) to identify a preferred alternative for the project. A preferred alternative has been selected and the preliminary engineering for the project is underway. The County is directly coordinating design of the project with Caltrans, BART, and the Contra Costa Water District.

The County has worked with the principal of Bel Air Elementary School to collect data by surveying parents and students. On April 28, 2015, the County met with the Contra Costa Water District to discuss and coordinate improvements above and near the Contra Costa Canal.

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

In 2009 when the alternatives for improving the interchange were being developed there were several questions and comments for each option. Citizens were concerned about future congestion once the free flow right turns onto Bailey Road from State Route 4 will be removed. Some residents asked if motorists would have difficulty accessing the BART station after removing the right turn lanes. Others thought having right turn lanes was less confusing to pedestrians since they know with certainty the car is turning as opposed to multi-purpose lanes where vehicles can travel straight or turn.

Generally, residents asked about vehicle access from State Route 4 to Bailey Road. They asked questions about location of left turn lanes, bus turnouts, signal timing, new street lighting, and questions about existing conditions. Preference was expressed for Caltrans standard bike lanes and travel lanes as well as improved lighting along Bailey Road and the nearby regional trail.

Each alternative discussed with the community accomplished the goals of improving safety for active transportation users. Local visits and testimony influenced the decision to remove the pedestrian tunnel and create continuous sidewalks. Collaboration and observations also resulted in the proposal to remove the pedestrian islands and merge lanes. By working with Caltrans and the Bay Point community, the County developed the current plan to improve safety for each user.



- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

The County will continue to collaborate with Caltrans on the design of the project. Caltrans will be reviewing and approving the environmental and design documents for the project. All project improvements will be designed and constructed to Caltrans standards. BART and Contra Costa Water District will also remain actively involved in reviewing plans during the design phase. Through the Bay Point MAC, the County will continue to keep the Bay Point community informed on the progress of the project. The County will setup a webpage on the County website to provide information and updates for the project. Prior to the start of construction, the County will issue a press release notifying the public of what to expect during construction and the County will maintain project contact information on their website so residents will know who to contact about the project.

Non-infrastructure:

Stakeholders will also continue to be engaged after project construction through the non-infrastructure portion of this project. The upcoming campaign will promote attentiveness when driving, biking, and walking. The “Safety Together” campaign will include outreach to school children, as well as BART and Tri Delta Transit users, emphasizing the shared responsibility to watch out for each other.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

Coire Reilly, Manager of Injury Prevention and Physical Activity Promotion at Contra Costa Health Services, was consulted with and wrote the content of this question.

The unincorporated area of Bay Point is home to a diverse community, with a largely Latino population (54.9% of the population) as well as other minority groups. The total population is 24,340 as of the 2010 census with 41% white, 11.6% African America, 1.1% Native American, and 9.9% Asian. 31.9% families in Bay Point live below the federal poverty level and 43.4% live below 200% of the federal poverty level. 93.1% of the students at Bel Air Elementary are eligible for free or reduced lunches. Many families in Bay Point have only a single parent. These social factors and other environmental factors have an impact on the health outcomes of the community. Vulnerable populations have a greater risk of obesity and increased rates of chronic diseases with which obesity is associated.

Of particular concern in Bay Point are the extremely high rates of obesity. High rates of obesity result in a prevalence of chronic diseases – some cancers, diabetes, stroke, and heart disease. Very few (6.3%) students that attend Bel Air Elementary, adjacent to the project area, meet all the fitness standards according to the California Physical Fitness Report (2013-2014).

Like other East Contra Costa County jurisdictions, Bay Point was built largely to be a bedroom, commuter area, and as a result the street designs predominately favor quick, efficient vehicle travel, rather than creating places that residents would feel comfortable walking and bicycling. In the years 2005-2012 there were 74 pedestrian and bicycle injuries in Bay Point resulting from car collisions. The intersection of Canal Road and Bailey Road is a particularly dangerous intersection with 5 pedestrian or bicycle collisions between 2007 and 2012. (SWITRS)



B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

An overwhelming body of evidence links physical activity to positive health outcomes. A review by the Surgeon General in 1996 evaluated hundreds of studies that indicated that physical activity leads to longer lifespans; slower development of osteoarthritis and osteoporosis; increased bone, muscle, and joint health; decreased depression and anxiety; and reduced risk of cardiovascular disease, diabetes, high blood pressure, and certain types of cancers. Subsequent reviews have reinforced the Surgeon General's findings. A community environment that promotes physical activity – one where it's easier to walk and bicycle – is better for health. Certain community features, like the presence of sidewalks and safer intersection crossings have been demonstrated to increase physical activity.

For decades, traffic collisions have been a leading cause of death and serious injury for Americans. More recently, research has focused on pedestrians and bicyclists because walking and bicycling are the most common forms of physical activity. In California, pedestrian injuries account for about 17% of traffic related injuries, though only about 7% of all trips are made on foot. Current research stresses that certain features of the physical infrastructure, both streets and buildings, can improve safety and lead to fewer collisions involving pedestrians. In addition to reducing injuries, a safer walking environment encourages physical activity because the probability of being able to walk or bike safely has been increased. In particular, this project aims to create better bicycling and pedestrian connections and replace an undercrossing that many residents feel is unsafe. (Bay Point crime is 131% higher than the national average.)

The Bailey Road/State Route 4 Project aims to add connections between an elementary school, community center, regional trails, bus stops, rapid transit (BART) and residential areas. Because fitness levels are so low at the school targeted by this project, creating safer, more connected streets will encourage children and families to walk to their destinations more and receive daily exercise. This is vital to improving their health. The implementation of the project will make it easier for commuters to



access the bus and BART station and may encourage more people to take transit instead of drive.

This project will improve public health by preventing future accidents between pedestrians and vehicles, encouraging more residents, students, and parents to walk and bike, and improving air quality by reducing vehicle miles traveled and dependence on automobiles

¹ US Department of Health and Human Services. 1996. Physical activity and health: a report of the Surgeon General. Atlanta, Georgia: US Department of Health and Human Services, Public Health Service, CDC, National Center for Chronic Disease Prevention and Health Promotion.

¹ Warburton, Darren, Crystal Nicol and Shannon Bredin. 2006. "Health Benefits of Physical Activity: The Evidence." *Canadian Medical Journal*. 174(6):801-809.

¹ State of California California Strategic Highway Safety Plan. 2007.

¹ <http://www.cdc.gov/physicalactivity/everyone/guidelines/adults.html>



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

- Provide all census tract numbers: **6013314104, 6013314103, 0601335200, 06013313202, 06013313201**
- Provide the median income for each census track listed: **\$37,141, \$44,763, \$90,347, \$61,167, 83,915**
- Provide the population for each census track listed: **7036, 5622, 6726, 3180, 1959**

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project:

- Provide all census tract numbers **6013314104, 6013314103**
- Provide the CalEnviroScreen 2.0 score for each census track listed **81-85%, 76-80%**
- Provide the population for each census track listed **7118, 5546**

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs:

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal
- Bel Air Elementary School: **93.1%**

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged



This project serves five tracts in Bay Point and Pittsburg adjacent to the project location. Two of these tracts are disadvantaged communities based on median household incomes of \$37,141 and \$44,763. This is 60% and 73% of California's median household income. The same two tracts also qualify as disadvantaged under the CalEnviroScreen as some of the most disadvantaged communities in California.

The nearby elementary school, Bel Air Elementary School, offers free or reduced lunch to 93% of its students.

Therefore the project does serve a disadvantaged community under three separate criteria.

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? Explain how this percent was calculated.

Contra Costa County has requested \$720,000 for PS&E and \$3.38 million for construction of this project. The proposed improvements are located in a densely populated area of Bay Point and serves a large number of residents with public transit, shopping, an elementary school, and recreational trails. Half of the project is located within a severely disadvantaged tract within Bay Point. The County believes 80% of the funds requested will benefit disadvantaged communities. This is based on the estimated number and origins of trips through the project corridor.

Trips to BART through the project will largely originate from north of State Route 4 within an extremely disadvantaged community and will utilize the full extent of the project improvements. Trips to Bel Air Elementary School and the nearby trails through the corridor will originate from students and residents living south of the project. Students and residents living north of the project will utilize the improvements to access BART and the nearby shopping centers while residents south of the project are less likely to use the full project corridor since they are closer to the shopping center.

By improving pedestrian and bicycle mobility on Bailey Road the County can further promote active transportation as well as public transit. These efforts help reduce vehicle miles on County and City roads as well as reduce vehicle trips and help reduce congestion during peak hours.



C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

This project demonstrates clear benefits to the community of Bay Point by reducing conflicts between pedestrians and vehicles, installing sidewalks and bike lanes for non-motorized users, and providing easier access to transit, shopping, and schools along Bailey Road. This also includes students of nearby Bel Air Elementary School who use Bailey Road as access to the Delta de Anza Regional Trail to walk to school and residents using the Pittsburg/Bay Point BART Station.

The project benefits will be direct and meaningful as it will create safer infrastructure for pedestrians and bicyclists and promote a healthier lifestyle by offering active modes of transportation to members of a disadvantaged community and also a Priority Development Area (PDA). PDA's are identified as priority areas for development in order to create a more dense land use where residents are able to walk to their destinations, creating a more sustainable community as compared to urban sprawl which continues to support dependence on vehicle trips.

The recent pedestrian fatalities experienced in the project vicinity are not acceptable. The project will provide the engineering and construction to assure the improvement is beneficial for public safety. The non-infrastructure campaign will provide further assurance of the benefit by following up with education and encouragement efforts to promote a safer route to school and work.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

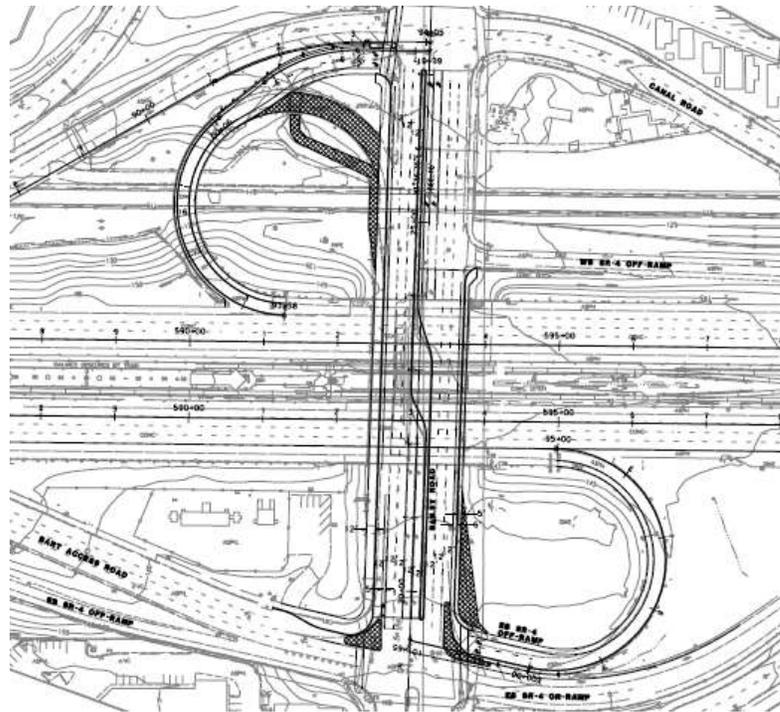
- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

The type of existing on/off-ramps at the Bailey Road/State Route 4 interchange are no longer built by Caltrans in urban areas because they create too many conflicts for pedestrians and bicyclists. The selected alternative will either eliminate or alleviate these conflict areas, thus making Bailey Road through the interchange safer for pedestrians and bicyclists.

The selected alternative will:

- Eliminate the westbound loop off-ramp and existing pedestrian tunnel,
- Widen the westbound diagonal off-ramp to accommodate the displaced traffic,
- Install a new traffic signal at the westbound diagonal off-ramp to control traffic,
- And remove pedestrian islands at the eastbound off-ramps to eliminate free flow movements on to Bailey Road.

In collaboration with Caltrans, a project development team (PDT) was formed to consider project alternatives. The PDT identified the most beneficial design alternative to meet the project’s goal of improving bicycle and pedestrian access through the project area.



The alternative above would alter the alignment of the west bound loop off-ramp to be adjacent to the west bound on-ramp. Ultimately this alternative was not selected.

During the early planning phases, several scenarios were eliminated since they resulted in sub-standard interchange designs. During the project development phase, other lower cost alternatives were identified as feasible to meet the project's goal of increasing bicycle and pedestrian access through the interchange. However, Caltrans expressed concerns about existing geometric deficiencies at the westbound loop off-ramp. Due to the geometric deficiencies, collisions occur on the westbound loop off-ramp frequently and continued maintenance is needed for the existing guardrail along the ramp.

The PDT felt that the benefits of reducing collisions and maintenance costs, outweighed the additional cost of removing the loop off-ramp. Thus, the alternative to remove the westbound loop off-ramp was selected. The selected alternative also has additional benefits for pedestrian and bicyclists by removing a conflict point at the westbound loop off-ramp and creating shorter crosswalk distances for pedestrians. Overall, the selected improvements will improve pedestrian and bicycle access along Bailey Road through the State Route 4 interchange.



- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

The County calculated a Benefit/Cost ratio of 8.64 with the provided tool. The total project costs are \$5,160,000 with only \$4,100,000 requested from ATP while the total benefit is over \$50 million.

The provided ATP Benefit/Cost Tool was, overall, user friendly and easy to enter data. The tabs for infrastructure and non-infrastructure projects helped specify where to insert data relevant to the school or community. The annotations on cells such as the “forecast” cells for pedestrians and bicycles helped specify what assumptions the user should make minimal data is available.

The “existing step counts” and “existing miles walked” cells do not allow users to enter a number. It was unclear what the cell was supposed to contain and how that value was to be calculated. Is it 600 steps per trip? Is it an estimated number of steps all pedestrians are taking through the area during their trips? Even when the user enters a value into either of these cells, an error message states, “Data should be in Trips OR Steps OR Miles. When data for Steps OR Miles are provided, it will be converted to Trips.”

Other than some ambiguity on what the cell was asking for and how it was relevant to the benefit of the project, the tool was useful. The instructions on the second tab seem to trail off after stating what to enter into the boxes in tab 2, Non Infrastructure Inputs. Perhaps the instruction's tab should contain info on what each tab in the tool contains. Some seem to have data relevant to how the B/C ratio is calculated but don't contain any specific information on how it works.



Part B: Narrative Questions Detailed Instructions for: **Question #7**

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The total cost to design and build this project is \$5,195,000. Contra Costa County is requesting \$4,160,000 million in ATP funding and has locally funded approximately \$1 million in planning and environmental studies, as well as PS&E. Therefore, the County has committed 20% of the total project cost with identified local funds such as Navy Mitigation Funds, local Area of Benefit Fees, and Measure J transportation sales tax.

The County is requesting \$720,000 in ATP funds for the PS&E phase, \$3,380,000 in ATP funds for the Construction phase, and \$60,000 in ATP funds for Non-Infrastructure. In addition, the County will also be providing at least 1% local matching funds for each phase that ATP funding is requested. The table below details funding sources and their impact on the total project costs.

| | ATP Requested (Federal) | Measure J (Local) | Bay Point AOB (Local) | Navy Mitigation (Local) | Total |
|-----------------------|-------------------------|-------------------|-----------------------|-------------------------|-------------|
| Total Project Costs | \$4,160,000 | \$442,000 | \$220,000 | \$373,000 | \$5,195,000 |
| Percentage (%) Funded | 80% | 9% | 4% | 7% | 100% |



Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)
- Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.
- Project Title
 - Project Description
 - Detailed Estimate
 - Project Schedule
 - Project Map
 - Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

Landscaping

Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)

- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. ***Applicant:*** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

Contra Costa County has successfully delivered over twenty projects with state and federal funding through Caltrans Local Assistance over the last ten years. Over the past five years, approximately nine projects have been awarded funding through Local Assistance. All of those projects are either on schedule for delivery or construction has already been completed. There are no projects on red flag status.

Two of our projects, Alhambra Valley East of Bear Creek Road (HSIP4-04-013) and Marsh Creek Road West of Deer Valley (HSIP4-04-003), have experienced challenges in meeting milestone deadlines and both of these delays were related to right of way acquisition. Both of these projects also required extensive environmental wildlife studies related to road realignment through rural areas. These two projects were submitted for grant funding prior to the issuance of the Project Delivery Requirements for Local Safety Projects which was issued by Caltrans in 2010. Prior to implementation of the project schedule requirements, candidate projects were selected based upon the need to remedy collision hot spots. The Alhambra Valley Road and Marsh Creek Road project locations both experienced high collision rates and were also sites with severe injuries and fatalities. After 2010, as a result of the new Project Delivery Requirements, identification of project candidates became more selective to balance both the need to remedy high collision locations as well as the need to deliver projects quickly.

Through all of our past experiences, our Department has learned that project selection is 'key' to successful project delivery; thus, candidate projects are scrutinized to assure that environmental studies and right of way requirements are not overly ambitious to complete within the 30 month delivery schedule. Safety projects are still identified through collision history but we also work with the community to identify



projects that are supported by the community and adjacent property owners prior to submitting an application. This process is consistent with Caltrans' recommendations and the Project Delivery Requirements for Local Safety Projects published by Caltrans in 2010.

Contra Costa County has ongoing communication efforts with our Local Assistance Engineer and Local Assistance Environmental Planning staff. County staff members attend a monthly meeting with Local Assistance Environmental staff to discuss project status, critical path tasks, and identify project challenges early in the process. We work closely with our Local Assistance Engineer to set priorities amongst our projects submitted to Local Assistance as we realize Local Assistance has a large workload with limited staff resources.

B. *Caltrans response only:*

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



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.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

| | |
|---|---------------------|
| Application Signature Page Required for all applications | Attachment A |
| ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications | Attachment B |
| Engineer’s Checklist Required for Infrastructure Projects | Attachment C |
| Project Location Map Required for all applications | Attachment D |
| Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects) | Attachment E |
| Photos of Existing Conditions Required for all applications | Attachment F |
| Project Estimate Required for Infrastructure Projects | Attachment G |
| Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements | Attachment H |
| Narrative Questions backup information Required for all applications Label attachments separately with “H-#” based on the # of the Narrative Question | Attachment I |
| Letters of Support Required or Recommended for all projects (as designated in the instructions) | Attachment J |
| Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information. | Attachment K |



Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: 6/1/15
Name: BRIAN M. BALBAS Phone: 925 313-2204
Title: DEPUTY DIRECTOR e-mail: _____

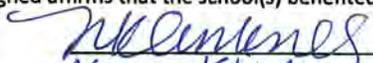
For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

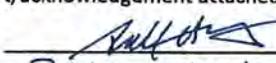
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:  Date: 5/28/15
Name: Nancy Klinkner Phone: 925-458-2606
Title: Principal e-mail: klinkner@mdusd.org

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? NO If yes, no signature is required. If no, the following signature is required.

Signature:  Date: 5/27/2015
Name: ROLAND AU-YEUNG Phone: 510-286-4560
Title: CHIEF, OFFICE OF TRAFFIC e-mail: roland-au-yeung@dot.ca.gov

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

BAILEY ROAD - SRA INTERCHANGE

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

| Project Information: | | | | | |
|--|--------------|-------|----|------------|------|
| Project Title: Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project | | | | | |
| District | County | Route | EA | Project ID | PPNO |
| 04 | Contra Costa | VAR | | | |

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

| Proposed Total Project Cost (\$1,000s) | | | | | | | | | Notes: |
|--|------------|------------|------------|------------|------------|--------------|--------|--------------|--------|
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | |
| E&P (PA&ED) | 447 | 268 | | | | | | 715 | |
| PS&E | | | 100 | 390 | 420 | | | 910 | |
| R/W | | | | 10 | | | | 10 | |
| CON | | | | | 15 | 3,545 | | 3,560 | |
| TOTAL | 447 | 268 | 100 | 400 | 435 | 3,545 | | 5,195 | |

| ATP Funds | Infrastructure Cycle 2 | | | | | | | | Program Code |
|--|------------------------|-------|-------|------------|------------|--------------|--------|--------------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | 300 | 420 | | | 720 | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | 3,380 | | 3,380 | |
| TOTAL | | | | 300 | 420 | 3,380 | | 4,100 | |

| ATP Funds | Non-infrastructure Cycle 2 | | | | | | | | Program Code |
|--|----------------------------|-------|-------|-------|-----------|-----------|--------|-----------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | 15 | 45 | | 60 | |
| TOTAL | | | | | 15 | 45 | | 60 | |

| ATP Funds | Plan Cycle 2 | | | | | | | | Program Code |
|--|--------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| ATP Funds | Previous Cycle | | | | | | | | Program Code |
|--|----------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| ATP Funds | Future Cycles | | | | | | | | Program Code |
|--|---------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

ATP PROJECT PROGRAMMING REQUEST

Date: 5/12/2015

| Project Information: | | | | | |
|--|--------------|-------|----|------------|------|
| Project Title: Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project | | | | | |
| District | County | Route | EA | Project ID | PPNO |
| 04 | Contra Costa | VAR | | | |

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

| Fund No. 2: | Future Source for Matching | | | | | | | | Program Code |
|--|----------------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 3: | Measure J | | | | | | | | Program Code |
|--|-----------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | 292 | 150 | | | | | | 442 | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | 292 | 150 | | | | | | 442 | |

| Fund No. 4: | Bay Point Area of Benefit | | | | | | | | Program Code |
|--|---------------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | 90 | | | | 90 | Notes: |
| R/W | | | | 10 | | | | 10 | |
| CON | | | | | | 120 | | 120 | |
| TOTAL | | | | 100 | | 120 | | 220 | |

| Fund No. 5: | Navy Mitigation Funds | | | | | | | | Program Code |
|--|-----------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | 155 | 118 | | | | | | 273 | |
| PS&E | | | 100 | | | | | 100 | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | 155 | 118 | 100 | | | | | 373 | |

| Fund No. 6: | Navy Mitigation | | | | | | | | Program Code |
|--|-----------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 7: | | | | | | | | | Program Code |
|--|-------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Proposed Funding Allocation (\$1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map

Engineer's Initials: MA

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer's Initials: MA

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer's Initials: MA

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer's Estimate

Engineer's Initials: MA

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: MT

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: MT

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: MT

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: MT

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Halle, Mary

Title: Associate Civil Engineer

Engineer License Number C 50179

Signature: Mary Halle

Date: 6/1/2015

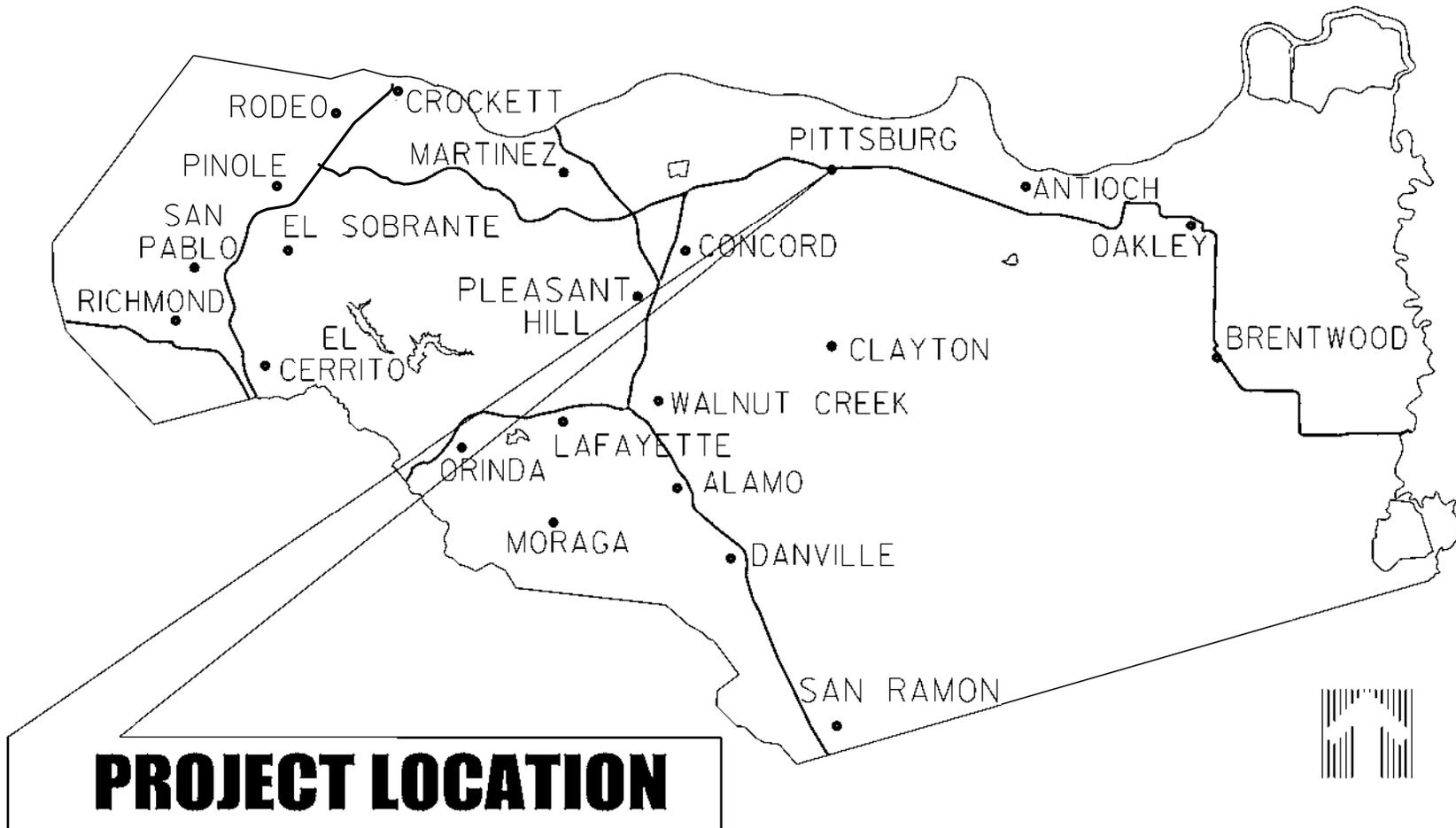
Email: mhall@pw.cccounty.us

Phone: 925-313-2327

Engineer's Stamp:

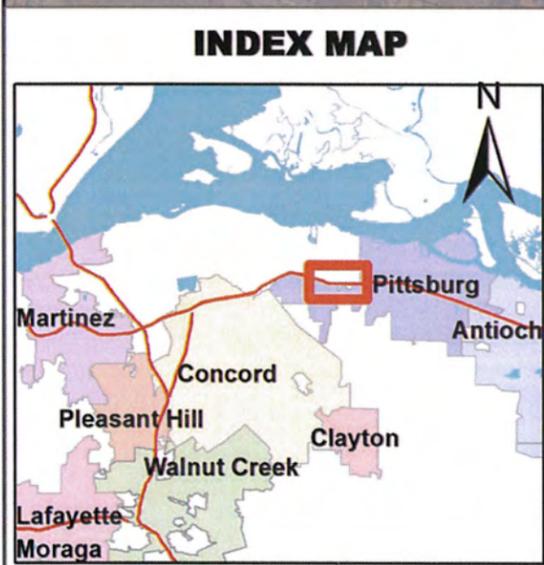
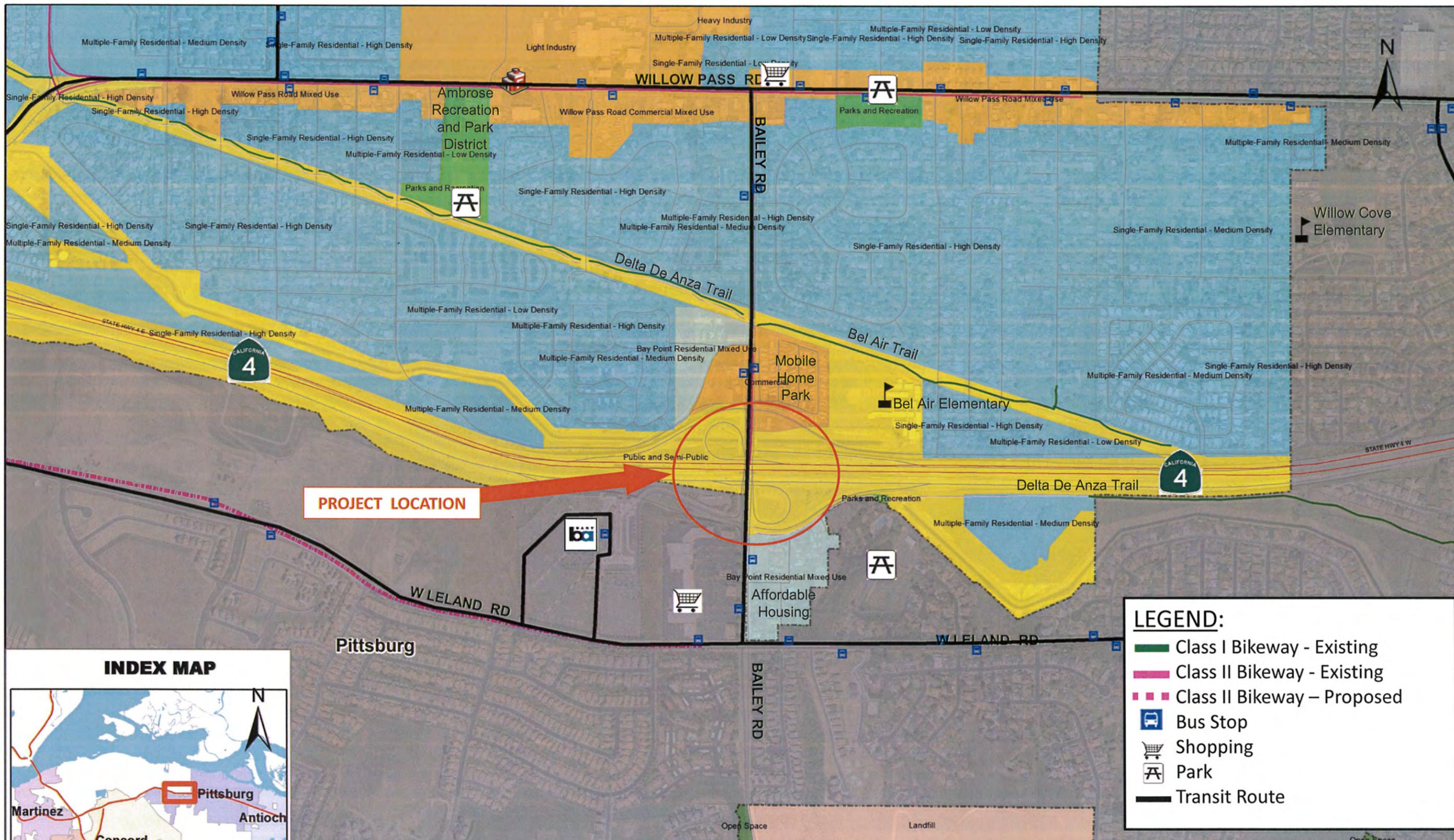


CONTRA COSTA COUNTY CALIFORNIA



BAILEY ROAD/STATE ROUTE 4 INTERCHANGE PEDESTRIAN AND BICYCLE IMPROVEMENT PROJECT

NO SCALE



LEGEND:

- Class I Bikeway - Existing
- Class II Bikeway - Existing
- - - Class II Bikeway - Proposed
- Bus Stop
- Shopping
- Park
- Transit Route

Scale: 1 in = 700 ft

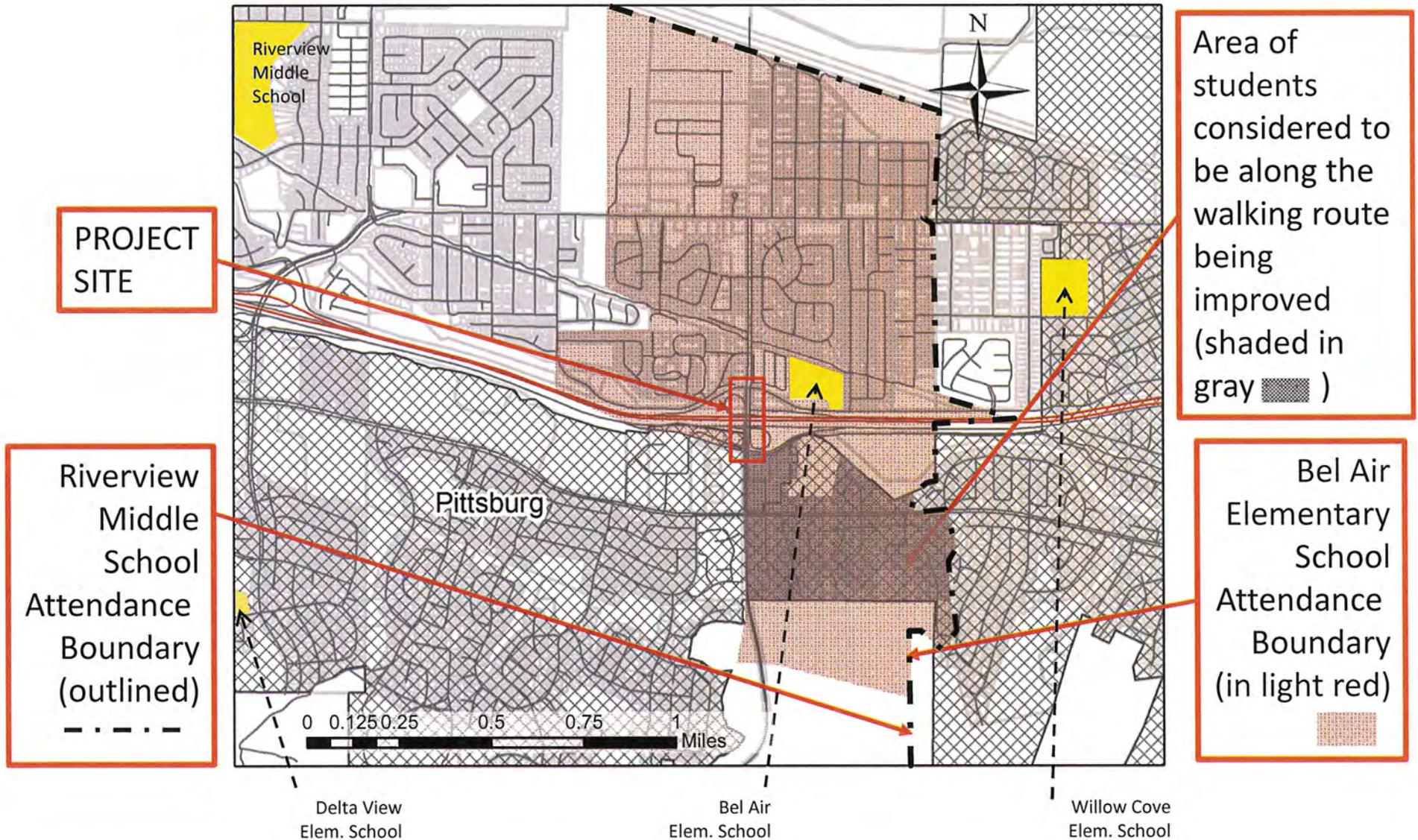
Contra Costa County
Public Works
Department
255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333

PROJECT LOCATION MAP

BAILEY ROAD/STATE ROUTE 4 INTERCHANGE BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

| | | | |
|----------------|------------|----------------|---------|
| FEDERAL ID NO: | DB: LL CB: | DATE: APR 2014 | Page of |
|----------------|------------|----------------|---------|

Elementary/Middle School Enrollment Area



Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project



(Left) The existing pedestrian tunnel under the State Route 4 westbound loop off-ramp is underutilized. (Right) Pedestrians often cross the uncontrolled westbound loop off-ramp in lieu of using the pedestrian tunnel

Project Description

The Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project will improve safety and circulation of pedestrians and bicyclists along Bailey Road through the State Route 4 (SR4) Interchange.

The underutilized pedestrian tunnel and SR4 westbound loop off-ramp will be removed and a 12-foot wide sidewalk and Class II bike lane will be installed along Bailey Road where the off-ramp currently rests. This will allow pedestrians and bicyclists to travel in a direct path along Bailey Road between Canal Road and the nearby Bay Point/Pittsburg BART Station.

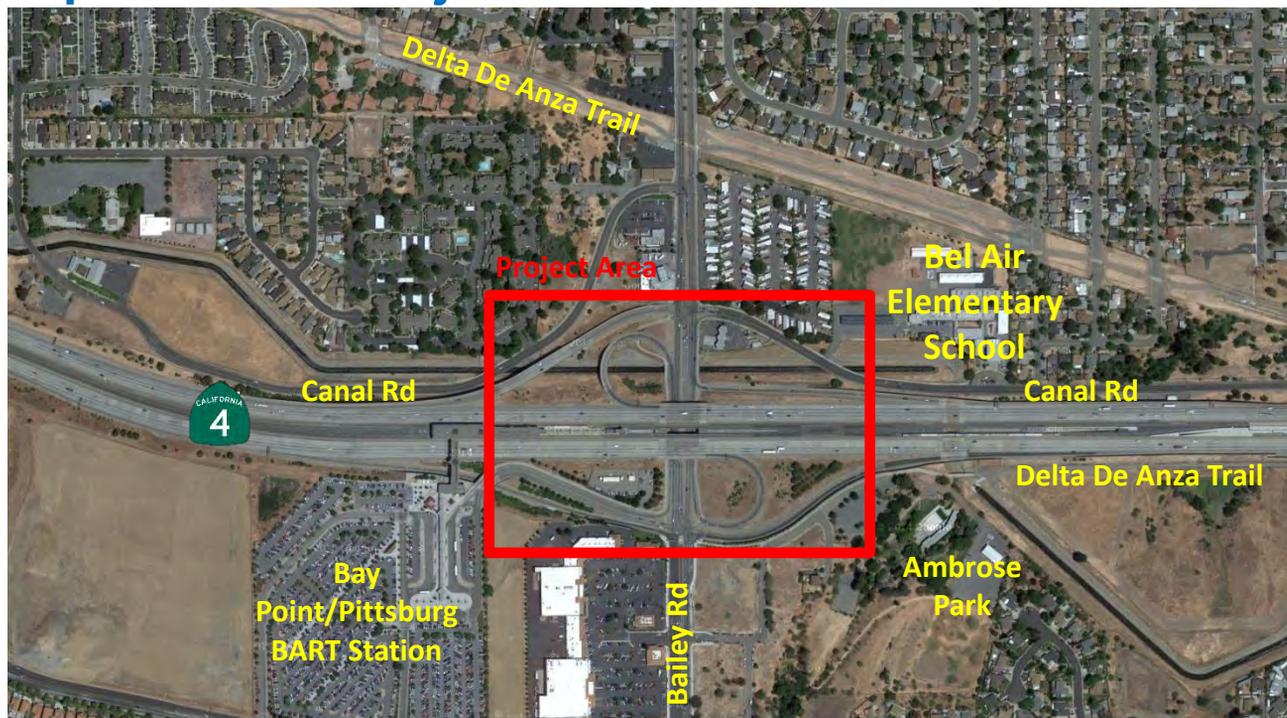
The SR4 diagonal westbound off-ramp on the east side of Bailey Road will be widened to accommodate all westbound traffic exiting the freeway. Right and left turn pockets will be added along with a new traffic signal at the intersection to improve circulation.

The intersection of Bailey Road, the BART station entrance, and the SR4 eastbound loop off-ramp will also be augmented to provide safer circulation for pedestrians and bicyclists. The existing free flow right turn lanes will be removed from the off-ramp and BART entrance to eliminate conflicts with bicycles and pedestrians on Bailey Road.

Provisions by mode:

| | |
|---|---|
|  | <p>ADA pedestrian access and Class II bike lanes striped consistent with CCTA Countywide Bike and Pedestrian Plan</p> |
|  | <p>Improved pedestrian and bicycle access to Bay Point/Pittsburg BART station</p> |
|  | <p>Removal of the underutilized pedestrian tunnel</p> |

Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project



FUNDING REQUEST

Construction Phase - \$4 million

SCHEDULE

ENV STUDIES: Summer '15

DESIGN: Spring '15-Spring '16

RIGHT OF WAY: Fall '16

CONSTRUCTION: Summer '17

(Right)
Free flow right turn
lane into BART
Station from
southbound Bailey
Road



Meeting Active Transportation Program (ATP) Goals

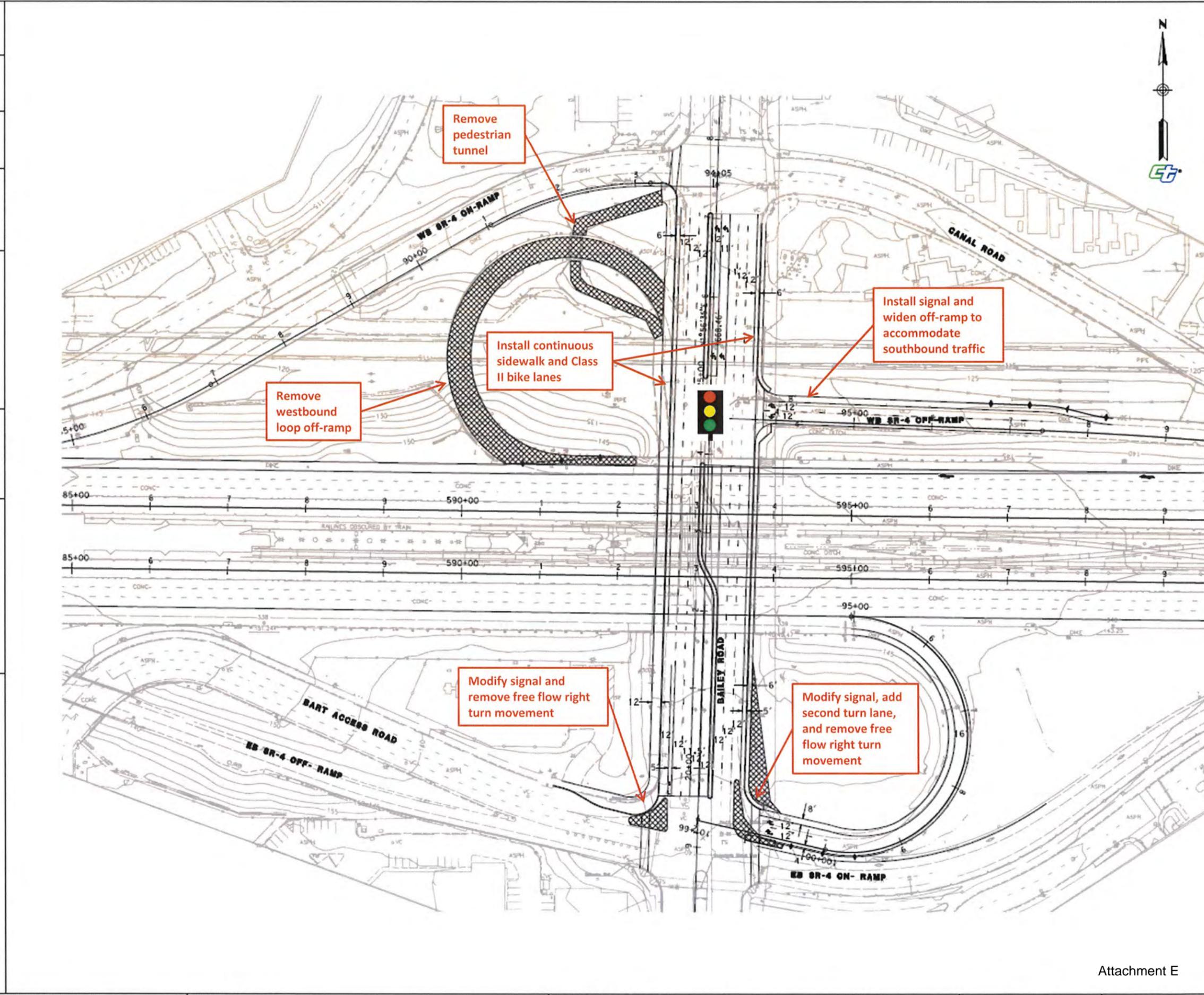
This project will promote increased pedestrian and bicycle trips by making the corridor safer for non-motorized users. This includes students of nearby Bel Air Elementary School who use Bailey Road as access to the Delta De Anza Regional Trail to walk to school and residents using the Bay Point/Pittsburg BART Station. It will enhance public health by creating a friendly environment for Bay Point residents to choose active modes of transportation to make use of the nearby shopping centers, public transit, and regional trails for recreation. These efforts will create safer infrastructure in a Priority Development Area (PDA), as well as a disadvantaged community. By accomplishing these goals the Bailey Road/State Route-4 Interchange Pedestrian & Bicycle Improvement Project meets the purpose and goals of the Active Transportation Program (ATP).

CONTACT

Contra Costa County Public Works - Angela Villar, (925) 313-2016 or avill@pw.cccounty.us

Attachment E

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans



| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| | | | | | |

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
 NO. _____
 EXP. _____
 CIVIL
 STATE OF CALIFORNIA



SR4 - BAILEY ROAD
Preferred Alternative Map

SCALE: 1" = 60' June 25, 2014

DATE PLOTTED => #DATE 00-00-00 TIME PLOTTED => #TIME

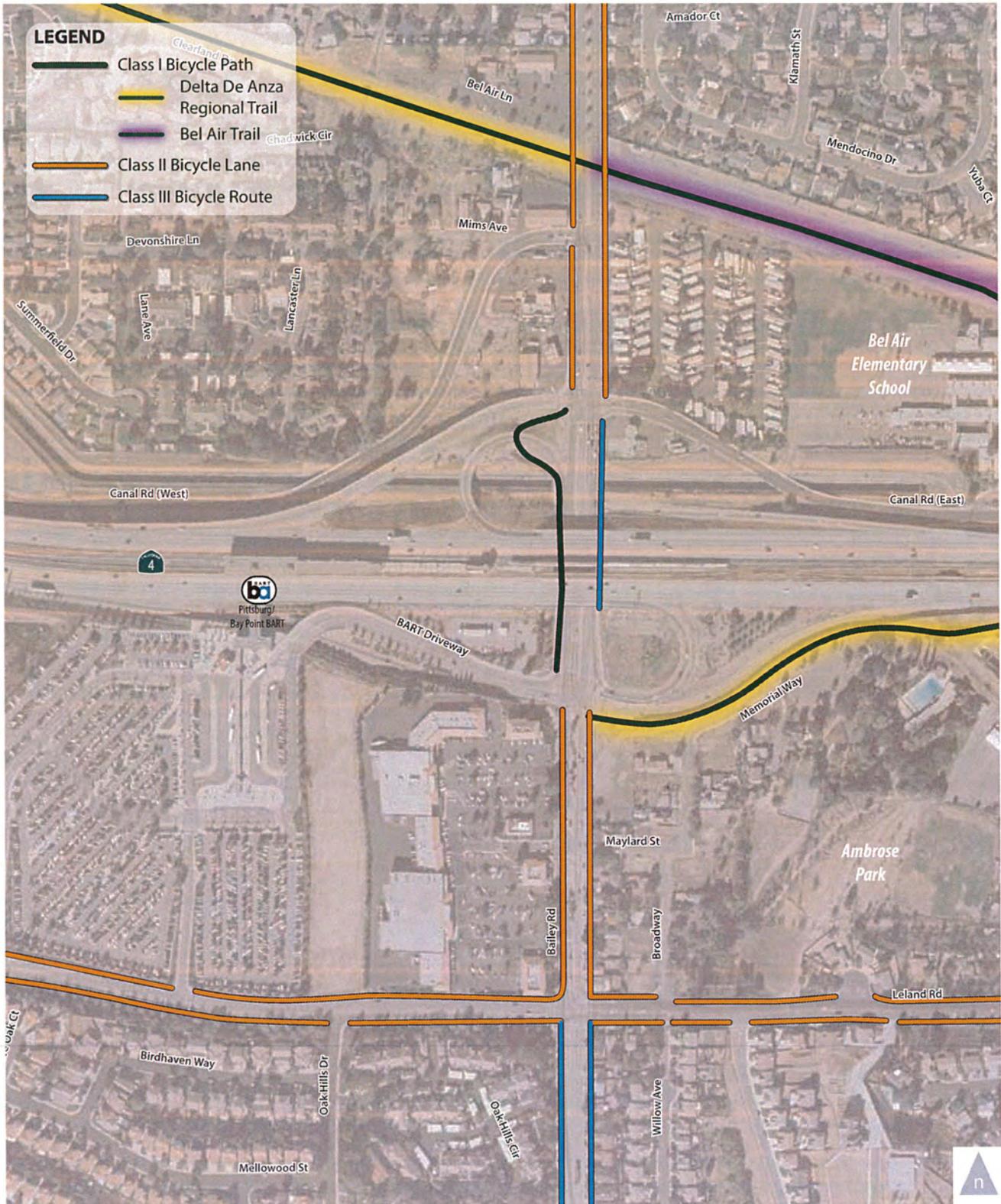


Figure 3.

Existing Bicycle Facilities

WC12-2996_3_BikeFac



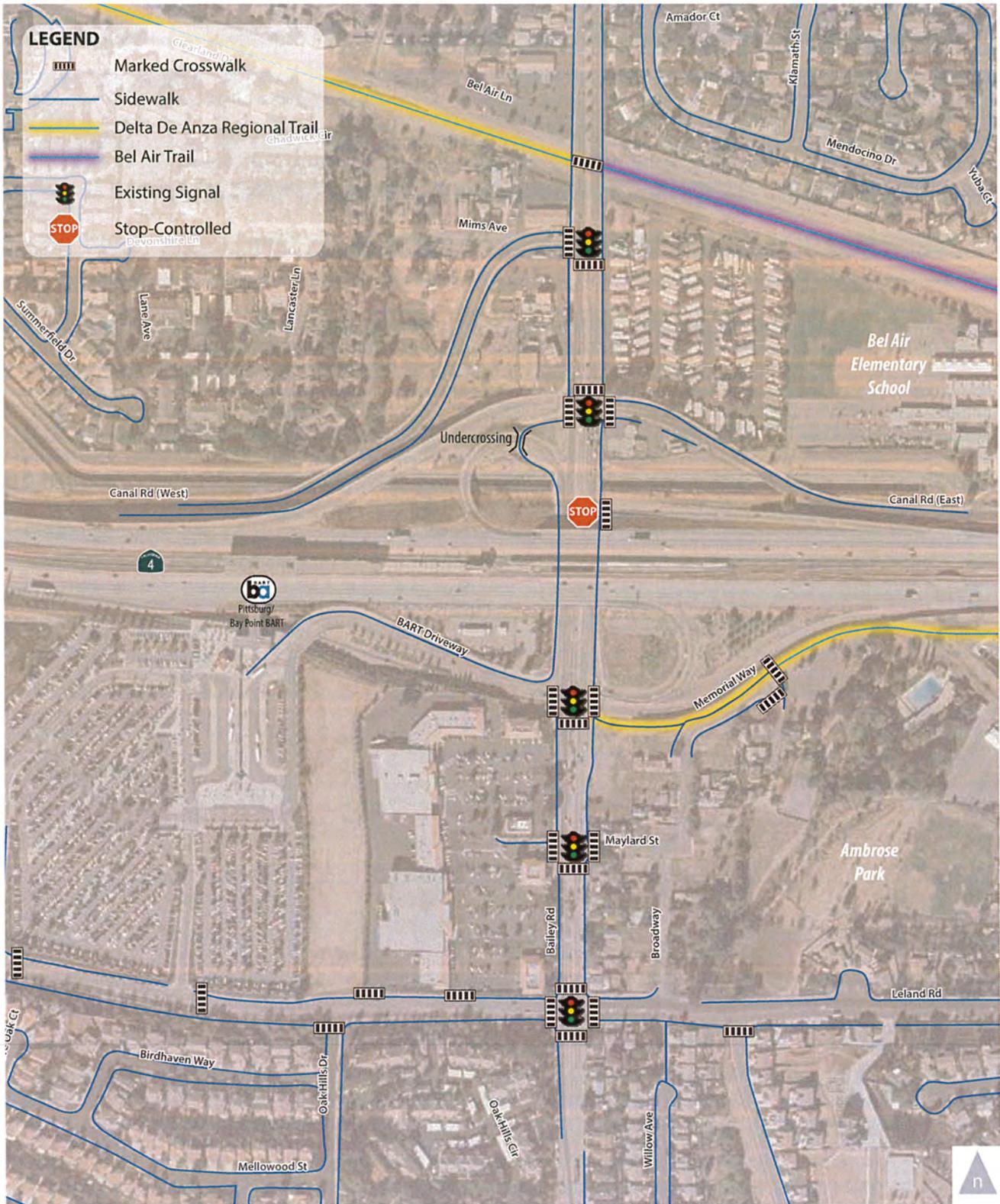


Figure 2.

Existing Pedestrian Facilities

WC12-2996_2_PedFac



APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED.

DATE SIGNED

LICENSE Exp DATE

REGISTRATION No.

CALTRANS DESIGN OVERSIGHT APPROVAL

CONSULTANT DESIGN ENGINEER

PRASANNA MUTHIREDDY

INDEX OF PLANS

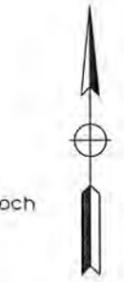
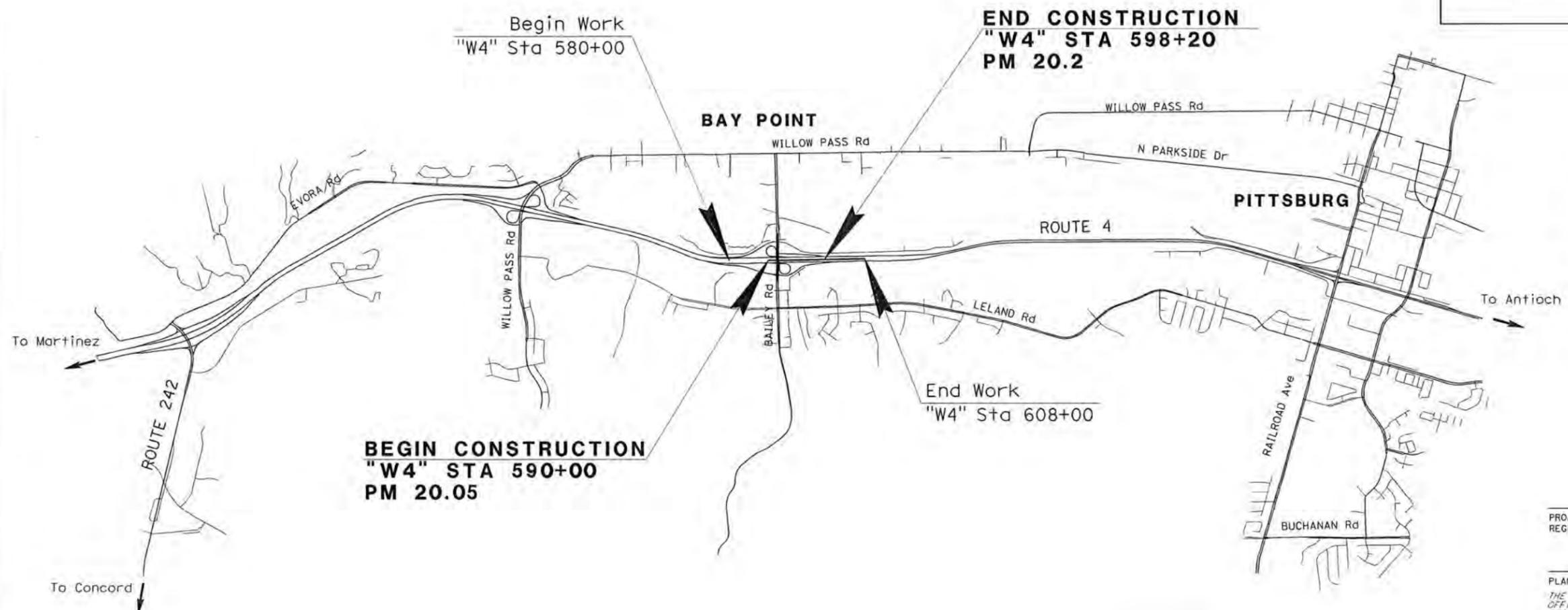
| SHEET No. | DESCRIPTION |
|-----------|----------------------------|
| 1 | TITLE AND LOCATION MAP |
| 2-4 | TYPICAL CROSS SECTIONS |
| 5-6 | LAYOUTS |
| 7-8 | UTILITY PLANS |
| 9-10 | PAVEMENT DELINEATION PLANS |
| 11 | RETAINING WALL PLANS |

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN CONTRA COSTA COUNTY
IN BAY POINT AT SR-4/BAILEY ROAD UNDERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| 04 | CC | 04 | R20.05 TO R20.2 | | |

LOCATION MAP



PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



CONTRA COSTA COUNTY
 PUBLIC WORKS DEPARTMENT
 255 GLACIER DRIVE
 MARTINEZ, CA 94553

KIMLEY-HORN
 6150 STONERIDGE MALL ROAD, SUITE 200
 PLEASANTON, CA 94588

| | |
|--------------|-------------------|
| CONTRACT No. | 04-3G8404 |
| PROJECT ID | 0413000199 |

Attachment E

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

DATE PLOTTED => 5/18/2015 TIME PLOTTED => 3:24:51 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
St. Gobans
 CONSULTANT FUNCTIONAL SUPERVISOR
 CHECKED BY
 CALCULATED BY
 DESIGNED BY
 REVISOR BY
 DATE REVISOR

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| 04 | CC | 04 | R20.05 TOR21.2 | | |

REGISTERED CIVIL ENGINEER DATE

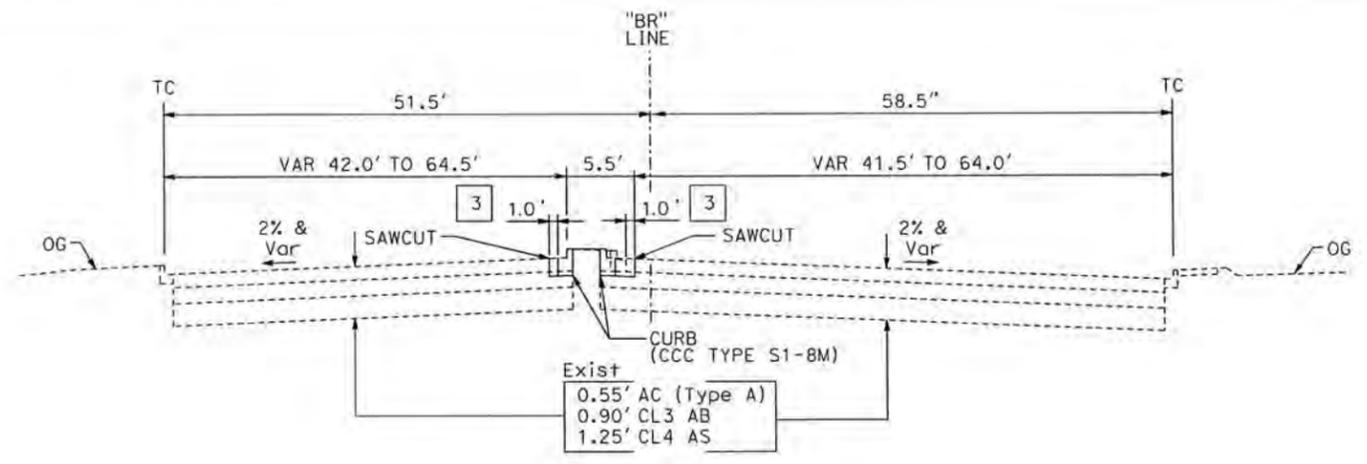
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

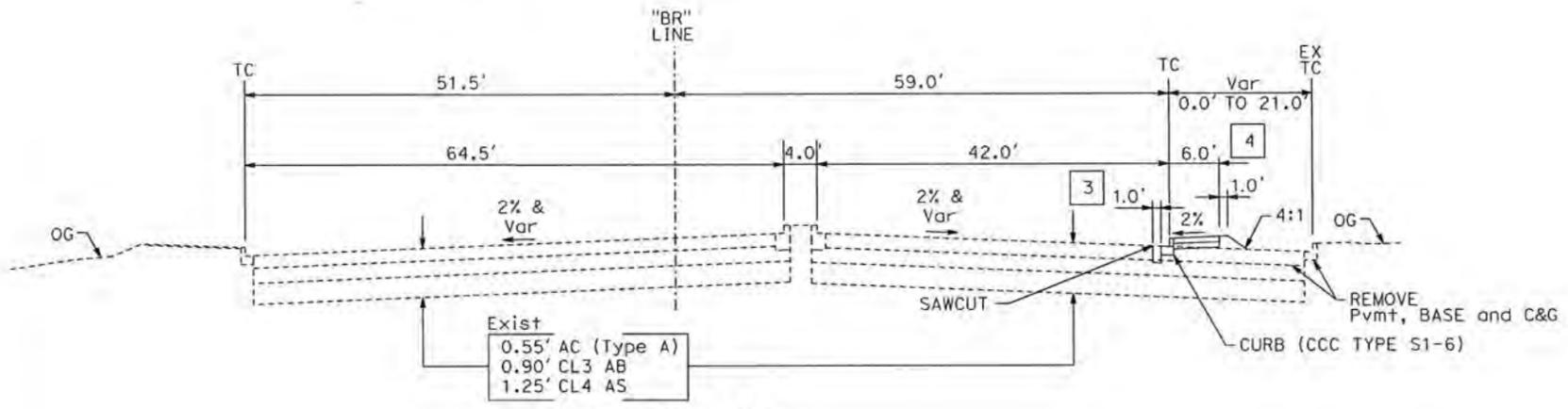
CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT 255 GLACIER DRIVE MARTINEZ, CA 94553

KIMLEY-HORN 6150 STONERIDGE MALL ROAD, SUITE 200 PLEASANTON, CA 94588

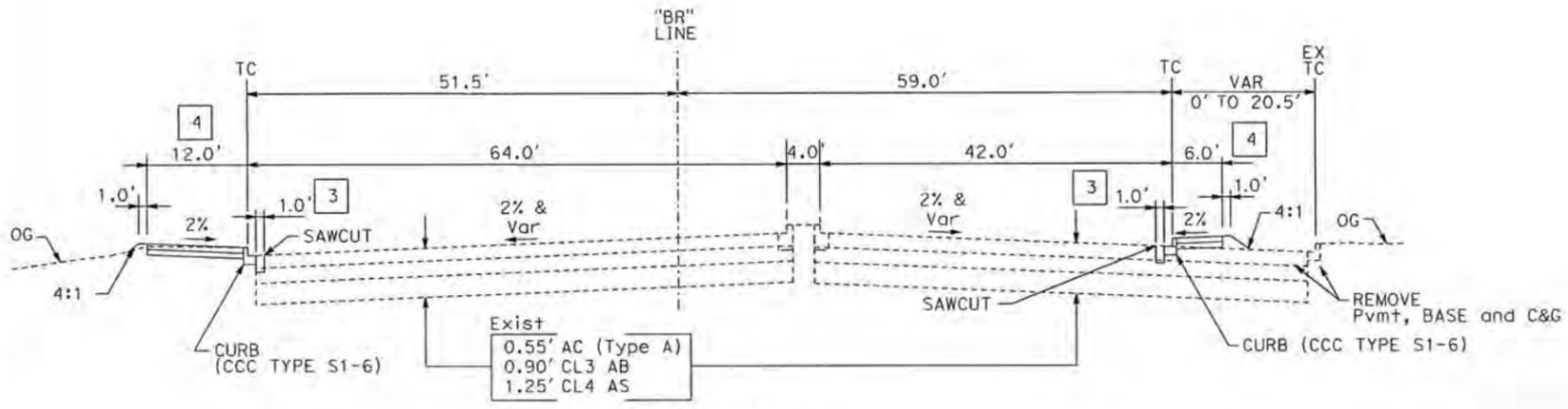
ABBREVIATIONS:
 C&G CURB AND GUTTER
 CCC CONTRA COSTA COUNTY



BAILEY ROAD
 "BR" STA 23+72.74 TO STA 23+86.07
 "BR" STA 21+60.00 TO STA 22+00.17



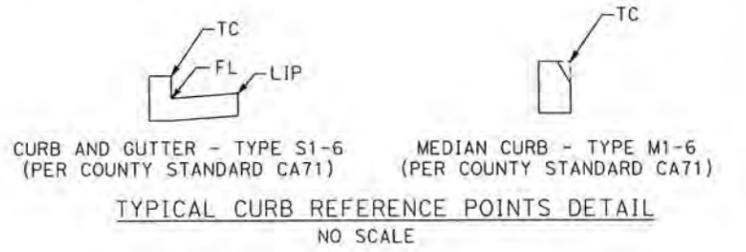
BAILEY ROAD
 "BR" STA 19+96.65 TO STA 21+60.39



BAILEY ROAD
 "BR" STA 19+06.09 TO STA 19+96.65

PAVEMENT STRUCTURAL SECTIONS:

- 1 0.20' Min HMA-A
0.20' COLD PLANE EXISTING AC
- 2 0.50' HMA-A
0.85' AB (CLASS 3)
1.25' AS (CLASS 4)
- 3 0.50' HMA-A
- 4 0.50' PCC
0.25' AS (CLASS 2)
- 5 0.50' HMA-A
0.80' AB (CLASS 3)
1.70' AS (CLASS 4)



NOTES:

- DESIGN DESIGNATION:
 TI = 9.5
 R-VALUE = 20
- DIMENSIONS OF STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE SPECIFICATIONS.
- SUBGRADE SLOPE TO BE THE SAME AS THE TYPICAL SURFACE SLOPE UNLESS OTHERWISE SHOWN.
- CURB AND GUTTER PER CONTRA COSTA COUNTY STD CA71.
- EXISTING STRUCTURAL SECTION:
 BAILEY ROAD (1993 PLANS):
 0.55' AC (TYPE A)/0.90' CL3 AB/1.25' CL4 AS
 EB AND WB SR 4 OFF-RAMP (1993 PLANS):
 0.45' AC (TYPE A)/0.25' ATPB/0.60' CL3 AB/0.90' CL4 AS
 CONTRACTOR TO REFER TO GEOTECHNICAL REPORT FOR DETAILS REGARDING EXISTING CONDITIONS.

TYPICAL CROSS SECTIONS

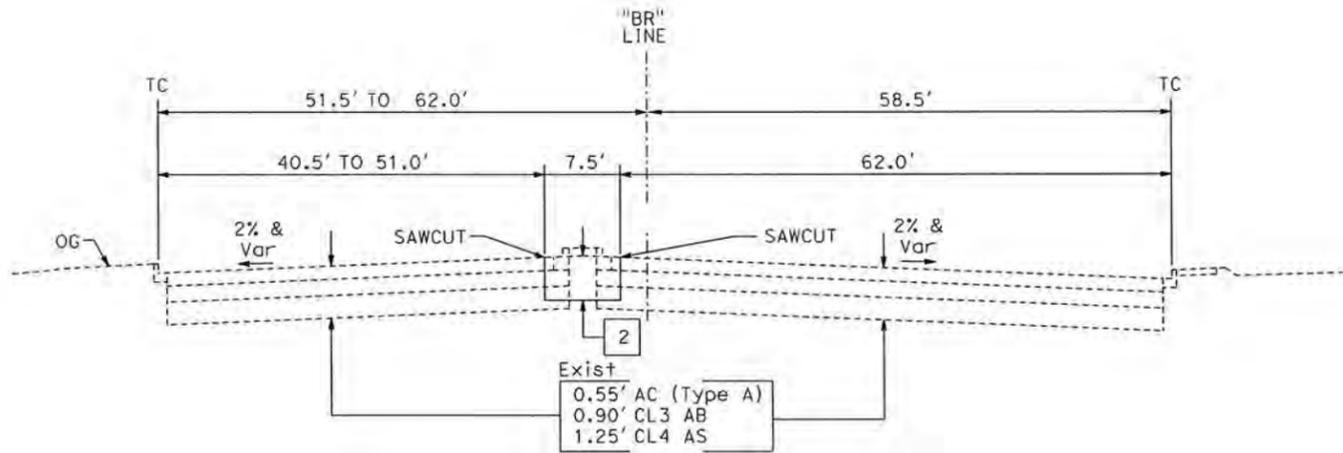
NO SCALE

Attachment E

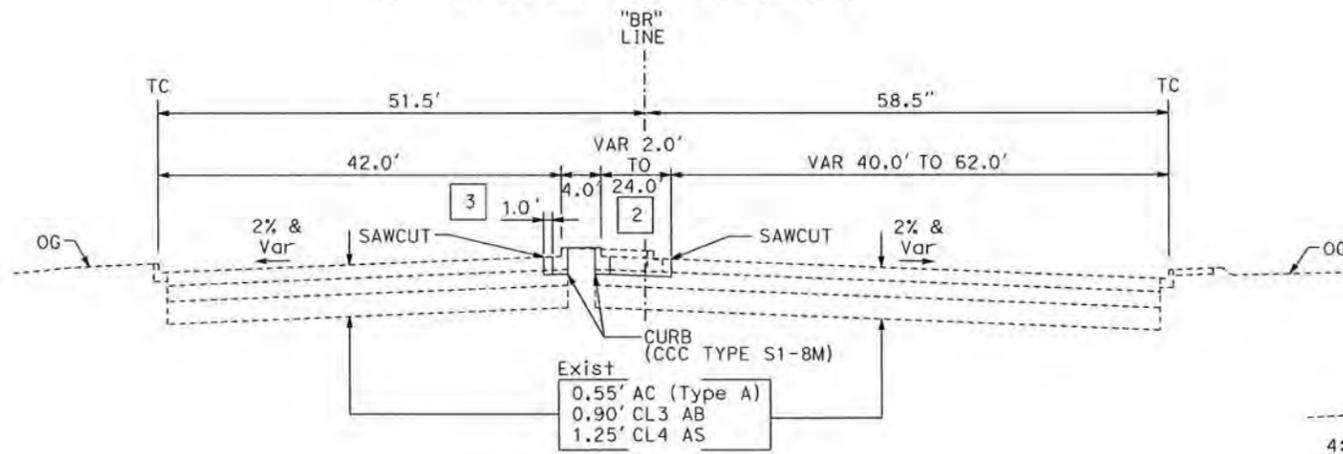
X-1

LAST REVISION DATE PLOTTED => 5/18/2015 00-00-00 TIME PLOTTED => 3:23:23 PM

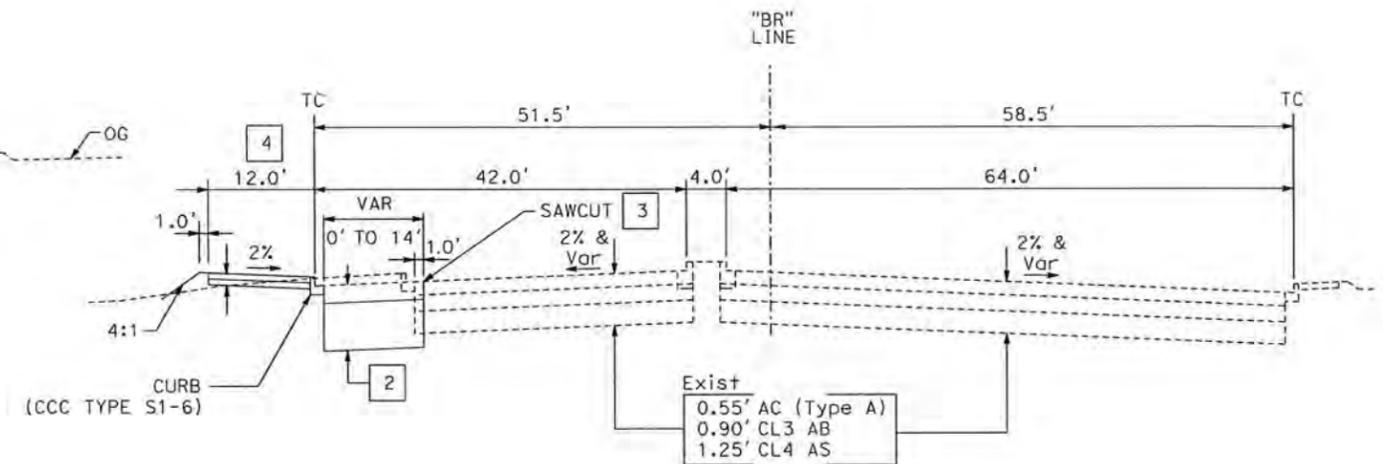
| | | | | | |
|--|--------|-------|--|---|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 04 | CC | 04 | R20.05 TO R21.2 | | |
| REGISTERED CIVIL ENGINEER | | | DATE |  | |
| PLANS APPROVAL DATE | | | | | |
| <small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small> | | | | | |
| CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT 255 GLACIER DRIVE MARTINEZ, CA 94553 | | | KIMLEY-HORN 6150 STONERIDGE MALL ROAD, SUITE 200 PLEASANTON, CA 94588 | | |



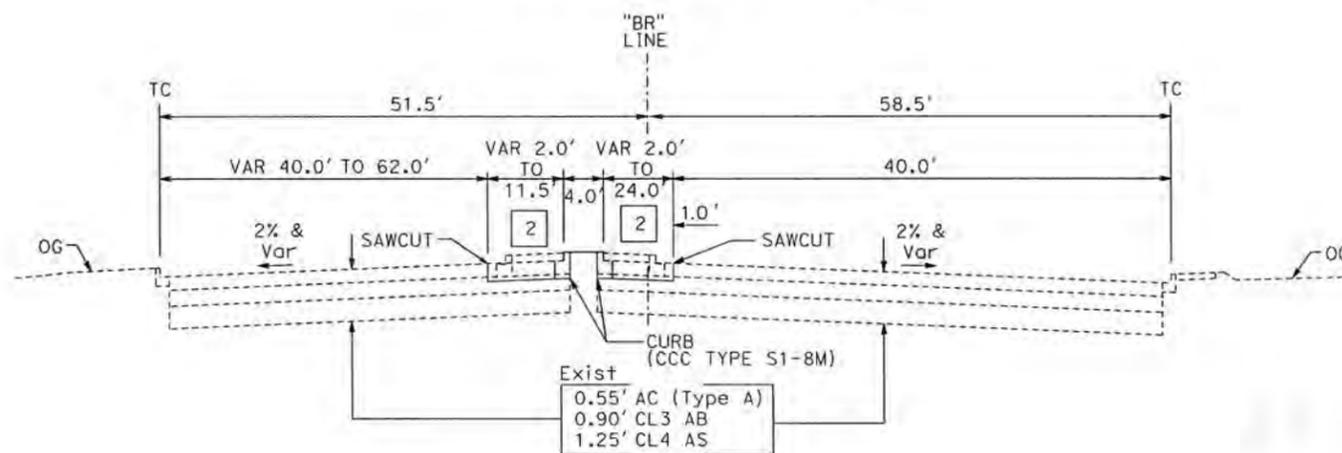
BAILEY ROAD
"BR" STA 23+86.07 TO STA 25+45.26



BAILEY ROAD
"BR" STA 22+51.07 TO STA 23+72.14



BAILEY ROAD
"BR" STA 25+45.26 TO STA 27+42.33



BAILEY ROAD
"BR" STA 22+00.17 TO STA 22+51.07

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET X-1

TYPICAL CROSS SECTIONS

NO SCALE
X-2

Attachment E

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

REVISOR BY
DATE REVISOR

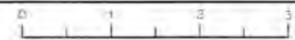
CALCULATED-DESIGNED BY
CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

BORDER LAST REVISED 7/2/2010

USERNAME => ben.huber
DGN FILE => 43G840ca001_1X-02.dgn

RELATIVE BORDER SCALE IS IN INCHES



UNIT 0000

PROJECT NUMBER & PHASE

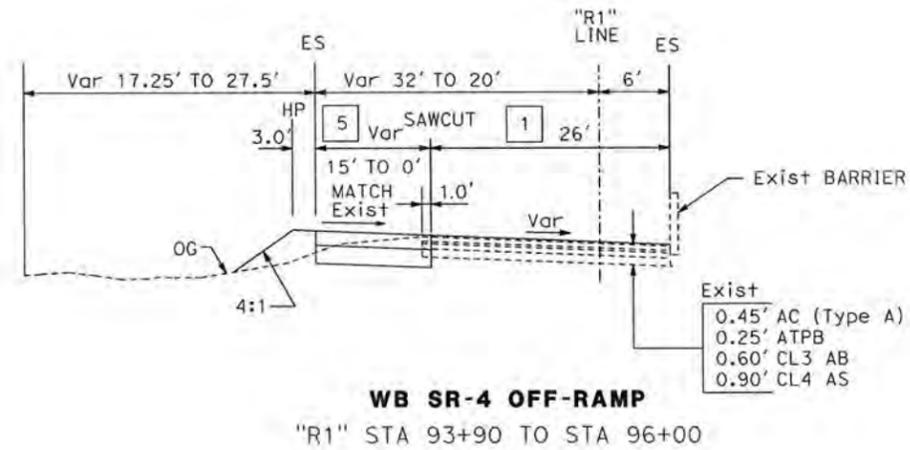
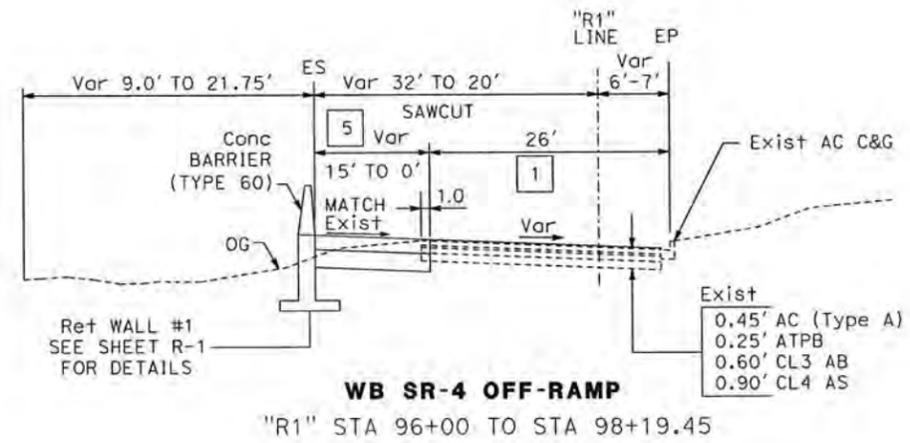
EA3G8404

LAST REVISION DATE PLOTTED => 5/18/2015
00-00-00 TIME PLOTTED => 3:25:44 PM

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| 04 | CC | 04 | R20.05 TO R21.2 | | |

| | |
|---------------------------|------|
| REGISTERED CIVIL ENGINEER | DATE |
| PLANS APPROVAL DATE | |

| | |
|---|--|
| CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT 255 GLACIER DRIVE MARTINEZ, CA 94553 | KIMLEY-HORN 6150 STONERIDGE MALL ROAD, SUITE 200 PLEASANTON, CA 94588 |
|---|--|



FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET X-1

TYPICAL CROSS SECTIONS

NO SCALE
X-3

Attachment E

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CONSULTANT FUNCTIONAL SUPERVISOR
 REVISIONS: 00-00-00
 DATE PLOTTED => 5/18/2015
 TIME PLOTTED => 3:26:08 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR
 CALCULATED-DESIGNED BY
 CHECKED BY
 REVISED BY
 DATE REVISED

LEGEND:

- FULL EXCAVATION OF EXISTING PAVEMENT TO BASE
- OBLITERATE EXISTING BRIDGE STRUCTURE TO BASE. ABANDON PORTION OF STRUCTURAL FOOTING IN PLACE.
- OBLITERATE EXISTING BRIDGE AND FILL IN THE PEDESTRIAN TUNNEL
- SAWCUT
- CURVE DATA
- CURB RAMP DATA

ABBREVIATIONS:

- C&G CURB AND GUTTER
- CCC CONTRA COSTA COUNTY

GENERAL NOTES:

1. COORDINATES, DISTANCES AND BEARINGS SHOWN ARE BASED ON CALIFORNIA COORDINATE SYSTEM OF 1983 (CC 583) ZONE 3, EPOCH 2007.00.
2. CURB RADII ARE DIMENSIONED TO TOP OF CURB.
3. CURB AND GUTTER ARE CALLED OUT TO TOP OF CURB.
4. CURB RAMP ARE CALLED OUT AT THE CENTER OF THE RAMP AT TOP OF CURB.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 04 | CC | 04 | R20.05TOR21.2 | | |

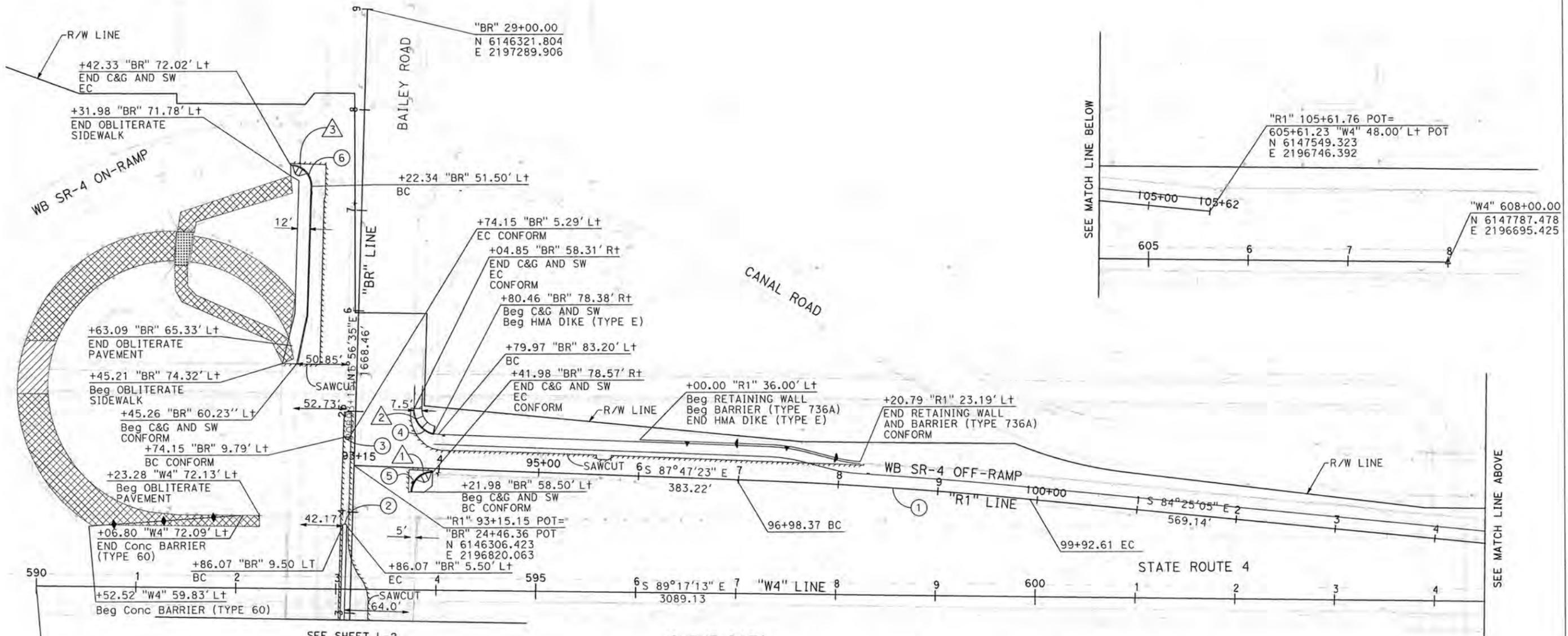
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT 255 GLACIER DRIVE MARTINEZ, CA 94553

KIMLEY-HORN 6150 STONERIDGE MALL ROAD, SUITE 200 PLEASANTON, CA 94588



CURVE DATA

| No. | R | Δ | T | L |
|-----|----------|------------|---------|---------|
| ① | 5000.00' | 03°22'18" | 147.16' | 294.24' |
| ② | 2.00' | 180°00'00" | - | 6.28' |
| ③ | 2.50' | 180°00'00" | - | 7.07' |
| ④ | 25.00' | 89°27'52" | 24.77' | 39.04' |
| ⑤ | 20.00' | 90°11'35" | 20.07' | 31.48' |
| ⑥ | 20.00' | 91°29'33" | 20.53' | 31.94' |

CURB RAMP DATA

| No. | STATION | OFFSET | CASE |
|-----|---------------|-----------|-------|
| ① | "BR" 24+39.62 | 69.07' Rt | A |
| ② | "BR" 24.84.73 | 70.00 Rt | Mod C |
| ③ | "BR" 27+40.03 | 62.16' Lt | A |

Attachment E

LAYOUT
 SCALE: 1" = 50'
L-1

LAST REVISION DATE PLOTTED => 5/18/2015
 00-00-00 TIME PLOTTED => 3:26:50 PM

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

| | | | | | |
|------|--------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 04 | CC | 04 | R20.05 TO R21.2 | | |

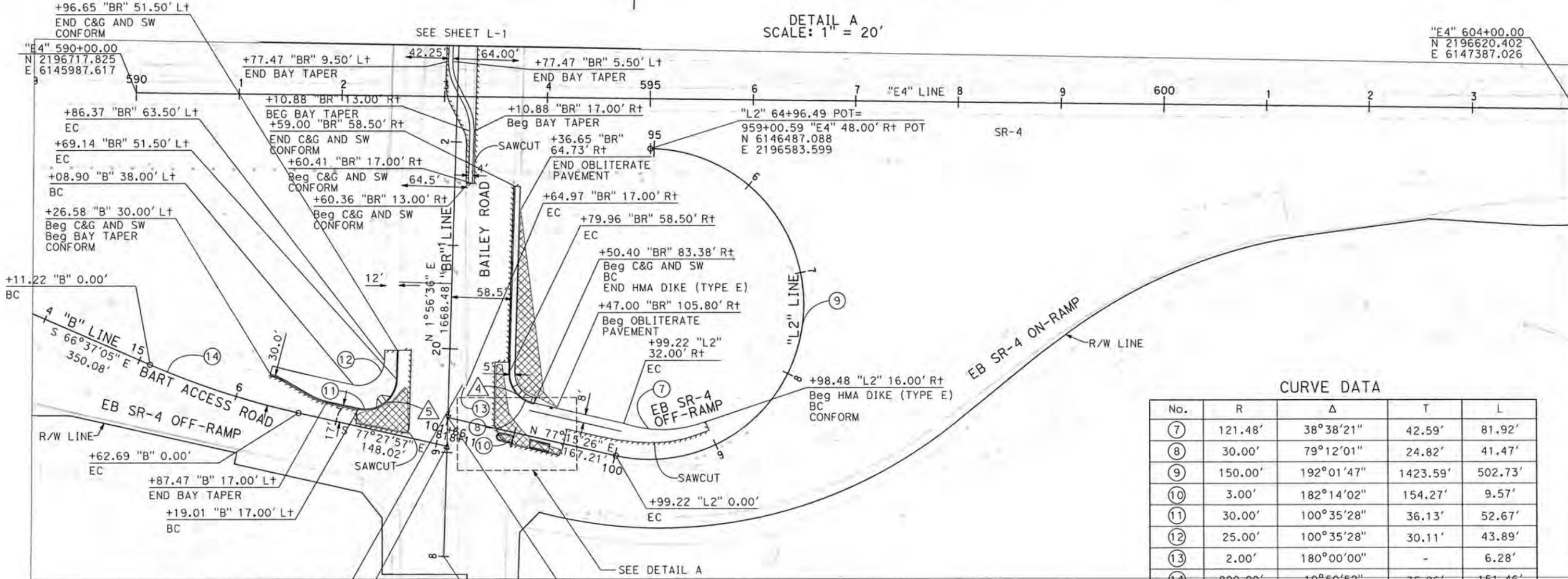
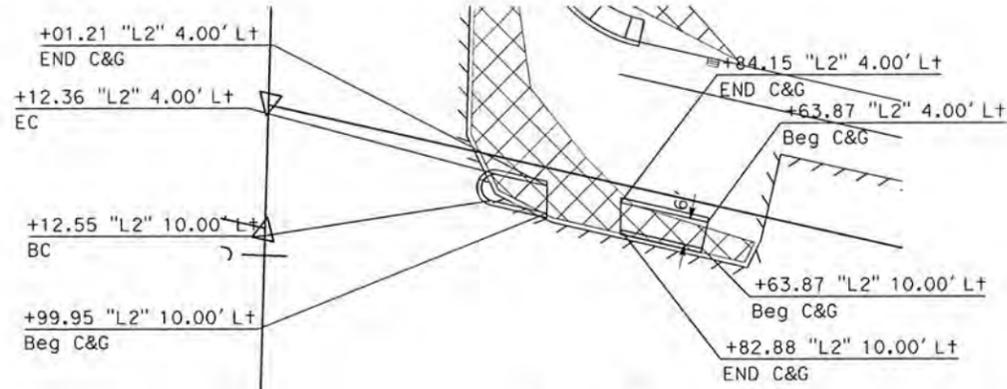
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT 255 GLACIER DRIVE MARTINEZ, CA 94553

KIMLEY-HORN 6150 STONERIDGE MALL ROAD, SUITE 200 PLEASANTON, CA 94588



CURVE DATA

| No. | R | Δ | T | L |
|-----|---------|------------|----------|---------|
| ⑦ | 121.48' | 38°38'21" | 42.59' | 81.92' |
| ⑧ | 30.00' | 79°12'01" | 24.82' | 41.47' |
| ⑨ | 150.00' | 192°01'47" | 1423.59' | 502.73' |
| ⑩ | 3.00' | 182°14'02" | 154.27' | 9.57' |
| ⑪ | 30.00' | 100°35'28" | 36.13' | 52.67' |
| ⑫ | 25.00' | 100°35'28" | 30.11' | 43.89' |
| ⑬ | 2.00' | 180°00'00" | - | 6.28' |
| ⑭ | 800.00' | 10°50'52" | 75.96' | 151.46' |

CURB RAMP DATA

| No. | STATION | OFFSET | CASE |
|-----|---------------|-----------|------|
| ④ | "BR" 19+56.46 | 69.85' Rt | C |
| ⑤ | "BR" 19+45.61 | 62.52' Lt | A |

LAYOUT
SCALE: 1" = 50'
L-2

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET L-1

Attachment E

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

REVISOR BY DATE

CALCULATED-DESIGNED BY CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

DATE PLOTTED: 5/18/2015 3:27:12 PM

NOTES:

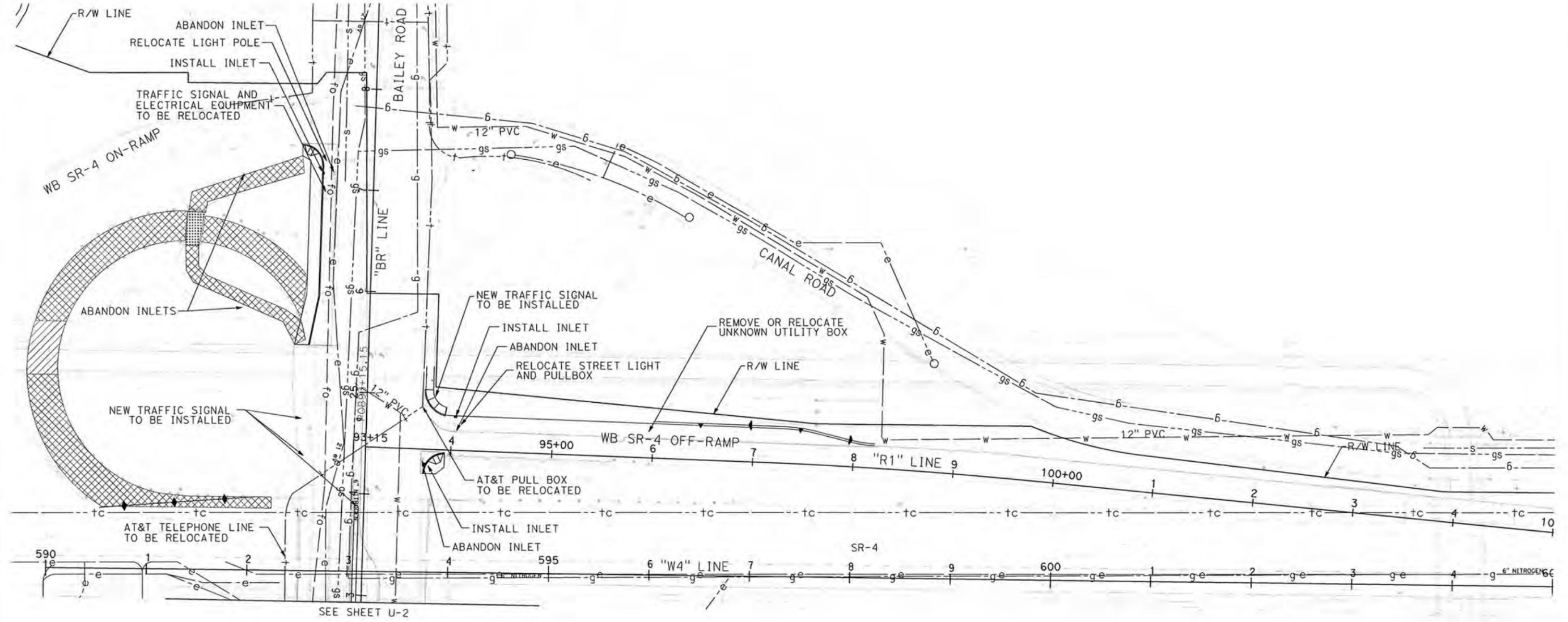
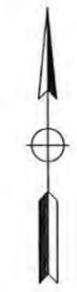
1. FOR ACCURATE RIGHT OF WAY DATE, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. ALL UTILITIES SHOWN ARE EXISTING UNLESS OTHERWISE NOTED. LOCATIONS OF EXISTING UTILITIES AS SHOWN ARE APPROXIMATE.

| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| 04 | CC | 04 | R20.05 TO R21.7 | | |

| | |
|---------------------------|------|
| REGISTERED CIVIL ENGINEER | DATE |
| PLANS APPROVAL DATE | |

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

| | |
|---|---|
| CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT 255 GLACIER DRIVE MARTINEZ, CA 94553 | KIMLEY-HORN 6150 STONERIDGE MALL ROAD SUITE 200 PLEASANTON, CA 94588 |
|---|---|



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT - FUNCTIONAL SUPERVISOR
 CALCULATED - DESIGNED BY
 CHECKED BY
 REVISIONS
 REVISION NO.
 REVISION DATE
 REVISION BY
 REVISION DATE
 REVISION BY

BORDER LAST REVISED 7/2/2010

USERNAME => ben.huber
DGN FILE => 43G840ko01_U-1.dgn

APPROVED FOR UTILITY INFORMATION ONLY



UNIT 0000

PROJECT NUMBER & PHASE EA3G8404

UTILITY PLAN
SCALE: 1" = 50'
Attachment E
U-1

LAST REVISION: 00-00-00
 DATE PLOTTED => 5/18/2015
 TIME PLOTTED => 3:27:41 PM

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATE, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. ALL UTILITIES SHOWN ARE EXISTING UNLESS OTHERWISE NOTED. LOCATIONS OF EXISTING UTILITIES AS SHOWN ARE APPROXIMATE.

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| 04 | CC | 04 | R20.05TOR21.2 | | |

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT 255 GLACIER DRIVE MARTINEZ, CA 94553

KIMLEY-HORN 6150 STONERIDGE MALL ROAD, SUITE 200 PLEASANTON, CA 94588



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

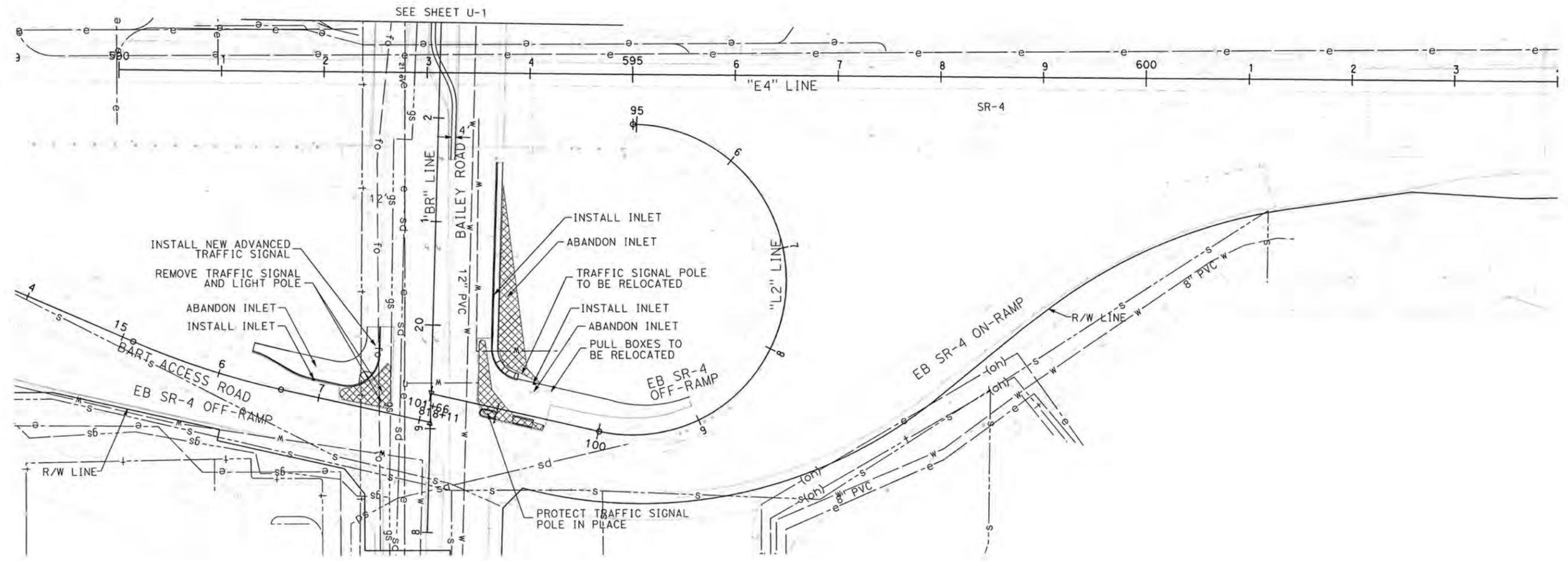
CONSULTANT FUNCTIONAL SUPERVISOR

CHECKED BY

DESIGNED BY

REVISOR BY

DATE REVISED



FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET U-1

UTILITY PLAN

SCALE: 1" = 50'

Attachment E **U-2**

APPROVED FOR UTILITY INFORMATION ONLY

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|------|--------|-------|--------------------------|-----------|--------------|
| 04 | CC | 04 | R20.05 TOR21.2 | | |

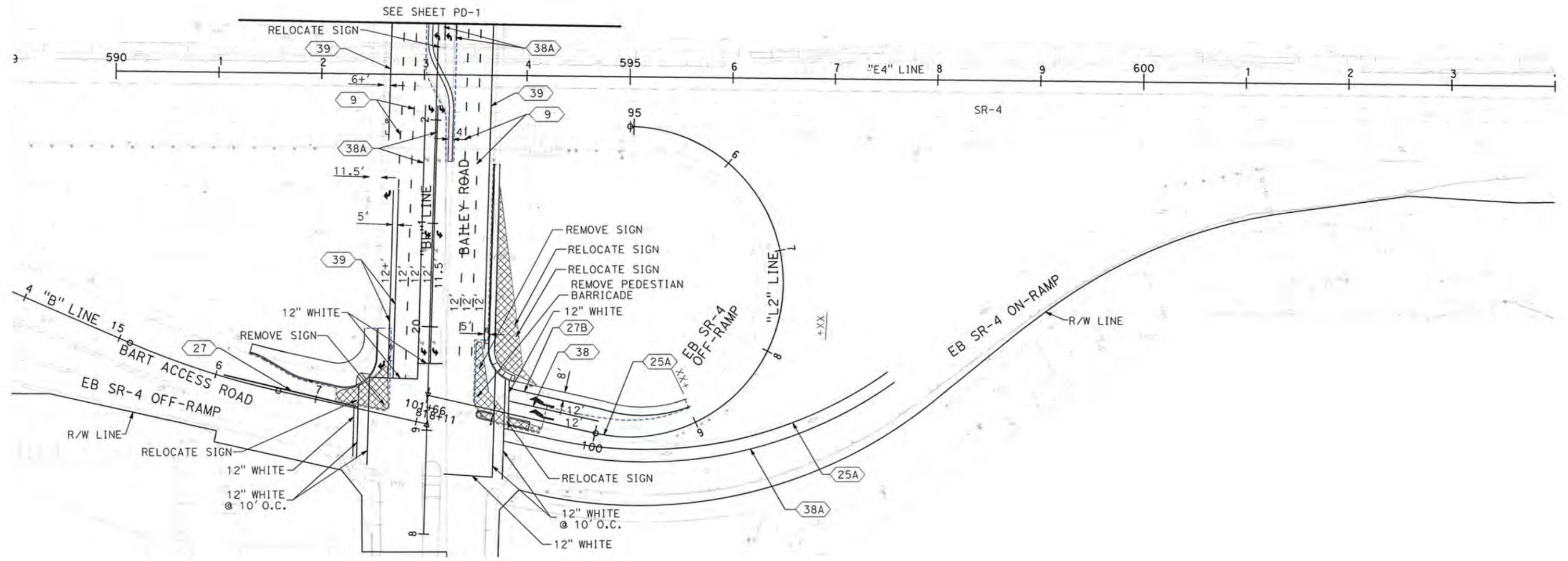
| | |
|---------------------------|------|
| REGISTERED CIVIL ENGINEER | DATE |
| PLANS APPROVAL DATE | |

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

| | |
|---|--|
| CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT 255 GLACIER DRIVE MARTINEZ, CA 94553 | KIMLEY-HORN 6150 STONERIDGE MALL ROAD, SUITE 200 PLEASANTON, CA 94588 |
|---|--|



NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



PAVEMENT DELINEATION PLAN

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET PD-1

SCALE: 1" = 50'

PD-2 Attachment E

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR
 CALCULATED-DIGNSIGNED BY
 CHECKED BY
 REVISED BY
 DATE REVISED

USERNAME => ben.huber
 DGN FILE => 43G840na002_PD-2.dgn

RELATIVE BORDER SCALE IS IN INCHES

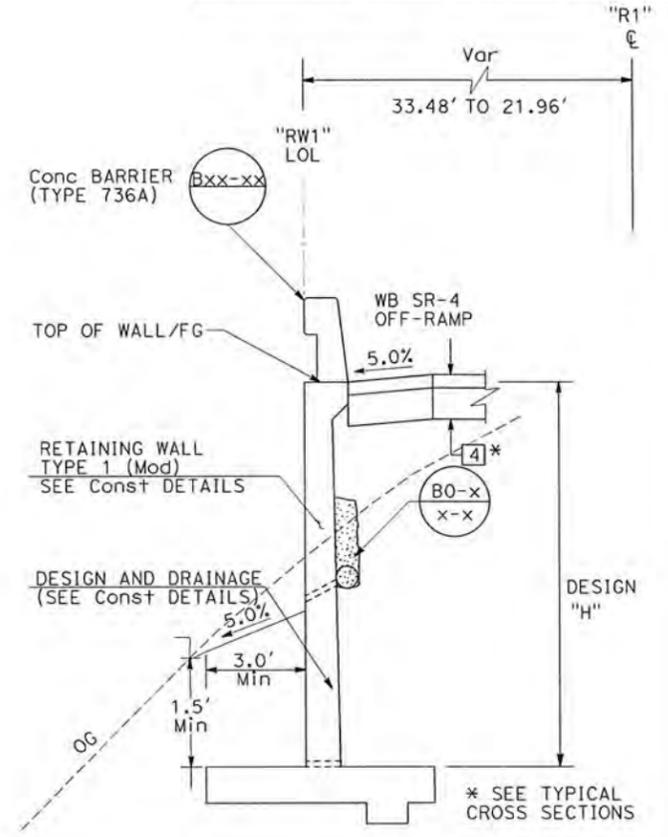
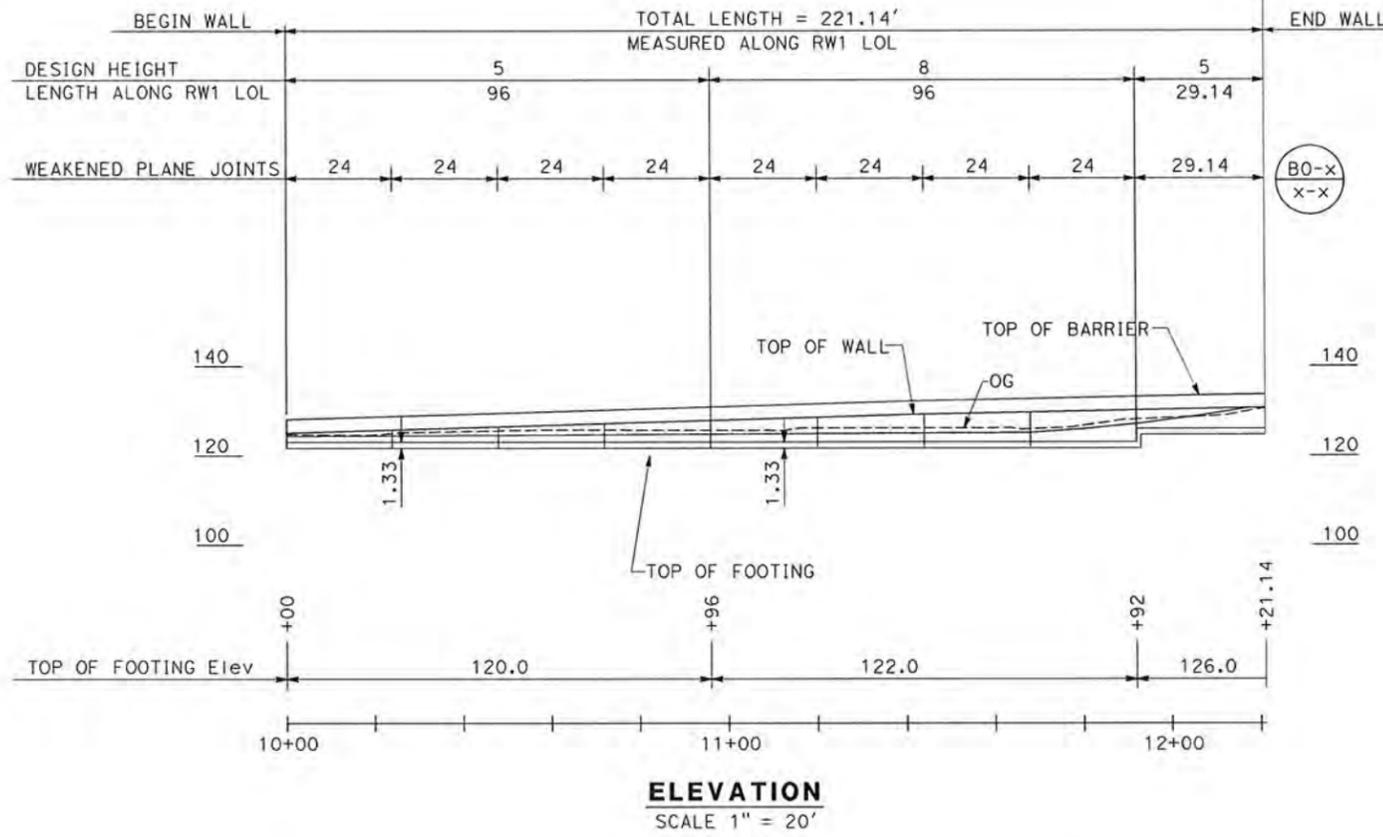
UNIT 0000

PROJECT NUMBER & PHASE

EA3G8404

LAST REVISION DATE PLOTTED => 5/18/2015
 00-00-00 TIME PLOTTED => 3:28:50 PM

| | | | | | |
|--|--------|-------|---|-----------|---|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 04 | CC | 04 | R20.05 TOR21.2 | | |
| REGISTERED CIVIL ENGINEER DATE | | | | |  |
| PLANS APPROVAL DATE | | | | | |
| <small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small> | | | | | |
| CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT 255 GLACIER DRIVE MARTINEZ, CA 94553 | | | KIMLEY-HORN 6150 STONEBRIDGE MALL ROAD, SUITE 200 PLEASANTON, CA 94588 | | |

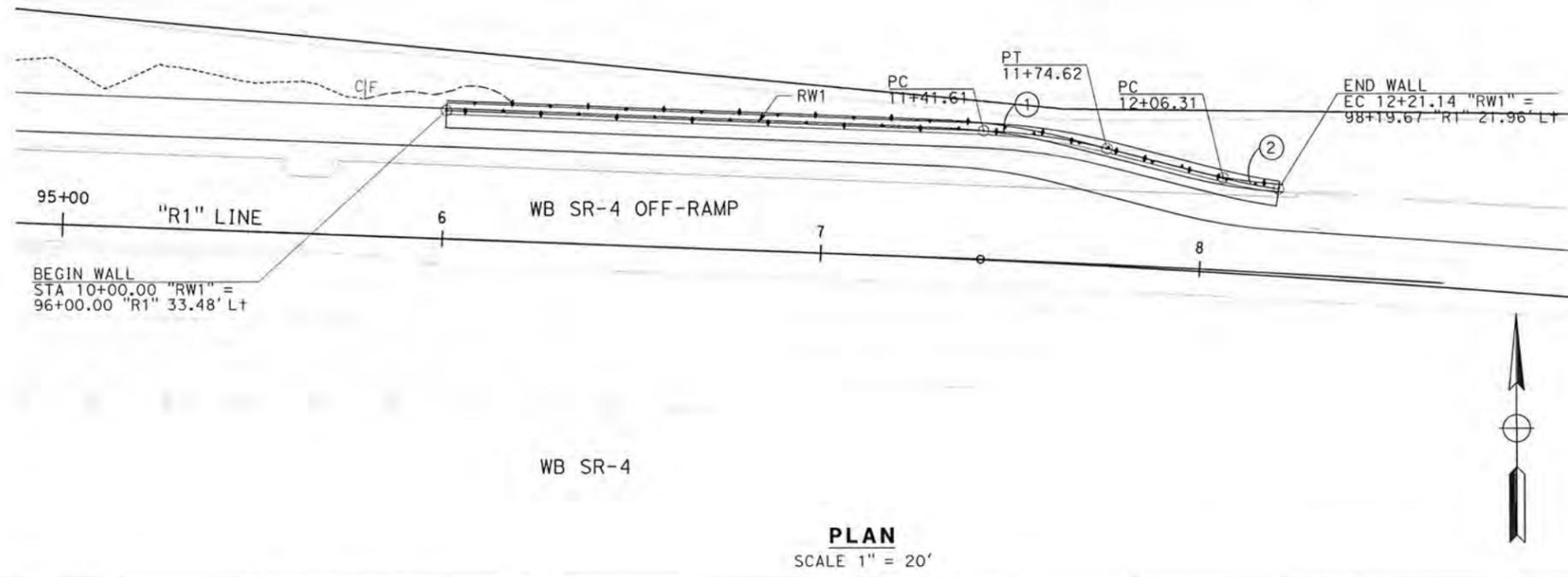


TYPICAL SECTION
NO SCALE

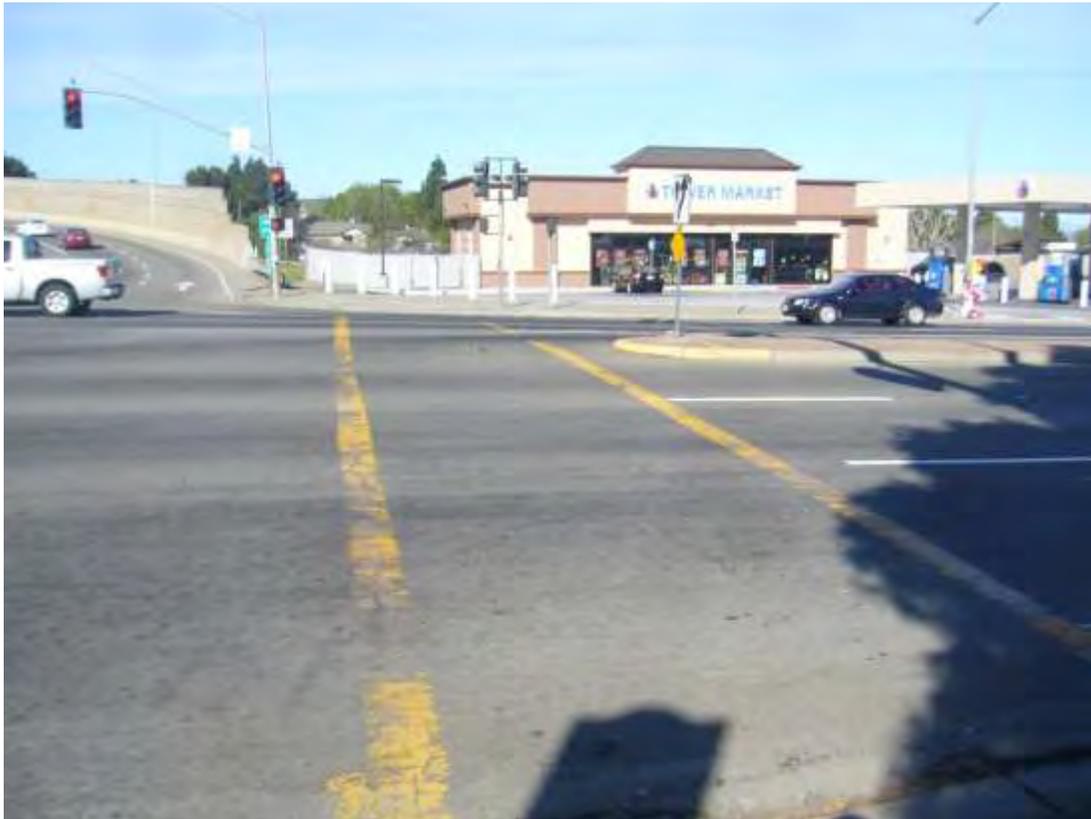
- NOTES:
- FOR DETAILS NOT SHOWN, SEE RETAINING WALL DETAILS, Const DETAILS AND STANDARD PLANS.

| CURVE DATA | | | | |
|------------|---------|--------------|--------|--------|
| No. | R | Δ | T | L |
| ① | 159.48' | 11°51'30" Rt | 16.56' | 33.01' |
| ② | 140.52' | 6°02'56" Lt | 7.42' | 14.84' |

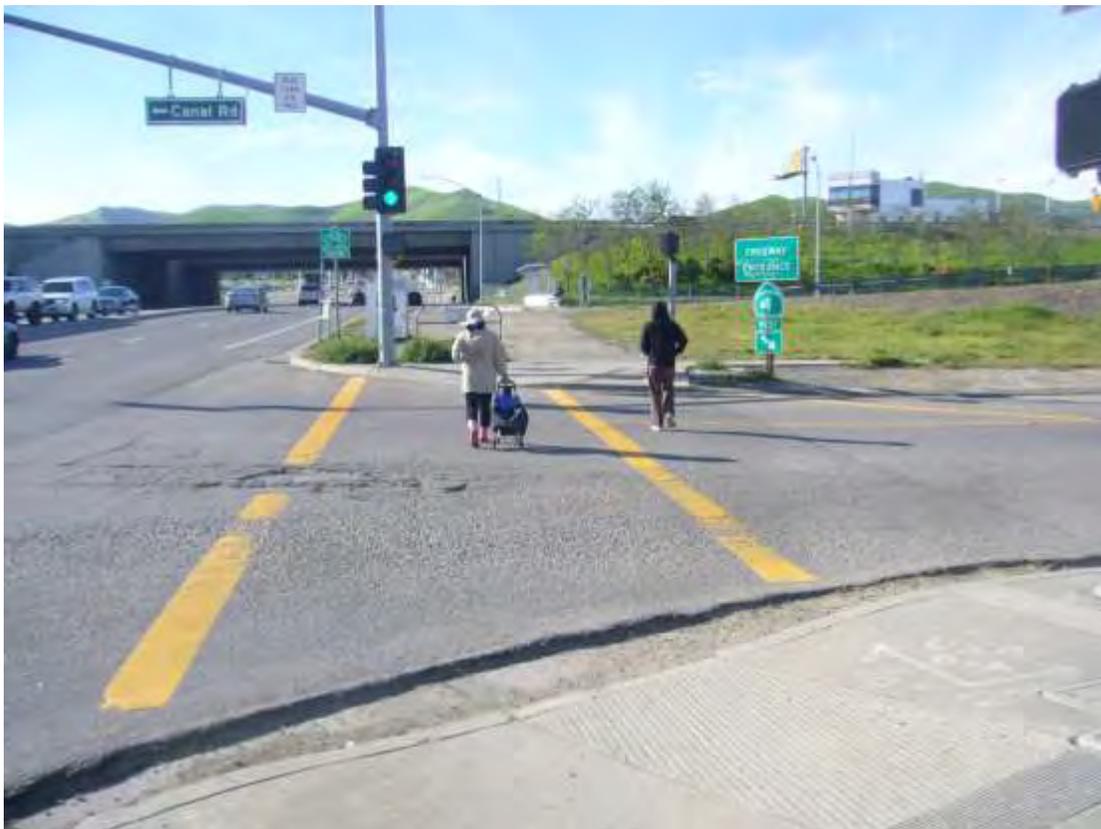
RETAINING WALL PLAN
(TYPE 1 (Mod) WALL CASE I)
("RW1")
SCALE AS SHOWN Attachment E **R1-1**



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CONSULTANT FUNCTIONAL SUPERVISOR
 REVISIONS: REVISOR, DATE, REVISIONS, CHECKED BY, CALCULATED/DESIGNED BY, DESIGNED BY
 ETC CONSULTANTS



Bailey Road and Canal Road intersection north side crosswalk facing west.



Bailey Road and State Route 4 west bound on ramp crosswalk facing south.



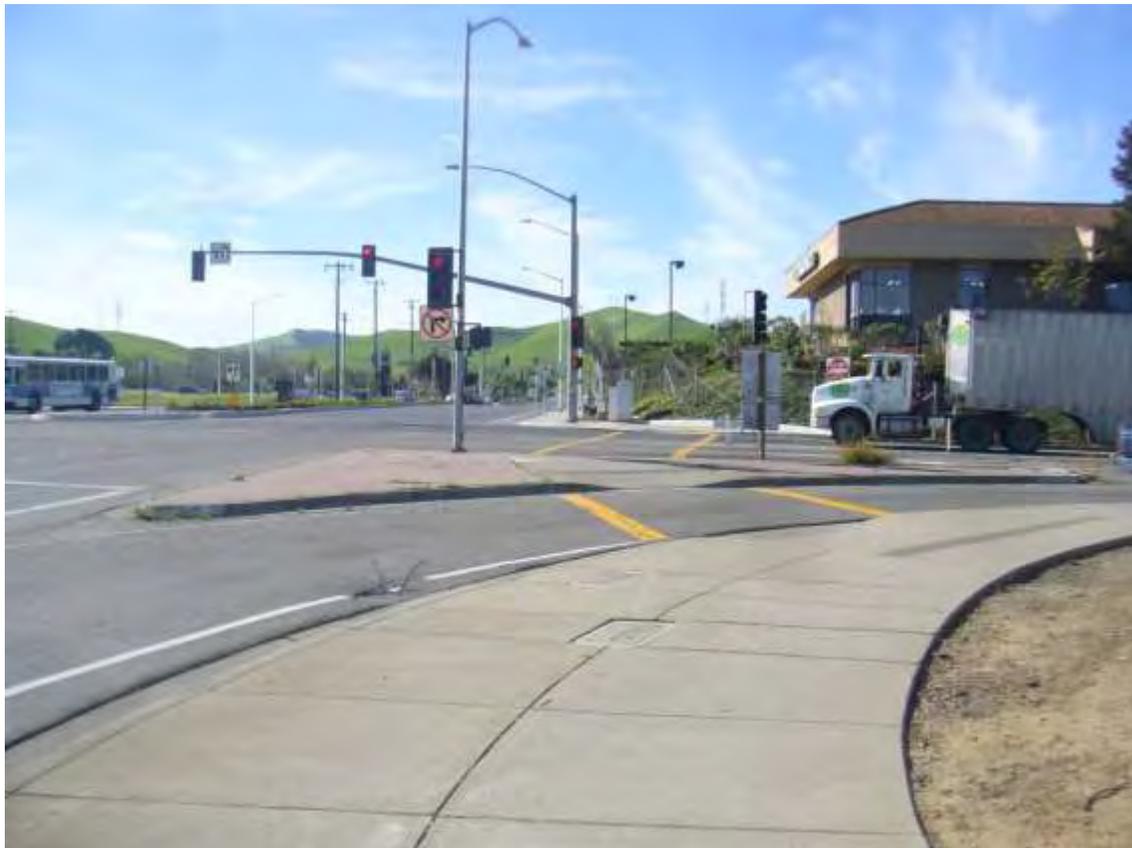
Pedestrian tunnel under State Route 4 west bound loop off-ramp. Very few pedestrians make use of this tunnel



Dirt/gravel area between State Route 4 west bound on-ramp and loop off-ramp. Pedestrians walk through this area to avoid the pedestrian tunnel under the loop off-ramp.



State Route 4 west bound loop off-ramp facing north. Most pedestrians walk across the uncontrolled off-ramp to avoid the pedestrian tunnel.



Bailey Road and the BART station entrance facing south. This pedestrian island will be removed along with the free flow right turn lane.



State Route 4 east bound loop off-ramp to Bailey Road facing north. This pedestrian island will be removed and off-ramp traffic will align perpendicular to Bailey Road at a controlled intersection without a free flow right turn lane.



State Route 4 west bound diagonal off-ramp and Bailey Road facing north. This off-ramp will be widened and controlled by new traffic signals.



Access to the Delta De Anza Regional Trail gives residents and students a safe route around Bay Point and to Bel Air Elementary.



A recreational trail runs behind Bel Air Elementary granting students a safe pedestrian and bicycle friendly entrance to school

Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

| | | | |
|----------------------|---|--------------|------------|
| Agency: | Contra Costa County | | |
| Application ID: | 04-Contra Costa County-3 | Prepared by: | John Honey |
| | | Date: | 5/12/2015 |
| Project Description: | Remove west bound State Route 4 loop off ramp and underutilized pedestrian tunnel. Install 12-foot wide sidewalk on Bailey Road, widen and signalize west bound State Route 4 off ramp, remove pedestrian islands at Bailey Road and BART entrance and install bike lanes | | |
| Project Location: | Bailey Road between Canal Road and State Route 4 east bound on-ramp, Bay Point | | |

Engineer's Estimate and Cost Breakdown:

| Engineer's Estimate (for Construction Items Only) | | | | | | Cost Breakdown | | | | | | | |
|---|---------------------------------------|----------|-------|--------------|--------------------|---|-----------------|-------------|----|-------------------------|----|--------------------------------|--------------|
| | | | | | | Note: Cost can apply to more than one category. Therefore may be over 100%. | | | | | | | |
| | | | | | | ATP Eligible Items | | Landscaping | | Non-Participating Items | | To be Constructed by Corps/CCC | |
| Item No. | Item | Quantity | Units | Unit Cost | Total Item Cost | % | \$ | % | \$ | % | \$ | % | \$ |
| 1 | Develop Water Supply | 1 | LS | \$30,000.00 | \$30,000 | 100% | \$300 | | | | | | |
| 2 | Roadway Excavation | 877 | CY | \$25.00 | \$21,925 | 100% | \$219 | | | | | | |
| 3 | Roadway Excavation (Type Y) ADL | 150 | CY | \$25.00 | \$3,750 | 100% | \$38 | | | | | | |
| 4 | Structure Excavation (Retaining Wall) | 471 | CY | \$50.00 | \$23,550 | 100% | \$236 | | | | | | |
| 5 | Structure Backfill (Retaining Wall) | 334 | CY | \$60.00 | \$20,040 | 100% | \$200 | | | | | | |
| 6 | Remove Asphalt Concrete Dike | 588 | LF | \$3.00 | \$1,764 | 100% | \$18 | | | | | | |
| 7 | Cold Plane Asphalt Concrete Pavement | 8842 | SQYD | \$2.00 | \$17,684 | 100% | \$177 | | | | | | |
| 8 | Class 4 Aggregate Subbase | 1082 | CY | \$20.00 | \$21,640 | 100% | \$216 | | | | | | |
| 9 | Class 3 Aggregate Base | 633 | CY | \$35.00 | \$22,155 | 100% | \$222 | | | | | | |
| 10 | Hot Mix Asphalt (Type A) | 512 | TON | \$100.00 | \$51,200 | 100% | \$512 | | | | | | |
| 11 | Place Hot Mix Asphalt Dike | 613 | LF | \$8.00 | \$4,904 | 100% | \$49 | | | | | | |
| 12 | Place Hot Mix Asphalt (Misc. Area) | 8842 | SQYD | \$35.00 | \$309,470 | 100% | \$3,095 | | | | | | |
| 13 | Minor Concrete (Misc. Const) | 776 | SQYD | \$50.00 | \$38,800 | 100% | \$388 | | | | | | |
| 14 | Minor Concrete (Curb and Gutter) | 1239 | LF | \$30.00 | \$37,170 | 100% | \$372 | | | | | | |
| 15 | Additional Drainage | 1 | LS | \$200,000.00 | \$200,000 | 100% | \$2,000 | | | | | | |
| 16 | Remove Metal Beam Guard Railing | 576 | LF | \$6.00 | \$3,456 | 100% | \$35 | | | | | | |
| 17 | Structural Concrete (Retaining Wall) | 199 | CY | \$750.00 | \$149,250 | 100% | \$1,493 | | | | | | |
| 18 | Bar Reinf. Steel (Retaining Wall) | 19038 | LB | \$2.00 | \$38,076 | 100% | \$381 | | | | | | |
| 19 | Concrete Barrier (Insert Type) | 221 | LF | \$120.00 | \$26,520 | 100% | \$265 | | | | | | |
| 20 | Remove/Abandon Tunnel | 1 | LS | \$80,000.00 | \$80,000 | 100% | \$800 | | | | | | |
| 21 | Irrigation System | 1 | LS | \$10,000.00 | \$10,000 | 100% | \$100 | | | | | | |
| 22 | Landscaping | 1 | LS | \$30,000.00 | \$30,000 | | | | | | | 100% | \$300 |
| 23 | Construction Site Management | 1 | LS | \$100,000.00 | \$100,000 | 100% | \$1,000 | | | | | | |
| 24 | Prepare SWPPP | 1 | LS | \$20,000.00 | \$20,000 | 100% | \$200 | | | | | | |
| 25 | Street Sweeping | 1 | LS | \$10,000.00 | \$10,000 | 100% | \$100 | | | | | | |
| 26 | Temporary Concrete Washout | 1 | LS | \$10,000.00 | \$10,000 | 100% | \$100 | | | | | | |
| 27 | Misc. Mitigation | 1 | LS | \$100,000.00 | \$100,000 | 100% | \$1,000 | | | | | | |
| 28 | Remove Sign Structure | 1 | EA | \$10,000.00 | \$10,000 | 100% | \$100 | | | | | | |
| 29 | Modify Sign Structure | 1 | EA | \$10,000.00 | \$10,000 | 100% | \$100 | | | | | | |
| 30 | Traffic Signals | 1 | LS | \$300,000.00 | \$300,000 | 100% | \$3,000 | | | | | | |
| 31 | Construction Area Signs | 1 | LS | \$10,000.00 | \$10,000 | 100% | \$100 | | | | | | |
| 32 | Remove Traffic Stripe | 6830 | LF | \$3.00 | \$20,490 | 100% | \$205 | | | | | | |
| 33 | Remove Roadside Sign | 15 | EA | \$105.00 | \$1,575 | 100% | \$16 | | | | | | |
| 34 | Relocate Roadside Sign | 5 | EA | \$250.00 | \$1,250 | 100% | \$13 | | | | | | |
| 35 | Detail 9 (4" White) | 1970 | LF | \$2.00 | \$3,940 | 100% | \$39 | | | | | | |
| 36 | Detail 24A (4" Yellow) | 1802 | LF | \$2.00 | \$3,604 | 100% | \$36 | | | | | | |
| 37 | Detail 27 (4" White) | 134 | LF | \$2.00 | \$268 | 100% | \$3 | | | | | | |
| 38 | Detail 27B (4" White) | 2500 | LF | \$2.00 | \$5,000 | 100% | \$50 | | | | | | |
| 39 | Detail 38 (8" White) | 874 | LF | \$2.00 | \$1,748 | 100% | \$17 | | | | | | |
| 40 | Detail 38A (8" White) | 2266 | LF | \$2.00 | \$4,532 | 100% | \$45 | | | | | | |
| 41 | Detail 39 (6" White) | 1973 | LF | \$2.00 | \$3,946 | 100% | \$39 | | | | | | |
| 42 | Detail 40 (4" White) | 219 | LF | \$2.00 | \$438 | 100% | \$4 | | | | | | |
| 43 | Crosswalk Limit Line (12" White) | 901 | SQFT | \$4.50 | \$4,055 | 100% | \$41 | | | | | | |
| 44 | Misc. Staging and Traffic Control | 1 | EA | \$200,000.00 | \$200,000 | 100% | \$2,000 | | | | | | |
| 45 | Misc Items | 1 | EA | \$118,300.00 | \$118,300 | 100% | \$1,183 | | | | | | |
| 46 | Mobilization | 1 | EA | \$209,000.00 | \$209,000 | 100% | \$2,090 | | | | | | |
| 47 | Supplemental Work | 1 | EA | \$125,400.00 | \$125,400 | 100% | \$1,254 | | | | | | |
| 48 | State Furnished Mats. & Expenses | 1 | EA | \$125,400.00 | \$125,400 | 100% | \$1,254 | | | | | | |
| Subtotal of Construction Items: | | | | | \$2,540,300 | | \$25,103 | | | | | | \$300 |

| Engineer's Estimate (for Construction Items Only) | | | | | | Note: Cost can apply to more than one category. Therefore may be over 100%. | | | | | | | |
|--|------|----------|-------|-----------|------------------|---|---------|-------------|----|-------------------------|----|--------------------------------|----|
| | | | | | | ATP Eligible Items | | Landscaping | | Non-Participating Items | | To be Constructed by Corps/CCC | |
| Item No. | Item | Quantity | Units | Unit Cost | Total Item Cost | % | \$ | % | \$ | % | \$ | % | \$ |
| Construction Item Contingencies (% of Construction Items): Enter in the cell to the right | | | | 20.00% | \$508,060 | | | | | | | | |
| Total (Construction Items & Contingencies) cost: | | | | | \$3,048,359 | | | | | | | | |
| Project Cost Estimate: | | | | | | | | | | | | | |
| Type of Project Delivery Cost | | | | | | Cost \$ | | | | | | | |
| Preliminary Engineering (PE) | | | | | | | | | | | | | |
| Environmental Studies and Permits(PA&ED): | | | | \$ | 695,000 | | | | | | | | |
| Plans, Specifications and Estimates (PS&E): | | | | \$ | 890,000 | | | | | | | | |
| Total PE: | | | | \$ | 1,585,000 | 52.00% | 25% Max | | | | | | |
| Right of Way (RW) | | | | | | | | | | | | | |
| Right of Way Engineering: | | | | \$ | 10,000 | | | | | | | | |
| Acquisitions and Utilities: | | | | \$ | - | | | | | | | | |
| Total RW: | | | | \$ | 10,000 | | | | | | | | |
| Construction (CON) | | | | | | | | | | | | | |
| Construction Engineering (CE): | | | | \$ | 491,000 | 13.87% | 15% Max | | | | | | |
| Total Construction Items & Contingencies: | | | | \$ | 3,048,359 | | | | | | | | |
| Total CON: | | | | \$ | 3,539,359 | | | | | | | | |
| Total Project Cost Estimate: | | | | | \$ | 5,134,359 | | | | | | | |

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

| | |
|---------------------------|--|
| Date: (1) | 21-May-15 |
| Project Number: (2) | 04-Contra Costa County-3 |
| Project Location(s): (3a) | Bailey Road, Bay Point |
| " " (3b) | |
| " " (3c) | |
| Project Description: (4) | Organize community wide marketing campaign advocating safe driving and active transportation. Involve Bel Air Elementary School in the Safe Routes to School Program with educational classes and community events |

Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below
to navigate to
"Task Details" tabs:

| Task | Task Name | Start Date | End Date | Cost |
|--------------------------|--------------------------|------------|----------|---------------------|
| Task "A" | Education Activities | Jun-2016 | Jun-2018 | \$ 4,628.50 |
| Task "B" | Encouragement Activities | Jun-2016 | Jun-2018 | \$ 10,098.00 |
| Task "C" | Enforcement Activities | Jun-2016 | Jun-2018 | \$ 4,357.60 |
| Task "D" | Evaluation | Jun-2016 | Jun-2018 | \$ 4,937.50 |
| Task "E" | Marketing | Jun-2016 | Jun-2018 | \$ 36,059.20 |
| Task "F" | | | | \$ - |
| Task "G" | | | | \$ - |
| Task "H" | | | | \$ - |
| Task "I" | | | | \$ - |
| Task "J" | | | | \$ - |
| GRAND TOTAL | | | | \$ 60,080.80 |

TASK "A" DETAIL

| | | | | |
|---|--|------------------------------|---------------------------|--------------------|
| Task Name (5a): Education Activities | | | | |
| Task Summary (5b): School meetings and presentations | | | | |
| Task Schedule (5c): | | Start Date : Jun-2016 | End Date: Jun-2018 | |
| Activities (6a): | | | | |
| | | | Deliverables (6b): | |
| 1. | Meet with school officials and parents and plan for International Walk to School Day | | | |
| 2. | conduct fall presentation to promote safety and active transportation | | | |
| 3. | plan safe walking and biking spring presentation | | | |
| 4. | conduct spring presentation to promote safety and active transportation | | | |
| 5. | Meet with school officials and parents and plan for International Walk to School Day | | | |
| 6. | conduct fall presentation to promote safety and active transportation | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| Staff Costs: | | | | |
| Staff Title (7a): | | Staff Hours (7b) | Rate Per Hour (7c) | Total \$ |
| Party 1 - | Project Manager | 25 | \$33.58 | \$ 839.50 |
| Party 2 - | Health Education Specialist | 155 | \$20.60 | \$ 3,193.00 |
| Party 3 - | | | | \$ - |
| Party 4 - | | | | \$ - |
| Party 5 - | | | | \$ - |
| Party 6 - | | | | \$ - |
| Subtotal Party Costs (6d): | | | | \$ 4,032.50 |
| Indirect Costs (6e): | | | | |
| Total Staff Costs (6f): | | | | \$ 4,032.50 |
| Task Notes (8): | | | | |
| | | | | |
| Other Costs: | | | | |
| You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section: | | | | |
| To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid black; padding: 2px; display: inline-block;"> Itemized "Other Costs" Section </div> | | Travel (9a): | \$ | 270.00 |
| | | Equipment (9b): | \$ | - |
| | | Supplies/Materials (9c): | \$ | - |
| | | Incentives (9d): | \$ | - |
| | | Other Direct Costs (9e): | \$ | 326.00 |
| | | " " (9f): | \$ | - |
| Total Other Costs (9g): | | | | \$ 596.00 |
| TASK GRAND TOTAL (10g): | | | | \$ 4,628.50 |

Task "A" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task.

| Travel (9a) | | | |
|---------------------------|------------------|----------|------------------|
| Type of Travel | Expense/Quantity | Total \$ | |
| 1. vehicle miles | 0.565/mile | \$ | 270 |
| 2. | | \$ | - |
| 3. | | \$ | - |
| 4. | | \$ | - |
| 5. | | \$ | - |
| 6. | | \$ | - |
| 7. | | \$ | - |
| 8. | | \$ | - |
| 9. | | \$ | - |
| 10. | | \$ | - |
| 11. | | \$ | - |
| 12. | | \$ | - |
| 13. | | \$ | - |
| 14. | | \$ | - |
| 15. | | \$ | - |
| 16. | | \$ | - |
| 17. | | \$ | - |
| 18. | | \$ | - |
| 19. | | \$ | - |
| 20. | | \$ | - |
| Total | 0 | \$ | 270 |
| Total Travel Cost: | | | \$ 270.00 |

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task.

| Equipment (9b) | | | | |
|------------------------------|----------|-------|--------------|-------------|
| Type of Equipment | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. | | | | \$ - |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 0 | | \$0 | \$ - |
| Total Equipment Cost: | | | | \$ - |

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task.

| Supplies/Materials (9c) | | | | |
|---------------------------------------|----------|-------|--------------|-------------|
| Type of Supplies/Materials | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. | | | | \$ - |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 0 | | \$0 | \$ - |
| Total Supplies/Materials Cost: | | | | \$ - |

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task.

| Incentives (9d) | | | | |
|-------------------------------|----------|-------|--------------|-------------|
| Type of Incentives | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. | | | | \$ - |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 0 | | \$0 | \$ - |
| Total Incentives Cost: | | | | \$ - |

Task "A" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

| Other Direct Costs (9e) | | | | | |
|---------------------------------|----------|-------|--------------|---------------|------------------|
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ | |
| 1. Fringe Benefits | 1 | LS | \$326 | \$ 326.00 | |
| 2. | | | | \$ - | |
| 3. | | | | \$ - | |
| 4. | | | | \$ - | |
| 5. | | | | \$ - | |
| 6. | | | | \$ - | |
| 7. | | | | \$ - | |
| 8. | | | | \$ - | |
| 9. | | | | \$ - | |
| 10. | | | | \$ - | |
| 11. | | | | \$ - | |
| 12. | | | | \$ - | |
| 13. | | | | \$ - | |
| 14. | | | | \$ - | |
| 15. | | | | \$ - | |
| 16. | | | | \$ - | |
| 17. | | | | \$ - | |
| 18. | | | | \$ - | |
| 19. | | | | \$ - | |
| 20. | | | | \$ - | |
| Total: | | | | \$ 326 | \$ 326.00 |
| Total Other Direct Cost: | | | | \$ | \$ |

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

| Other Direct Costs (9f) | | | | | |
|---------------------------------|----------|-------|--------------|------------|-------------|
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ | |
| 1. | | | | \$ - | |
| 2. | | | | \$ - | |
| 3. | | | | \$ - | |
| 4. | | | | \$ - | |
| 5. | | | | \$ - | |
| 6. | | | | \$ - | |
| 7. | | | | \$ - | |
| 8. | | | | \$ - | |
| 9. | | | | \$ - | |
| 10. | | | | \$ - | |
| 11. | | | | \$ - | |
| 12. | | | | \$ - | |
| 13. | | | | \$ - | |
| 14. | | | | \$ - | |
| 15. | | | | \$ - | |
| 16. | | | | \$ - | |
| 17. | | | | \$ - | |
| 18. | | | | \$ - | |
| 19. | | | | \$ - | |
| 20. | | | | \$ - | |
| Total: | | | | \$0 | \$ - |
| Total Other Direct Cost: | | | | \$ | \$ |

TASK "B" DETAIL

| | | | | |
|---|---|--------------------------------|---------------------------|---------------------|
| Task Name (5a): Encouragement Activities | | | | |
| Task Summary (5b): conduct events and giveaways | | | | |
| Task Schedule (5c): | | Start Date : Jun-2016 | End Date: Jun-2018 | |
| Activities and Deliverables: | | | | |
| Activities (6a): | | | Deliverables (6b): | |
| 1. | Parent meeting | | | |
| 2. | International Walk to School Day | | | |
| 3. | Bicycle Rodeo and helmet giveaway at two community events | | | |
| 4. | Parent Meeting | | | |
| 5. | International Walk to School Day | | | |
| 6. | | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| Staff Costs: | | | | |
| Staff Title (7a): | | Staff Hours (7b) | Rate Per Hour (7c) | Total \$ |
| Party 1 - | Project Manager | 25 | \$33.58 | |
| Party 2 - | Health Education Specialist | 170 | \$20.60 | \$ 3,502.00 |
| Party 3 - | | | \$ | - |
| Party 4 - | | | \$ | - |
| Party 5 - | | | \$ | - |
| Party 6 - | | | \$ | - |
| Subtotal Party Costs (6d): | | | | \$ 3,502.00 |
| Indirect Costs (6e): | | | | |
| Total Staff Costs (6f): | | | | \$ 3,502.00 |
| Task Notes (8): | | | | |
| | | | | |
| Other Costs: | | | | |
| You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section: | | | | |
| To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid black; padding: 5px; display: inline-block;"> Itemized "Other Costs" Section </div> | | Travel (9a): | \$ | 270.00 |
| | | Equipment (9b): | \$ | - |
| | | Supplies/Materials (9c): | \$ | 4,000.00 |
| | | Incentives (9d): | \$ | 2,000.00 |
| | | Other Direct Costs (9e): | \$ | 326.00 |
| | | " " (9f): | \$ | - |
| | | Total Other Costs (9g): | \$ | 6,596.00 |
| TASK GRAND TOTAL (10g): | | | | \$ 10,098.00 |

Task "B" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

| Travel (9a) | | | |
|------------------|------------------|--------------|---------------|
| Type of Travel | Expense/Quantity | Unit Cost \$ | Total \$ |
| 1. vehicle miles | 0.565/mile | \$ | 270 |
| 2. | | \$ | - |
| 3. | | \$ | - |
| 4. | | \$ | - |
| 5. | | \$ | - |
| 6. | | \$ | - |
| 7. | | \$ | - |
| 8. | | \$ | - |
| 9. | | \$ | - |
| 10. | | \$ | - |
| 11. | | \$ | - |
| 12. | | \$ | - |
| 13. | | \$ | - |
| 14. | | \$ | - |
| 15. | | \$ | - |
| 16. | | \$ | - |
| 17. | | \$ | - |
| 18. | | \$ | - |
| 19. | | \$ | - |
| 20. | | \$ | - |
| Total | 0 | \$ | 270.00 |

Total Travel Cost: \$ 270.00

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

| Equipment (9b) | | | | |
|-------------------|----------|-------|--------------|-------------|
| Type of Equipment | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. | | | | \$ - |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 0 | | \$0 | \$ - |

Total Equipment Cost: \$ -

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

| Supplies/Materials (9c) | | | | |
|----------------------------|----------|-------|----------------|--------------------|
| Type of Supplies/Materials | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. helmets | 1 | LS | \$4,000 | \$ 4,000.00 |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 1 | | \$4,000 | \$ 4,000.00 |

Total Supplies/Materials Cost: \$ 4,000.00

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

| Incentives (9d) | | | | |
|--------------------|----------|-------|----------------|--------------------|
| Type of Incentives | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. Misc. handouts | 1 | LS | \$2,000 | \$ 2,000.00 |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 1 | | \$2,000 | \$ 2,000.00 |

Total Incentives Cost: \$ 2,000.00

Task "B" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

| Other Direct Costs (9e) | | | | | |
|---------------------------------|----------|-------|--------------|------------------|------------------|
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ | |
| 1. Fringe Benefits | 1 | LS | \$326 | \$ 326.00 | |
| 2. | | | \$ | - | |
| 3. | | | \$ | - | |
| 4. | | | \$ | - | |
| 5. | | | \$ | - | |
| 6. | | | \$ | - | |
| 7. | | | \$ | - | |
| 8. | | | \$ | - | |
| 9. | | | \$ | - | |
| 10. | | | \$ | - | |
| 11. | | | \$ | - | |
| 12. | | | \$ | - | |
| 13. | | | \$ | - | |
| 14. | | | \$ | - | |
| 15. | | | \$ | - | |
| 16. | | | \$ | - | |
| 17. | | | \$ | - | |
| 18. | | | \$ | - | |
| 19. | | | \$ | - | |
| 20. | | | \$ | - | |
| Total: | 1 | | \$326 | \$ 326.00 | |
| Total Other Direct Cost: | | | | \$ | \$ 326.00 |

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

| Other Direct Costs (9f) | | | | | |
|---------------------------------|----------|-------|--------------|-------------|-------------|
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ | |
| 1. | | | \$ | - | |
| 2. | | | \$ | - | |
| 3. | | | \$ | - | |
| 4. | | | \$ | - | |
| 5. | | | \$ | - | |
| 6. | | | \$ | - | |
| 7. | | | \$ | - | |
| 8. | | | \$ | - | |
| 9. | | | \$ | - | |
| 10. | | | \$ | - | |
| 11. | | | \$ | - | |
| 12. | | | \$ | - | |
| 13. | | | \$ | - | |
| 14. | | | \$ | - | |
| 15. | | | \$ | - | |
| 16. | | | \$ | - | |
| 17. | | | \$ | - | |
| 18. | | | \$ | - | |
| 19. | | | \$ | - | |
| 20. | | | \$ | - | |
| Total: | 0 | | \$0 | \$ - | |
| Total Other Direct Cost: | | | | \$ | \$ - |

| TASK "C" DETAIL | | | | |
|---|--|--|--------------------|--------------------|
| Task Name (5a): | | Enforcement Activities | | |
| Task Summary (5b): | | coordinate to have speed and traffic enforcement present at events | | |
| Task Schedule (5c): | | Start Date : | Jun-2016 | End Date: Jun-2018 |
| Activities and Deliverables: | | | | |
| Activities (6a): | | | Deliverables (6b): | |
| 1. | Coordinate with CHP to be present during Walk to School events | | | |
| 2. | Coordinate with CHP to be present during Walk to School events | | | |
| 3. | Coordinate with CHP to be present during Walk to School events | | | |
| 4. | | | | |
| 5. | | | | |
| 6. | | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| Staff Costs: | | | | |
| Staff Title (7a): | | Staff Hours (7b) | Rate Per Hour (7c) | Total \$ |
| Party 1 - | Project Manager | 20 | \$33.58 | \$ 671.60 |
| Party 2 - | Health Education Specialist | 150 | \$20.60 | \$ 3,090.00 |
| Party 3 - | | | | \$ - |
| Party 4 - | | | | \$ - |
| Party 5 - | | | | \$ - |
| Party 6 - | | | | \$ - |
| Subtotal Party Costs (6d): | | | | \$ 3,761.60 |
| Indirect Costs (6e): | | | | |
| Total Staff Costs (6f): | | | | \$ 3,761.60 |
| Task Notes (8): | | | | |
| | | | | |
| Other Costs: | | | | |
| You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section: | | | | |
| To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div> | | Travel (9a): | \$ | 270.00 |
| | | Equipment (9b): | \$ | - |
| | | Supplies/Materials (9c): | \$ | - |
| | | Incentives (9d): | \$ | - |
| | | Other Direct Costs (9e): | \$ | 326.00 |
| | | " " (9f): | \$ | - |
| Total Other Costs (9g): | | | | \$ 596.00 |
| TASK GRAND TOTAL (10g): | | | | \$ 4,357.60 |

Task "C" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

| Travel (9a) | | | |
|---------------------------|------------------|--------------|------------------|
| Type of Travel | Expense/Quantity | Unit Cost \$ | Total \$ |
| 1. vehicle miles | 0.5665/mile | \$ | 270 |
| 2. | | \$ | - |
| 3. | | \$ | - |
| 4. | | \$ | - |
| 5. | | \$ | - |
| 6. | | \$ | - |
| 7. | | \$ | - |
| 8. | | \$ | - |
| 9. | | \$ | - |
| 10. | | \$ | - |
| 11. | | \$ | - |
| 12. | | \$ | - |
| 13. | | \$ | - |
| 14. | | \$ | - |
| 15. | | \$ | - |
| 16. | | \$ | - |
| 17. | | \$ | - |
| 18. | | \$ | - |
| 19. | | \$ | - |
| 20. | | \$ | - |
| Total | 0 | \$ | 270 |
| Total Travel Cost: | | | \$ 270.00 |

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

| Equipment (9b) | | | | |
|------------------------------|----------|-------|--------------|-------------|
| Type of Equipment | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. | | | | \$ - |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 0 | | \$0 | \$ - |
| Total Equipment Cost: | | | \$ | \$ - |

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

| Supplies/Materials (9c) | | | | |
|---------------------------------------|----------|-------|--------------|-------------|
| Type of Supplies/Materials | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. | | | \$ | - |
| 2. | | | \$ | - |
| 3. | | | \$ | - |
| 4. | | | \$ | - |
| 5. | | | \$ | - |
| 6. | | | \$ | - |
| 7. | | | \$ | - |
| 8. | | | \$ | - |
| 9. | | | \$ | - |
| 10. | | | \$ | - |
| 11. | | | \$ | - |
| 12. | | | \$ | - |
| 13. | | | \$ | - |
| 14. | | | \$ | - |
| 15. | | | \$ | - |
| 16. | | | \$ | - |
| 17. | | | \$ | - |
| 18. | | | \$ | - |
| 19. | | | \$ | - |
| 20. | | | \$ | - |
| Total: | 0 | | \$0 | \$ - |
| Total Supplies/Materials Cost: | | | \$ | \$ - |

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

| Incentives (9d) | | | | |
|-------------------------------|----------|-------|--------------|-------------|
| Type of Incentives | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. | | | | \$ - |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 0 | | \$0 | \$ - |
| Total Incentives Cost: | | | \$ | \$ - |

Task "C" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

| Other Direct Costs (9e) | | | | | |
|----------------------------|----------|-------|--------------|------------------|------------------|
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ | |
| 1. Fringe Benefits | 1 | LS | \$326 | \$ 326.00 | |
| 2. | | | | \$ - | |
| 3. | | | | \$ - | |
| 4. | | | | \$ - | |
| 5. | | | | \$ - | |
| 6. | | | | \$ - | |
| 7. | | | | \$ - | |
| 8. | | | | \$ - | |
| 9. | | | | \$ - | |
| 10. | | | | \$ - | |
| 11. | | | | \$ - | |
| 12. | | | | \$ - | |
| 13. | | | | \$ - | |
| 14. | | | | \$ - | |
| 15. | | | | \$ - | |
| 16. | | | | \$ - | |
| 17. | | | | \$ - | |
| 18. | | | | \$ - | |
| 19. | | | | \$ - | |
| 20. | | | | \$ - | |
| Total: | | | | \$ 326.00 | \$ 326.00 |

Total Other Direct Cost: \$ 326.00

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

| Other Direct Costs (9f) | | | | | |
|----------------------------|----------|-------|--------------|-------------|-------------|
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ | |
| 1. | | | | \$ - | |
| 2. | | | | \$ - | |
| 3. | | | | \$ - | |
| 4. | | | | \$ - | |
| 5. | | | | \$ - | |
| 6. | | | | \$ - | |
| 7. | | | | \$ - | |
| 8. | | | | \$ - | |
| 9. | | | | \$ - | |
| 10. | | | | \$ - | |
| 11. | | | | \$ - | |
| 12. | | | | \$ - | |
| 13. | | | | \$ - | |
| 14. | | | | \$ - | |
| 15. | | | | \$ - | |
| 16. | | | | \$ - | |
| 17. | | | | \$ - | |
| 18. | | | | \$ - | |
| 19. | | | | \$ - | |
| 20. | | | | \$ - | |
| Total: | | | | \$ 0 | \$ 0 |

Total Other Direct Cost: \$ 0

| TASK "D" DETAIL | | | | |
|---|-----------------------------|--------------------------|-------------------------|--------------------|
| Task Name (5a): | | Evaluation | | |
| Task Summary (5b): | | surveys and invoicing | | |
| Task Schedule (5c): | | Start Date : | Jun-2016 | End Date: Jun-2018 |
| Activities and Deliverables: | | | | |
| Activities (6a): | | | Deliverables (6b): | |
| 1. | Conduct pre-project surveys | | | |
| 2. | submit quarterly report | | submit quarterly report | |
| 3. | submit quarterly report | | submit quarterly report | |
| 4. | submit quarterly report | | submit quarterly report | |
| 5. | submit quarterly report | | submit quarterly report | |
| 6. | submit quarterly report | | submit quarterly report | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| Staff Costs: | | | | |
| Staff Title (7a): | | Staff Hours (7b) | Rate Per Hour (7c) | Total \$ |
| Party 1 - | Project Manager | 25 | \$33.58 | \$ 839.50 |
| Party 2 - | Health Education Specialist | 170 | \$20.60 | \$ 3,502.00 |
| Party 3 - | | | | \$ - |
| Party 4 - | | | | \$ - |
| Party 5 - | | | | \$ - |
| Party 6 - | | | | \$ - |
| Subtotal Party Costs (6d): | | | | \$ 4,341.50 |
| Indirect Costs (6e): | | | | |
| Total Staff Costs (6f): | | | | \$ 4,341.50 |
| Task Notes (8): | | | | |
| | | | | |
| Other Costs: | | | | |
| You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section: | | | | |
| To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div> | | Travel (9a): | \$ | 270.00 |
| | | Equipment (9b): | \$ | - |
| | | Supplies/Materials (9c): | \$ | - |
| | | Incentives (9d): | \$ | - |
| | | Other Direct Costs (9e): | \$ | 326.00 |
| | | " " (9f): | \$ | - |
| | | Total Other Costs (9g): | | \$ |
| TASK GRAND TOTAL (10g): | | | | \$ 4,937.50 |

Task "D" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

| Travel (9a) | | | Total \$ |
|------------------|------------------|-----|---------------|
| Type of Travel | Expense/Quantity | | |
| 1. vehicle miles | 0.565/mile | 270 | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 10. | | | |
| 11. | | | |
| 12. | | | |
| 13. | | | |
| 14. | | | |
| 15. | | | |
| 16. | | | |
| 17. | | | |
| 18. | | | |
| 19. | | | |
| 20. | | | |
| Total: | 0 | 270 | 270.00 |

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

| Equipment (9b) | | | | | Total \$ |
|-------------------|----------|-------|--------------|--|----------|
| Type of Equipment | Quantity | Units | Unit Cost \$ | | |
| 1. | | | | | |
| 2. | | | | | |
| 3. | | | | | |
| 4. | | | | | |
| 5. | | | | | |
| 6. | | | | | |
| 7. | | | | | |
| 8. | | | | | |
| 9. | | | | | |
| 10. | | | | | |
| 11. | | | | | |
| 12. | | | | | |
| 13. | | | | | |
| 14. | | | | | |
| 15. | | | | | |
| 16. | | | | | |
| 17. | | | | | |
| 18. | | | | | |
| 19. | | | | | |
| 20. | | | | | |
| Total: | 0 | | \$0 | | |

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

| Supplies/Materials (9c) | | | | | Total \$ |
|----------------------------|----------|-------|--------------|--|----------|
| Type of Supplies/Materials | Quantity | Units | Unit Cost \$ | | |
| 1. | | | | | |
| 2. | | | | | |
| 3. | | | | | |
| 4. | | | | | |
| 5. | | | | | |
| 6. | | | | | |
| 7. | | | | | |
| 8. | | | | | |
| 9. | | | | | |
| 10. | | | | | |
| 11. | | | | | |
| 12. | | | | | |
| 13. | | | | | |
| 14. | | | | | |
| 15. | | | | | |
| 16. | | | | | |
| 17. | | | | | |
| 18. | | | | | |
| 19. | | | | | |
| 20. | | | | | |
| Total: | 0 | | \$0 | | |

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

| Incentives (9d) | | | | | Total \$ |
|--------------------|----------|-------|--------------|--|----------|
| Type of Incentives | Quantity | Units | Unit Cost \$ | | |
| 1. | | | | | |
| 2. | | | | | |
| 3. | | | | | |
| 4. | | | | | |
| 5. | | | | | |
| 6. | | | | | |
| 7. | | | | | |
| 8. | | | | | |
| 9. | | | | | |
| 10. | | | | | |
| 11. | | | | | |
| 12. | | | | | |
| 13. | | | | | |
| 14. | | | | | |
| 15. | | | | | |
| 16. | | | | | |
| 17. | | | | | |
| 18. | | | | | |
| 19. | | | | | |
| 20. | | | | | |
| Total: | 0 | | \$0 | | |

Task "D" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

| Other Direct Costs (9e) | | | | | |
|---------------------------------|----------|-------|--------------|------------------|------------------|
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ | |
| 1. Fringe Benefits | 1 | LS | \$326 | \$ 326.00 | |
| 2. | | | | \$ - | |
| 3. | | | | \$ - | |
| 4. | | | | \$ - | |
| 5. | | | | \$ - | |
| 6. | | | | \$ - | |
| 7. | | | | \$ - | |
| 8. | | | | \$ - | |
| 9. | | | | \$ - | |
| 10. | | | | \$ - | |
| 11. | | | | \$ - | |
| 12. | | | | \$ - | |
| 13. | | | | \$ - | |
| 14. | | | | \$ - | |
| 15. | | | | \$ - | |
| 16. | | | | \$ - | |
| 17. | | | | \$ - | |
| 18. | | | | \$ - | |
| 19. | | | | \$ - | |
| 20. | | | | \$ - | |
| Total: | 1 | | \$326 | \$ 326.00 | |
| Total Other Direct Cost: | | | | \$ | \$ 326.00 |

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

| Other Direct Costs (9f) | | | | | |
|---------------------------------|----------|-------|--------------|-------------|-------------|
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ | |
| 1. | | | | \$ - | |
| 2. | | | | \$ - | |
| 3. | | | | \$ - | |
| 4. | | | | \$ - | |
| 5. | | | | \$ - | |
| 6. | | | | \$ - | |
| 7. | | | | \$ - | |
| 8. | | | | \$ - | |
| 9. | | | | \$ - | |
| 10. | | | | \$ - | |
| 11. | | | | \$ - | |
| 12. | | | | \$ - | |
| 13. | | | | \$ - | |
| 14. | | | | \$ - | |
| 15. | | | | \$ - | |
| 16. | | | | \$ - | |
| 17. | | | | \$ - | |
| 18. | | | | \$ - | |
| 19. | | | | \$ - | |
| 20. | | | | \$ - | |
| Total: | 0 | | \$0 | \$ - | |
| Total Other Direct Cost: | | | | \$ | \$ - |

TASK "E" DETAIL

| | |
|----------------------------|--|
| Task Name (5a): | Marketing |
| Task Summary (5b): | create campaign ads for Bay Point |
| Task Schedule (5c): | Start Date : Jun-2016 End Date: Jun-2018 |

Activities and Deliverables:

| Activities (6a): | | Deliverables (6b): |
|------------------|---|--------------------|
| 1. | Analyze SWITR data | |
| 2. | Collaborate with Public Works and community to develop Bay Point specific message | |
| 3. | Advise on promotional material placement | |
| 4. | Assist without reach of materials, based on plan | |
| 5. | Assist without reach of materials, based on plan | |
| 6. | Create posters and campaign material and distribute them around Bay Point | |
| 7. | | |
| 8. | | |
| 9. | | |
| 10. | | |

Staff Costs:

| Staff Title (7a): | | Staff Hours (7b) | Rate Per Hour (7c) | Total \$ |
|--------------------------------|-----------------------------|------------------|--------------------|--------------------|
| Party 1 - | Project Manager | 40 | \$33.58 | \$ 1,343.20 |
| Party 2 - | Health Education Specialist | 200 | \$20.60 | \$ 4,120.00 |
| Party 3 - | | | | \$ - |
| Party 4 - | | | | \$ - |
| Party 5 - | | | | \$ - |
| Party 6 - | | | | \$ - |
| Subtotal Party Costs (6d): | | | | \$ 5,463.20 |
| Indirect Costs (6e): | | | | |
| Total Staff Costs (6f): | | | | \$ 5,463.20 |

Task Notes (8):

| |
|--|
| |
|--|

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

| | | |
|---|--------------------------------|---------------------|
| To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid black; padding: 5px; display: inline-block;"> Itemized "Other Costs" Section </div> | Travel (9a): | \$ 270.00 |
| | Equipment (9b): | \$ - |
| | Supplies/Materials (9c): | \$ 30,000.00 |
| | Incentives (9d): | \$ - |
| | Other Direct Costs (9e): | \$ 326.00 |
| | " " (9f): | \$ - |
| | Total Other Costs (9g): | \$ 30,596.00 |
| TASK GRAND TOTAL (10g): | | \$ 36,059.20 |

Task "E" Other Costs:

| Itemized Travel Cost (9a) | | | |
|--|------------------|--------------|------------------|
| Please provide an itemized "travel" cost estimate for all travel costs applicable to each task | | | |
| Type of Travel | Expense/Quantity | Unit Cost \$ | Total \$ |
| 1. vehicle miles | 0.565/mile | \$ | 270 |
| 2. | | \$ | - |
| 3. | | \$ | - |
| 4. | | \$ | - |
| 5. | | \$ | - |
| 6. | | \$ | - |
| 7. | | \$ | - |
| 8. | | \$ | - |
| 9. | | \$ | - |
| 10. | | \$ | - |
| 11. | | \$ | - |
| 12. | | \$ | - |
| 13. | | \$ | - |
| 14. | | \$ | - |
| 15. | | \$ | - |
| 16. | | \$ | - |
| 17. | | \$ | - |
| 18. | | \$ | - |
| 19. | | \$ | - |
| 20. | | \$ | - |
| Total: | 0 | \$ | 270.00 |
| Total Travel Cost: | | | \$ 270.00 |

| Itemized Equipment Cost (9b) | | | | |
|---|----------|-------|--------------|-------------|
| Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task | | | | |
| Type of Equipment | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. | | | | \$ - |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 0 | | \$0 | \$ - |
| Total Equipment Cost: | | | \$ | \$ - |

| Itemized Supplies/Materials Cost (9c) | | | | |
|--|----------|-------|-----------------|---------------------|
| Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task | | | | |
| Type of Supplies/Materials | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. Campaign design consultant | 1 | LS | \$15,000 | \$ 15,000.00 |
| 2. ad space in Bay Point | 1 | LS | \$15,000 | \$ 15,000.00 |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 2 | | \$30,000 | \$ 30,000.00 |
| Total Supplies/Materials Cost: | | | \$ | \$ 30,000.00 |

| Itemized Incentives Cost (9d) | | | | |
|---|----------|-------|--------------|-------------|
| Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task | | | | |
| Type of Incentives | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. | | | | \$ - |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 0 | | \$0 | \$ - |
| Total Incentives Cost: | | | \$ | \$ - |

Task "E" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

| Other Direct Costs (9e) | | | | | |
|---------------------------------|----------|-------|--------------|------------------|------------------|
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ | |
| 1. Fringe Benefits | 1 | LS | \$326 | \$ 326.00 | |
| 2. | | | | \$ - | |
| 3. | | | | \$ - | |
| 4. | | | | \$ - | |
| 5. | | | | \$ - | |
| 6. | | | | \$ - | |
| 7. | | | | \$ - | |
| 8. | | | | \$ - | |
| 9. | | | | \$ - | |
| 10. | | | | \$ - | |
| 11. | | | | \$ - | |
| 12. | | | | \$ - | |
| 13. | | | | \$ - | |
| 14. | | | | \$ - | |
| 15. | | | | \$ - | |
| 16. | | | | \$ - | |
| 17. | | | | \$ - | |
| 18. | | | | \$ - | |
| 19. | | | | \$ - | |
| 20. | | | | \$ - | |
| Total: | 1 | | \$326 | \$ 326.00 | |
| Total Other Direct Cost: | | | | \$ | \$ 326.00 |

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

| Other Direct Costs (9f) | | | | | |
|---------------------------------|----------|-------|--------------|-------------|-------------|
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ | |
| 1. | | | | \$ - | |
| 2. | | | | \$ - | |
| 3. | | | | \$ - | |
| 4. | | | | \$ - | |
| 5. | | | | \$ - | |
| 6. | | | | \$ - | |
| 7. | | | | \$ - | |
| 8. | | | | \$ - | |
| 9. | | | | \$ - | |
| 10. | | | | \$ - | |
| 11. | | | | \$ - | |
| 12. | | | | \$ - | |
| 13. | | | | \$ - | |
| 14. | | | | \$ - | |
| 15. | | | | \$ - | |
| 16. | | | | \$ - | |
| 17. | | | | \$ - | |
| 18. | | | | \$ - | |
| 19. | | | | \$ - | |
| 20. | | | | \$ - | |
| Total: | 0 | | \$0 | \$ - | |
| Total Other Direct Cost: | | | | \$ | \$ - |



**PUBLIC
REVIEW
DRAFT**

2014 Countywide Comprehensive Transportation Plan

Volume 3: Comprehensive Transportation Project List



Keeping Contra Costa Moving

August 1, 2014
Attachment I-Screening Criteria 2

Preliminary Draft 2014 Countywide Transportation Plan - Comprehensive Transportation Project Listing (CTPL) - PROJECTS

| Project ID | Project Name | Project Type | Description | Total Project Cost | Project Status | Primary Sponsor | RTPC |
|------------|--|--------------------|---|--------------------|----------------|---------------------|-----------|
| 4186 | Driftwood Drive Bike Lanes | Bicycle/Pedestrian | Install 4,300-foot long 5-foot bike lanes in each direction of traffic, and improve drainage inlet grates. | \$50,000 | Design and ROW | Contra Costa County | TRANSPLAN |
| 4190 | Viera Avenue Bike Lanes Project | Bicycle/Pedestrian | Widen Viera Avenue between East Eighteenth Street and Wilbur Avenue to a 32 foot road width. This will provide 12 foot travel lanes and 4 foot shoulders for Class II bike lanes. | \$746,000 | Design and ROW | Contra Costa County | TRANSPLAN |
| 4280 | Bailey Rd./SR 4 Interchange Pedestrian & Bicycle Improvement Project | Bicycle/Pedestrian | The County is eager to implement the Interchange Zone bicycle and pedestrian improvements recommended in the Bailey Road Pedestrian and Bicycle Improvement Plan. Caltrans has drafted a co-op agreement for the project development work associated with the Bailey Road/SR 4 Interchange Pedestrian and Bicycle Improvement Project. Funds would be used for development of the Project Initiation Document. The project area is the Bailey Road/SR 4 interchange in Bay Point between the BART Access Road and Canal Road. The project will help alleviate access challenges for bike/peds using the interchange zone The project will: 1) Remove north-side loop off-ramp and ped tunnel; 2) Improve westbound off-ramp east of Bailey Road to accommodate north/southbound Bailey Road traffic; 3) Change south-side loop off-ramp to fully signalized intersection; 4) Eliminate acceleration lanes to accommodate bike lanes, widened sidewalks; 5) Enhance existing ped crossings at BART Access Road/Canal Road intersections on Bailey Road. | \$375,000 | Not Begun | Contra Costa County | TRANSPLAN |
| 4389 | Lone Tree Way (Anderson Lane) bike lane gap closure | Bicycle/Pedestrian | Provide 4 ft. wide class II bike lanes | \$1,300,000 | Not Begun | Contra Costa County | TRANSPLAN |
| 4390 | Main Street Sidewalk | Bicycle/Pedestrian | Provide sidewalk, curb and gutter on the west side of Main Street, Byron | \$200,000 | Design and ROW | Contra Costa County | TRANSPLAN |
| 4391 | Holway Drive Safety Improvements | Bicycle/Pedestrian | Connects sidewalks, curb ramps, and crosswalks. | \$390,000 | Not Begun | Contra Costa County | TRANSPLAN |
| 4407 | Gateway Road Sidewalk Project | Bicycle/Pedestrian | Provide sidewalk, curb and gutter on one side. | \$500,000 | Not Begun | Contra Costa County | TRANSPLAN |
| 4420 | Knightsen Ave. onto Delta Rd Pedestrian Project | Bicycle/Pedestrian | Provide sidewalk along Knightsen Avenue | \$450,000 | Not Begun | Contra Costa County | TRANSPLAN |
| 4421 | Delta Road Sidewalk Project | Bicycle/Pedestrian | Provide sidewalk | \$400,000 | Not Begun | Contra Costa County | TRANSPLAN |
| 4426 | Kirker Pass Road Bicycle Project | Bicycle/Pedestrian | Provide class II bike lanes | \$5,000,000 | Not Begun | Contra Costa County | TRANSPLAN |
| 4462 | Trail improvements in Bay Point | Bicycle/Pedestrian | Provide sidewalk along Driftwood Drive, Steffa Street, and Tradewinds Court. Provide trail from Beaulieu Ct along the north into parcel 098021030 to Beaulieu Court to Rapallo Lane to Waterview Place. Provide trail along the water canal from Mota Drive to Willow Pass Road. Provide trail along the creek from Pacifica Avenue to Riverside Drive. | \$2,600,000 | Not Begun | Contra Costa County | TRANSPLAN |
| 4463 | Port Chicago Hwy. & Willow Pass Road Pedestrian and Bicycle Improvements for Delta DeAnza Trail Conn | Bicycle/Pedestrian | Provide signage, bollards and others to direct trail traffic across Willow Pass Road/Port Chicago Hwy. | \$80,000 | Not Begun | Contra Costa County | TRANSPLAN |
| 4465 | Pacifica Avenue Sidewalk Project | Bicycle/Pedestrian | Provide sidewalk along north side of Pacifica Avenue | \$1,200,000 | Design and ROW | Contra Costa County | TRANSPLAN |
| 4468 | Bella Vista Neighborhood Infrastructure Improvements Project | Bicycle/Pedestrian | Neighborhood Infrastructure Improvements | \$18,300,000 | Not Begun | Contra Costa County | TRANSPLAN |



BayArea Plan

Strategy for A Sustainable Region

Adopted July 18, 2013



Association
of Bay Area
Governments



METROPOLITAN
TRANSPORTATION
COMMISSION

Establishing a Performance Framework

What are we aiming for in Plan Bay Area, and how can we measure our success in achieving it? New mandates answer those questions to some degree. California Senate Bill 375, enacted in 2008, requires that we plan for future housing needs and complementary land uses, which in turn must be supported by a transportation investment strategy. And we must do this in a way that reduces emissions of greenhouse gases from cars and light-duty trucks. A fully integrated land use and transportation planning approach is needed to meet these requirements, and Plan Bay Area embraces and embodies such an approach.

Combining these mandated objectives with a careful assessment of the long-range needs of the Bay Area and an understanding of the desires and aspirations of its residents — communicated loudly and diversely through the many avenues provided for public participation (see sidebar on page 28) — we can begin to structure a serious plan for the region. But before proposing a land use distribution approach or recommending a transportation investment strategy, planners must formulate in concrete terms the hoped-for outcomes we seek. For Plan Bay Area, performance targets are an essential element of this regional planning process, allowing for rational discussion of quantitative metrics. Establishing targets allows for various alternative strategies to be assessed and compared using a consistent set of metrics.

Collaborative Process

MTC and ABAG engaged a broad spectrum of regional stakeholders in order to make the targets as meaningful as possible in measuring the plan's success. This collaborative process in the latter half

of 2010 involved reviewing nearly 100 possible performance targets, which were critically examined using a set of evaluation criteria. These criteria emphasized targets that could be forecasted by modeling tools and potentially influenced by policies and investments in the future plan. After six months of discussion and debate reflecting input from local stakeholders, equity, environment and business advocates, and concerned members of the public, a list of the preferred targets took shape. These targets went beyond traditional transportation concerns, such as metrics for regional mobility, and instead embraced broader regional concerns, including land use, environmental quality and economic vitality.



Mark Berger

The Plan Bay Area targets, adopted in January 2011, reflect this plan's emphasis on sustainability. Sustainability encapsulates a broad spectrum of concerns, including environmental impacts from greenfield development and vehicle emissions, equity impacts from displacement and low-income household affordability, and economic impacts from regional competitiveness. By integrating these three E's — environment, equity and economy — throughout the targets, Plan Bay Area truly aims to measure the success of creating sustainable communities. We paid special attention to the equity component of the three E's triad, as detailed later in this chapter.

Of course, adopting these voluntary targets is not the same as achieving them. Many are extremely ambitious. But two of the targets are not only ambitious, but also mandatory and vitally important. Plan Bay Area must reduce greenhouse gas emissions by specified amounts, and it must plan for housing in a quantity sufficient for the region's population. These

targets are critical to achieving state and regional goals in combating climate change — and the plan meets those major milestones.

The Plan Bay Area targets adopted by MTC and ABAG are displayed in Table 4; information on how the plan performs against the targets can be found in Chapter 5, "Performance."

TABLE 4: Adopted Plan Bay Area Performance Targets*

| Goal/Outcome | Performance Target |
|---|--|
| Required | |
| Climate Protection | 1 Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15 percent (Statutory requirement is for year 2035, per SB 375) |
| Adequate Housing | 2 House 100 percent of the region's projected growth (from a 2010 baseline year) by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents (Statutory requirement, per SB 375) |
| Voluntary | |
| Healthy and Safe Communities | 3 Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10 percent • Reduce coarse particulate emissions (PM₁₀) by 30 percent • Achieve greater reductions in highly impacted areas |
| | 4 Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian) |
| | 5 Increase the average daily time walking or biking per person for transportation by 70 percent (for an average of 15 minutes per person per day) |
| Open Space and Agricultural Preservation | 6 Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) (Note: Baseline year is 2010.) |
| Equitable Access | 7 Decrease by 10 percentage points (to 56 percent, from 66 percent) the share of low-income and lower-middle income residents' household income consumed by transportation and housing |
| Economic Vitality | 8 Increase gross regional product (GRP) by 110 percent — an average annual growth rate of approximately 2 percent (in current dollars) |
| Transportation System Effectiveness | 9 Increase non-auto mode share by 10 percentage points (to 26 percent of trips) <ul style="list-style-type: none"> • Decrease automobile vehicle miles traveled per capita by 10 percent |
| | 10 Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles • Reduce share of transit assets past their useful life to 0 percent (Note: Baseline year is 2012.) |

*Unless noted, the Performance Target increases or reductions are for 2040 compared to a year 2005 baseline.

2014 Countywide Comprehensive Transportation Plan

Volume I

August 1, 2014

**PUBLIC
REVIEW
DRAFT**



CONTRA COSTA
transportation
authority
1989 – 2014

Keeping Contra Costa Moving

TURN ON
EADLIGHTS

CENTRAL COUNTY (TRANSPAC)

Central County, as its name implies, is the heart of Contra Costa, geographically and culturally. It includes the county's largest city by population, Concord, as well as the cities of Clayton, Martinez (the county seat), Pleasant Hill and Walnut Creek. The area is criss-crossed north to south by I-680 and east to west by SR 4, with SR 242 serving as a connector between the two. Central County is served by four BART stations: Walnut Creek, Pleasant Hill/Contra Costa Centre, Concord and North Concord/Martinez.

CENTRAL COUNTY TRENDS, 2010-2040

- Number of households: +25%
- Number of jobs: +37%
- AM daily traffic volumes on various interstates and state routes: +16% to +66%
- AM daily traffic volumes on various interstates and state routes: +16% to +64%

Policy Framework

The Central County Action Plan outlines six "tenets" to guide the development of regional objectives and actions, and also nine goals, each with several implementing actions. Key issues addressed in the tenets and goals include: managing freeways to ease regional travel while reducing through traffic on local streets; expanding alternatives to solo driving; coordinating land use and transportation decisions; and supporting low-emission transportation technologies.

Routes of Regional Significance

The 2014 Central County Action Plan designates 14 Regional Routes. Relative to the 2009 Plan, one route has been added (Bailey Road, from Clayton Road to Willow Pass Road). The Regional Routes are shown in Figure 4-4 and listed in the "Route-specific Actions" section, below.

Multimodal Transportation Service Objectives

The map in Figure 4-4 shows the Central County MTSOs. The freeway objectives focus on delay indices for I-680, SR 242, and SR 4. For the ten arterial roadways within Central County that are designated regional routes, the MTSOs comprise four indices, including average speed, average stopped delay, level of service, and volume to capacity ratio.

2009 Contra Costa Countywide Bicycle and Pedestrian Plan

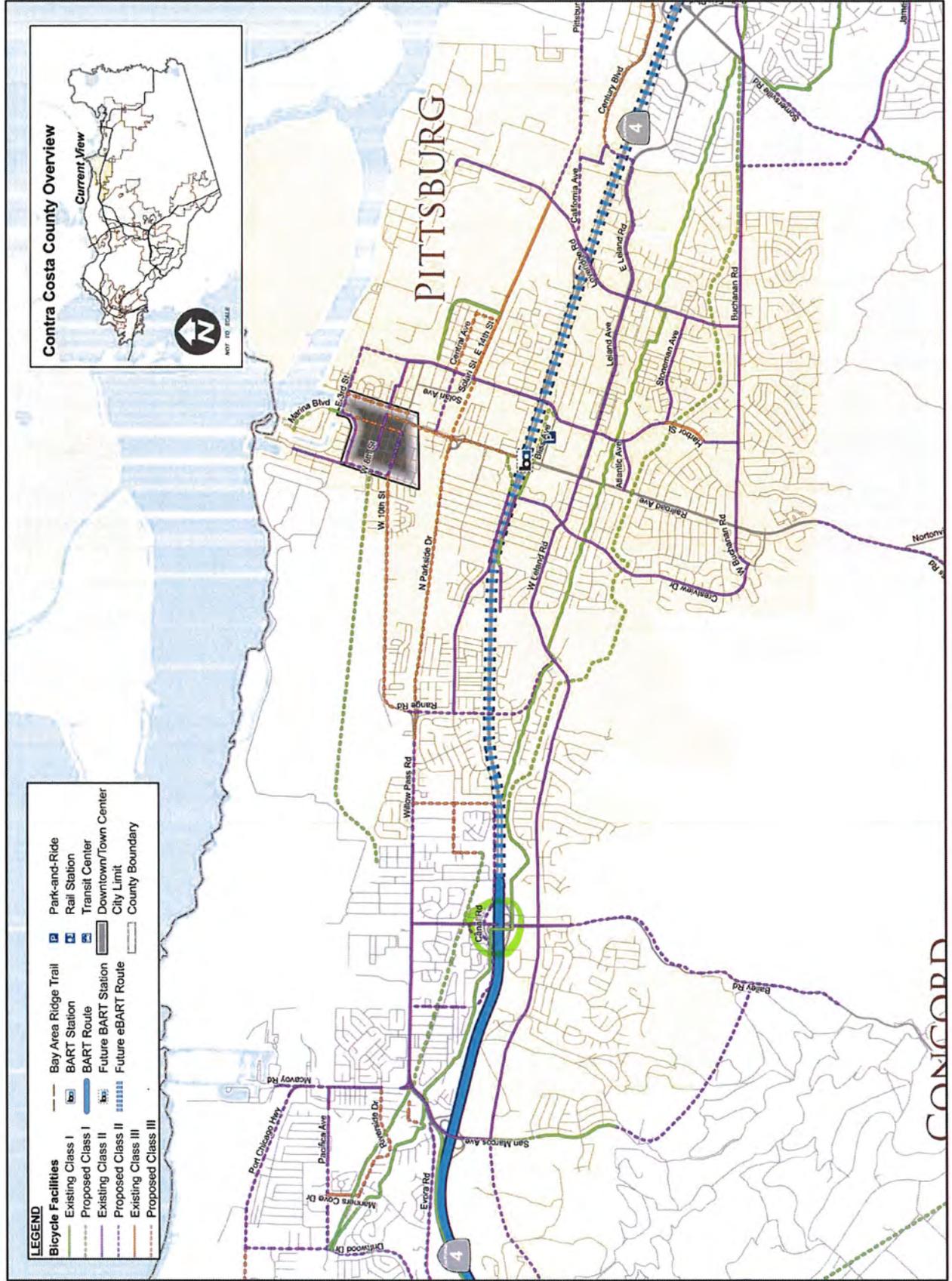


Adopted October 2009



Prepared by:
Fehr & Peers
Eisen | Letunic

Figure D-14 | Pittsburg



Other

1489 Bailey Road Pedestrian & Bicycle Improvements -State Route 4 Interchange Zone

Improve sidewalks and bike lanes in the area

Limits: State Route 4 Interchange Zone

Project Status: Other Sponsors:

Not Begun

Total Project Cost: \$11,500,000

Funding: Source: Type:
 \$6,000,000 Unidentified Unidentified
 \$5,500,000 Mitigation Navy Funds Local

0914 Bailey/Leland Intersection Improvements

Widen intersection to provide: 1.) westbound right-turn lane, and raised median, 2.) southbound right-turn lane, eastbound left-turn lane(s) and raised median. Also widen Bailey Road to accommodate Class 2 bike lanes, south of W. Leland Rd.

Limits: Bailey Rd./W. Leland Rd. intersection

Project Status: Other Sponsors:

Not Begun

Total Project Cost: \$1,050,000

Funding: Source: Type:

1357 Railroad Avenue Specific Plan

A specific plan for transit oriented development centered around the Railroad Avenue State Route 4 interchange. Includes possible e-BART station, Tri Delta Bus intermodal station/hub, along with bicycle and pedestrian friendly facilities.

Limits: Within a 1/4 mile radius from the Railroad Ave./SR 4 interchange

Project Status: Other Sponsors:

Total Project Cost:

Funding: Source: Type:

1363 Railroad Avenue Transit Oriented Development Specific Plan

Multimodal bicycle/pedestrian/transit oriented development plan with a possible e-BART station at this interchange and increase in bus routes with shorter headways.

Limits: Approximately 1/4 mile from Railroad Avenue/State Route 4 Interchange

Project Status: Other Sponsors:

Transplan

Total Project Cost:

Funding: Source: Type:

0034a Range Road Overcrossing (no interchange) at State Route 4

Construction of a 2 -lane, Highway 4 overcrossing with no freeway access. Design to include sidewalks and bicycle lanes.

Limits: 500 feet in both directions from State Route 4--West of Railroad

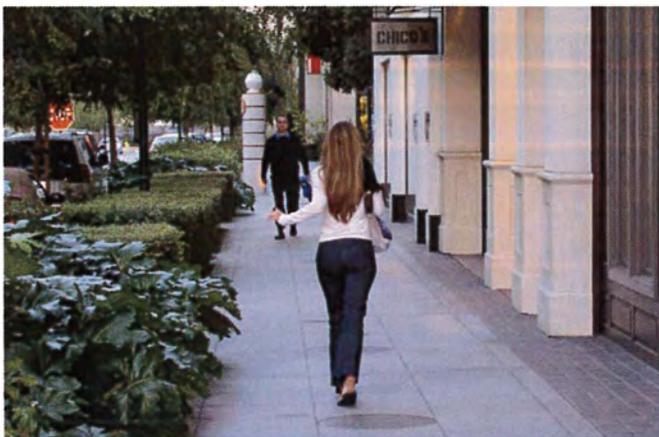
Project Status: Other Sponsors:

Not Begun

Total Project Cost: \$22,050,000

Funding: Source: Type:
 \$5,100,000 City's Traffic Mitigation Fee Fees/Exactions

City of Pittsburg



PITTSBURG / BAY POINT BART MASTER PLAN

PMC[®]

October
2011

approximately one-half mile east of the Pittsburg/ Bay Point BART Station.

Existing characteristics of various access modes are summarized below.

Pedestrian Access

Pedestrian access to the Pittsburg/ Bay Point BART Station is currently restricted by physical barriers and fencing to three access points: two BART station access road intersections on West Leland Road and the **Bailey Road/ SR 4 Eastbound Ramps** intersection. Pedestrians from the Bay Point community typically access the station from Bailey Road, while pedestrians from Pittsburg typically access the station from West Leland Road. Designated paths or sidewalks direct pedestrians from the access points and parking lots to the station.

Most surrounding streets include sidewalks, but lack street plantings and pedestrian-level lighting. Most signalized intersections feature pedestrian amenities, such as crosswalks, pedestrian signal heads, and pedestrian push buttons. However, many intersections do not meet current standards for accessibility.



Pedestrian Tunnel under SR 4

Pedestrian access between the station and the neighborhoods north of SR 4 is very limited. Pedestrians walking on Bailey Road under SR 4 are exposed to high noise levels and dark conditions due to the enclosed setting through the freeway underpass. The pedestrian path on the west side of Bailey Road requires pedestrians to walk out of the direct travel route to a pedestrian tunnel under a high-speed freeway off-ramp. The tunnel is not visible from the roadway, lacks lighting, and is subject to flooding. Most pedestrians bypass the tunnel and walk across the freeway off-ramp. On the east side of Bailey Road under SR 4, pedestrians are sandwiched between a vertical retaining wall and high-speed auto lanes on a 5-foot-wide sidewalk.

The City of Pittsburg and Contra Costa County are currently planning pedestrian improvements along Bailey and West Leland roads.

CHAPTER 8: IMPLEMENTATION

| CATEGORY | Timing: 1 = Phase 1 2 = Phase 2 3 = Phase 3-5 Ongoing | Responsible Party | Factors/ Requirements | Funding Sources |
|---|---|---------------------|---|--|
| Action | | | | TLC Grant, Measure J, User Fees |
| Park | 3 | D, PW, JPA | | BAD, CFD, DA, GF, TLC Grant, User Fees |
| Class I Bike Path Along northern boundary | 1 | D, PW, JPA, Private | Can be done with or without the development | DA/RDA/TLC Grants |
| OFF SITE IMPROVEMENTS | | | | |
| Bailey Rd Bike and Ped Improvements | Ongoing | D, PW, County | Would be done regardless of the development. County still needs full funding and approvals. | |
| Bailey Rd Widening Improvement | City expects to complete by end of 2011 | D, PW | Would be done regardless of the development. | |
| eBART Extension | Ongoing | BART | scheduled to be in service by 2015 | |
| Install new signal or modify existing signals at four intersections along Leland Rd | 1,3 | D, PW | | DA |

MASTER PLAN

8

CONTRA COSTA COUNTY

GENERAL PLAN

2005 - 2020

January 18, 2005
(Reprint July 2010)

Contra Costa County
Department of Conservation and Development **
30 Muir Road
Martinez, CA 94553

(925) 674-7200
FAX (925) 674-7258

** Note: As of May 8, 2008, the Community Development and Building Inspection departments have been merged into one department under a new name, the Department of Conservation and Development. Reference in the text of this plan to the Community Development Department and to the Building Inspection Department, has been changed to the Department of Conservation and Development.

5. Transportation and Circulation Element

reactions. TDM measures usually: 1) involve lower capital costs; 2) provide incentives designed to modify travel demand; 3) are implemented by local government or the private sector, and 4) give all travel modes equal consideration in providing access to development.

The County currently promotes TDM strategies in unincorporated areas through certain County ordinances. The County should continue to monitor the effectiveness of its zoning and subdivision ordinances to ensure that new development provides multimodal access and does not solely rely on the automobile. To this end, if a new development has enough traffic generated to warrant a new transit stop (according to the appropriate transit jurisdiction), then such a development will extend the transit service area, which is shown in the County's Transit Network Plan. Additional efforts to investigate in the future include: 1) establishment of maximum parking ratios and relaxing of minimum requirements; 2) shifting long-term parking in commercial areas to short-term use; 3) zoning regulations that encourage more pedestrian/transit friendly development.

5.8 PEDESTRIAN FACILITIES AND BIKEWAYS

Pedestrian and bicycle transportation are a viable mode of commuter transportation in the urban areas on either side of the Berkeley Hills and throughout eastern Contra Costa County due to favorable topography and weather.

The County promotes the use of the Complete Streets philosophy to further advance the goals of this plan. Complete streets are streets safe for all users at all times throughout the County.

The County supports pedestrians and bicyclists by implementing the Routine Accommodation policy statement developed by the United States Department of Transportation, the California Department of Transportation and the Metropolitan Transportation Commission to ensure that the needs of walkers and bicyclists are integrated into Transportation Infrastructure. Considering, and making accommodation for bicycle and pedestrian mobility and safety in the planning and designing of new or improved transportation facilities can benefit all modes of travel.

Pedestrian facilities are becoming increasingly important to address the various needs of County residents living in urban and rural settings as our community continues to develop and change. We are all pedestrians at one time, walking to the post office, using a wheelchair from a transit station to work, traveling from your car to a retail shopping center. Pedestrian facilities also encourage walking for better health. Additionally, lower income residents of Contra Costa County are over seven times more likely to walk as a primary commute mode than the general population. A well designed and well maintained system of pedestrian facilities provides safe, convenient and accessible access for residents.

Sidewalks shall be designed so they are wide enough to accommodate the potential pedestrian volume. Surfaces should be kept as level as possible. Intersections shall have well designed curb ramps on all corners and crosswalks, where provided, should be well marked and visible. Traffic signal phasing shall allow adequate time for pedestrians to cross as well as have accommodations for disabled users with impairments. Lighting shall be provided where needed for visibility and safety. The network of pedestrian facilities must provide convenient access to destinations that attract pedestrian travel, such as schools, parks, transit, neighborhood shopping, post offices and other public facilities.

Development of a comprehensive bikeway system will provide further incentive to commute by bike. The comprehensive bikeway system is the interconnected system of safe bike paths, bike lanes, and bike routes that satisfy the travel needs of most

Contra Costa County
2013
**Capital Road Improvement &
Preservation Program**



Contra Costa County
Public Works
D e p a r t m e n t

FISCAL YEAR 2013/14
TO
FISCAL YEAR 2019/20

Contra Costa County
Public Works Department
255 Glacier Drive
Martinez, CA 94553-4897
(925) 313-2000
www.co.contra-costa.ca.us

UNDERFUNDED PROJECT LIST

1. Alhambra Valley Rd Improvements (Various Locations)
2. Alhambra Valley Rd Slide Repair – 0.7 mi W of Castro Ranch Slide Repair
3. Alhambra Valley Rd Slide Repair – Castro Ranch Road Slide Repair
4. Alves Lane Extension - Willow Pass Rd to Pacifica Ave
5. Appian Way & Pebble Dr Signal
6. Appian Way Complete Streets Project - San Pablo Dam Rd to Valley View Rd
7. Appian Way Complete Streets Project - Valley View Rd to Pinole City Limits
8. Arlington Blvd & Amherst Ave & Sunset Dr Intersection Improvements
9. Bailey Road Pedestrian & Bicycle Improvements - Canal Rd to Willow Pass Rd
10. Bailey Road Pedestrian & Bicycle Improvements - State Route 4 Interchange Zone
11. Balfour Rd Shoulder Widening - Deer Valley Rd to Brentwood City Limits
12. Balfour Road & Byron Highway Intersection Improvements
13. Bella Vista Infrastructure Improvements
14. Bethel Island Rd Widening - Wells Lane to Sandmound Blvd
15. Brookside Dr Widening – Fred Jackson Way to UPRR
16. Byron Highway Two-Way Left Turn Lane at Byron Elementary School
17. Byron Highway Widening - Camino Diablo to the Alameda County Line
18. Byron Highway Widening - Delta Road to Chestnut Street
19. Byron Highway Widening - SR 4 to Camino Diablo
20. Camino Diablo Widening - Vasco Rd to Byron Hwy
21. Camino Tassajara Safety Improvements (Various Locations)
22. Camino Tassajara Widening - Windemere Pkwy to Alameda County Line
23. Castro Ranch Rd Widening - San Pablo Dam Rd to Olinda Rd
24. Center Ave Widening - Pacheco Boulevard to Blackwood Drive
25. Center Ave Widening - Pacheco Boulevard to Marsh Drive
26. Chestnut Street Widening - Sellers Avenue to Byron Hwy
27. Crockett Area Overlays & Reconstruction Project
28. Cummings Skyway Truck Lane Extension
29. Danville Blvd & Hemme Avenue Intersection Improvements
30. Deer Valley Rd Safety Improvements (Various Locations)
31. Delta De-Anza Trail Gap Closure (Various Locations)
32. Delta Road Widening - Byron Hwy to Holland Tract Road
33. Delta Road Widening - Sellers Avenue to Byron Highway
34. Downtown Alamo Pedestrian Safety Improvements
35. El Portal Dr & Barranca St Signal
36. El Portal Dr Widening - San Pablo City Limits to San Pablo Dam Rd
37. Evora Rd Extension - Willow Pass Rd to Port Chicago Hwy
38. Evora Road - Willow Pass Road Intersection Improvements
39. Fred Jackson Way/Goodrick Ave Realignment

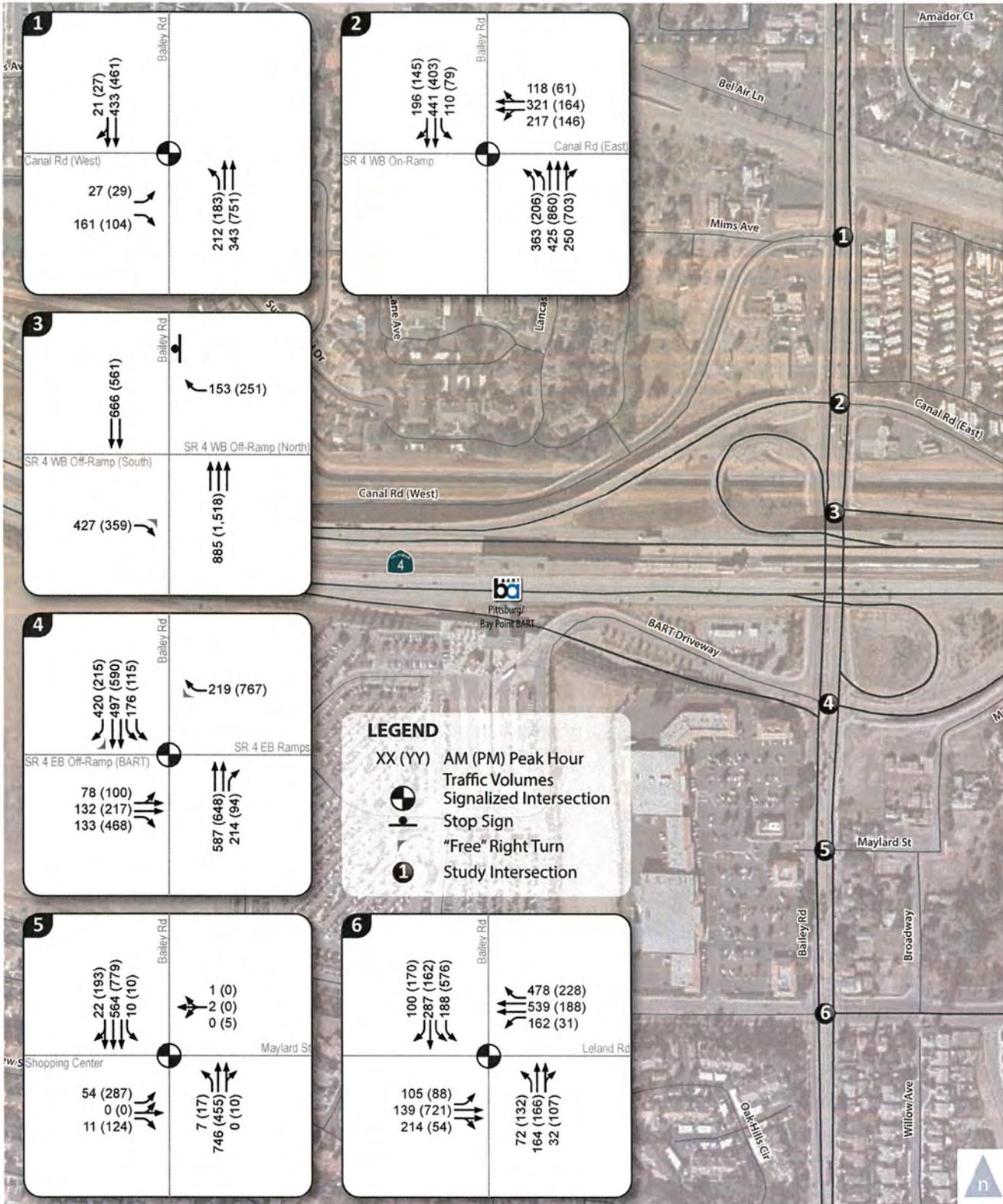


Figure 5.

**Existing Peak Hour
Traffic Volumes, Lane Configurations, and Traffic Control**

WC12-3946_5_Env01



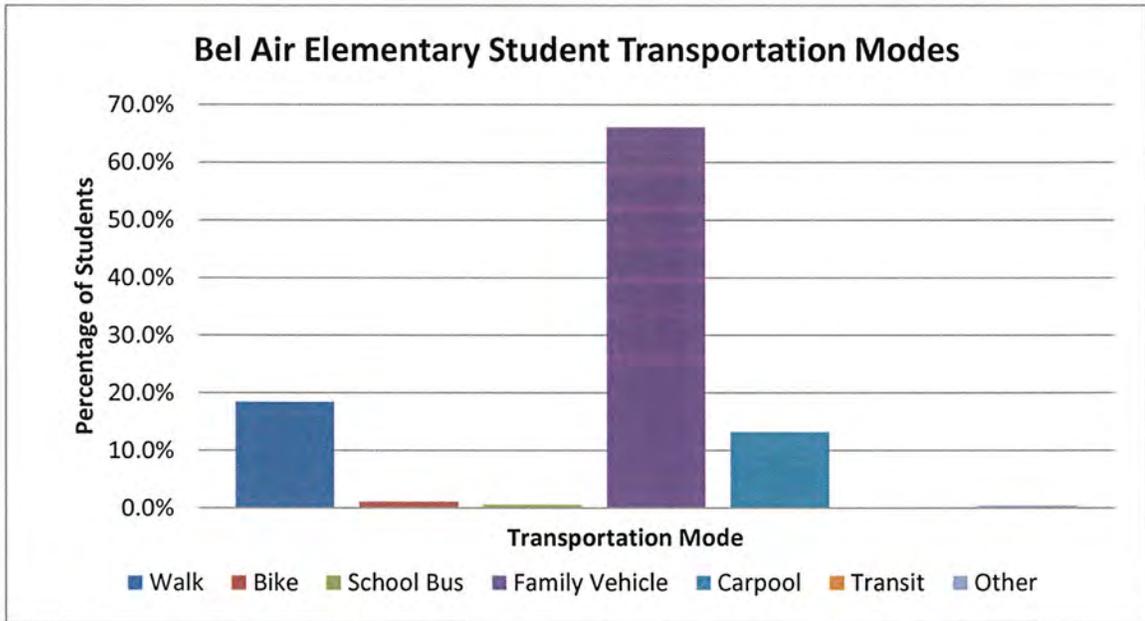
Figure 6.

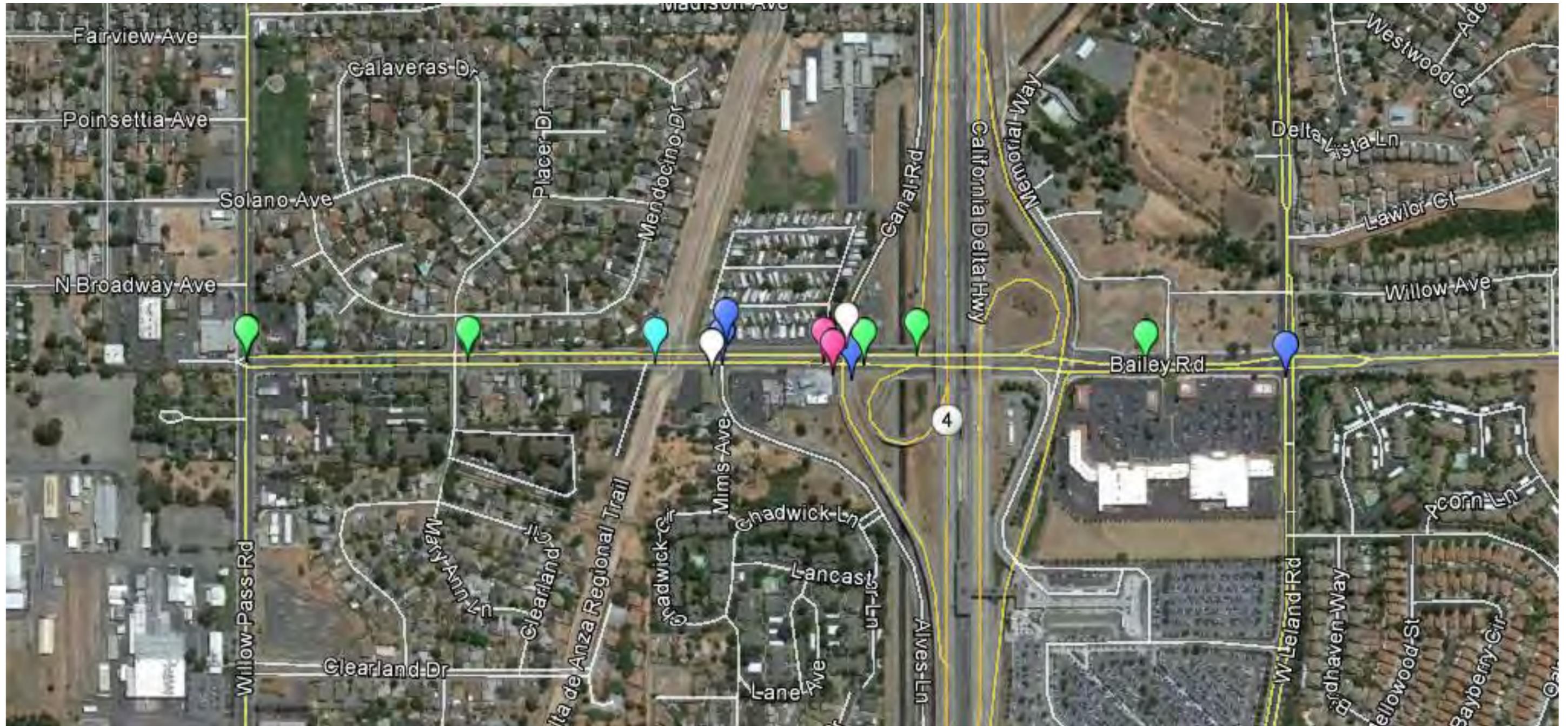
Existing Peak Hour
Pedestrian and Bicycle Volumes

WPC13-2049 - Ped/Bike/vol

Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project
Survey conducted week of 4-13-2015

| Bel Air Elementary School Tally Sheet Data | | | | | | |
|---|------------|------------|--------------|--------------|-------------|-------------|
| | Tuesday AM | Tuesday PM | Wednesday AM | Wednesday PM | Thursday AM | Thursday PM |
| Walk | 66 | 71 | 70 | 76 | 68 | 69 |
| Bike | 4 | 3 | 6 | 4 | 4 | 4 |
| School Bus | 2 | 2 | 3 | 3 | 2 | 2 |
| Family Vehicle | 229 | 201 | 280 | 252 | 282 | 258 |
| Carpool | 30 | 27 | 64 | 55 | 67 | 58 |
| Transit | | | | | | |
| Other | 2 | 2 | 1 | 1 | 2 | 2 |





LEGEND:

- PROPERTY DAMAGE ONLY
- COMPLAINT OF PAIN
- OTHER VISIBLE INJURY
- SEVERE INJURY
- FATALITY



SCALE: NTS



Contra Costa County
Public Works
Department

255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333

PEDESTRIAN & BICYCLE COLLISION MAP (2004-2013)

BAILEY ROAD/STATE ROUTE 4 INTERCHANGE PEDESTRIAN AND BICYCLE IMPROVEMENT PROJECT

DB: JH

CB: AV

DATE: MAY 2015

Sht 1 of 1

**Contra Costa County
Traffic Engineering**

5/20/2015

Date Range Reported: 1/1/04 - 12/31/13

Total Number of Collisions: 15

Total Number of Persons Injured: 12

Total Number of Persons Killed: 1

Collision Report Summary

2004-2013

| | | | | | | | | | | | | | Page 1 | |
|---------|----------|-------|----------------------------|-------|---------|----------------------|--------------------------|------------------|------------------------|------------------|------------------------|---------------------------|--------|------|
| Report# | Date | Time | Location | Dist. | Dir. | Type of Collision | Motor Veh. Involved With | Dir. of Travel 1 | Movement Prec. Coll. 1 | Dir. of Travel 2 | Movement Prec. Coll. 2 | PCF | Inj. | Kil. |
| 1453507 | 3/12/04 | 20:05 | Willow Pass Rd & Bailey Rd | 0' | In Int. | Other | Bicycle | West | Proceeding Straight | South | Proceeding Straight | Unknown | 1 | 0 |
| 1781524 | 11/29/04 | 16:30 | Bailey Rd & Mary Ann Ln | 48' | South | Vehicle - Pedestrian | Pedestrian | South | Not Stated | East | Proceeding Straight | Pedestrian Violation | 1 | 0 |
| 3006048 | 1/11/07 | 18:10 | Bailey Rd & Canal Rd (N) | 10' | South | Other | Bicycle | North | Making Right Turn | South | Proceeding Straight | Wrong Side of Road | 0 | 0 |
| 3295196 | 7/19/07 | 16:10 | Bailey Rd & Canal Rd (N) | 0' | In Int. | Broadside | Bicycle | North | Entering Traffic | West | Proceeding Straight | Pedestrian Violation | 1 | 0 |
| 3560468 | 12/27/07 | 12:28 | Bailey Rd & Leland Rd | 0' | In Int. | Head-On | Pedestrian | West | Not Stated | North | Making Left Turn | Pedestrian Violation | 1 | 0 |
| 3629713 | 2/18/08 | 14:25 | Bailey Rd & Canal Rd (N) | 0' | In Int. | Broadside | Bicycle | North | Proceeding Straight | West | Proceeding Straight | Traffic Signals and Signs | 1 | 0 |
| 3661495 | 3/14/08 | 6:45 | Bailey Rd & Willow Pass Rd | 0' | In Int. | Vehicle - Pedestrian | Pedestrian | South | Making Left Turn | North | Other | Ped R/W Violation | 1 | 0 |
| 3995836 | 10/24/08 | 16:30 | Bailey Rd & Canal Rd (N) | 0' | In Int. | Broadside | Bicycle | North | Slowing/Stopping | East | Slowing/Stopping | Wrong Side of Road | 1 | 0 |
| 4535352 | 12/11/09 | 18:12 | Bailey Rd & Mims Canal Rd | 0' | In Int. | Vehicle - Pedestrian | Pedestrian | North | Not Stated | East | Making Left Turn | Pedestrian Violation | 1 | 0 |
| 5425217 | 9/12/11 | 8:30 | Bailey Rd & Canal Rd (N) | 0' | In Int. | Broadside | Bicycle | East | Making Right Turn | North | Proceeding Straight | Traffic Signals and Signs | 1 | 0 |
| 5462410 | 12/4/11 | 19:00 | Bailey Rd & Canal Rd (N) | 0' | In Int. | Broadside | Bicycle | West | Proceeding Straight | North | Proceeding Straight | Traffic Signals and Signs | 0 | 0 |
| 5519379 | 2/1/12 | 6:28 | Bailey Rd & Canal Rd (N) | 267' | North | Vehicle - Pedestrian | Pedestrian | Not State | Crossed Into Opposing | West | Not Stated | Unknown | 1 | 0 |

| Report# | Date | Time | Location | Dist. | Dir. | Type of Collision | Motor Veh. Involved With | Dir. of Travel 1 | Movement Prec. Coll. 1 | Dir. of Travel 2 | Movement Prec. Coll. 2 | PCF | Inj. | Kil. |
|---------|---------|-------|----------------------------|-------|---------|----------------------|--------------------------|------------------|------------------------|------------------|------------------------|----------------------|------|------|
| 5545530 | 2/21/12 | 17:50 | Willow Pass Rd & Bailey Rd | 0' | In Int. | Vehicle - Pedestrian | Pedestrian | North | Making Right Turn | North | Not Stated | Ped R/W Violation | 1 | 0 |
| 6150812 | 7/8/13 | 2:09 | Bailey Rd & Maylard St | 100' | North | Broadside | Bicycle | East | Entering Traffic | South | Proceeding Straight | Auto R/W Violation | 1 | 0 |
| 5911957 | 9/11/13 | 20:30 | Bailey Rd & Canal Rd (N) | 254' | North | Vehicle - Pedestrian | Pedestrian | East | Not Stated | North | Proceeding Straight | Pedestrian Violation | 0 | 1 |

Settings Used For Query

| <u>Parameter</u> | <u>Setting</u> |
|----------------------------|--|
| Street Name | BAILEY RD |
| Starting Date | 1/1/2004 |
| Ending Date | 12/31/2013 |
| Distance from Intersection | >= 0' for non rear-end collisions >= 0' for rear-end collisions |
| Involved With | 'Pedestrian or Bicycle' |

When only a Primary Road is specified (BAILEY RD), the query results include all collisions with the specified Primary Road of BAILEY RD and all collisions with a Secondary Road of BAILEY RD with a distance of 0 feet.

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

RAMPS

| Location Description | Rate Group (RUS) | No. of Accidents / Significance | | | | | | | | | | ADT Main X-St | Total MV+ or MVM | Accident Rates | | | | |
|--|------------------|---------------------------------|-----|-----|-----|-----------|-----|------|--------------|------------|------------|---------------|------------------|----------------|-------------|-------------|------|-----|
| | | Tot | Fat | Inj | F+I | Multi Veh | Wet | Dark | Pers Kid Inj | Actual Fat | Actual F+I | | | Average Tot | Average Fat | Average F+I | Tot | |
| 04 CC 004 R013.637 004/EB OFF TO SOLANO WAY 0001-0001 2010-04-01 2013-03-31 36 mo. | R 26 U | 3 | 0 | 2 | 2 | 3 | 0 | 2 | 0 | 3 | 5.6 .0 | 6.16+ | 0.000 | .32 | .49 | 0.003 | .24 | .84 |
| 04 CC 004 R013.706 004/WB ON FROM SOLANO WAY 0001-0002 2010-04-01 2013-03-31 36 mo. | R 26 U | 5 | 0 | 3 | 3 | 0 | 4 | 1 | 0 | 5.4 .0 | 5.88+ | 0.000 | .51 | .85 | 0.003 | .24 | .84 | |
| 04 CC 004 R013.936 004/EBON FR SOLANO WAY 0001-0003 2010-04-01 2013-03-31 36 mo. | R 28 U | 6 H95 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 4.4 .0 | 4.79+ | 0.000 | .21 | 1.25 | 0.001 | .13 | .46 | |
| 04 CC 004 R013.940 004/WBOFF TO SOLANO WAY 0001-0004 2010-04-01 2013-03-31 36 mo. | R 26 U | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.3 .0 | 4.67+ | 0.000 | .00 | .00 | 0.003 | .24 | .84 | |
| 04 CC 004 R015.285 004/OFF TO NBPCHICGO,F4/242 0001-0005 2010-04-01 2013-03-31 36 mo. | R 70 U | 3 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 5.4 .0 | 5.89+ | 0.000 | .51 | .51 | 0.004 | .20 | .68 | |
| 04 CC 004 R015.266 004/OFF TOSBPCHICGO,FR4/242 0001-0006 2010-04-01 2013-03-31 36 mo. | R 64 U | 5 H97 | 0 | 2 | 2 | 1 | 2 | 2 | 0 | 3.2 .0 | 3.56+ | 0.000 | .56 | 1.41 | 0.003 | .11 | .32 | |
| 04 CC 004 R015.323 004/WB OFF TO RTE 242,SB 0001-0007 2010-04-01 2013-03-31 36 mo. | R 58 U | 3 | 0 | 2 | 2 | 1 | 2 | 1 | 0 | 24.8 .0 | 27.18+ | 0.000 | .07 | .11 | 0.001 | .07 | .21 | |
| 04 CC 004 R015.603 004/SEG EBON FR SB CHICAGO 0001-0008 2010-04-01 2013-03-31 36 mo. | R 40 U | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 3.7 .0 | 4.06+ | 0.000 | .25 | .74 | 0.002 | .21 | .73 | |
| 04 CC 004 R015.604 004/SEG EB ON FR NB CHICAGO 0001-0009 2010-04-01 2013-03-31 36 mo. | R 20 U | 2 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 2.7 .0 | 2.98+ | 0.000 | .34 | .67 | 0.003 | .18 | .57 | |
| 04 CC 004 R015.644 004/WBOFF TO PORT CHICAGO 0001-0010 2010-04-01 2013-03-31 36 mo. | R 10 U | 13 H97 | 0 | 3 | 3 | 12 | 4 | 3 | 0 | 5.6 .0 | 6.16+ | 0.000 | .49 | 2.11 | 0.003 | .35 | 1.01 | |
| 04 CC 004 R015.753 004/EB ON FR P CHICAGO HWY 0001-0011 2010-04-01 2013-03-31 36 mo. | R 36 U | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.5 .0 | 7.09+ | 0.000 | .00 | .00 | 0.001 | .06 | .18 | |
| 04 CC 004 R016.666 004/EBOFF TO WILLOW PASS RD 0001-0012 2010-04-01 2013-03-31 36 mo. | R 10 U | 5 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 6.4 .0 | 7.05+ | 0.000 | .14 | .71 | 0.003 | .35 | 1.01 | |

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

| Location Description | Rate Group (RUS) | No. of Accidents / Significance | | | | | | | | | ADT Main X-St | Total MV+ or MVM | Accident Rates | | | | | |
|--|------------------|---------------------------------|-----|-----|-----|-----------|-----|----------|---------------|------------|---------------|------------------|----------------|-------------|-------------|-------------|-----|------|
| | | Tot | Fat | Inj | F+I | Multi Veh | Wel | Dark | Pers Klid Inj | Actual Fat | | | Actual F+I | Average Tot | Average Fat | Average F+I | Tot | |
| 04 CC 004 R016.688 004/WBON FR WILLOW PASS RD 0001-0013 2010-04-01 2013-03-31 36 mo. | R 12 U | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 7.4 .0 | 8.15 + | 0.000 | .00 | .12 | 0.002 | .22 | .63 |
| 04 CC 004 R017.181 004/EB ON FR WILLOW PASS RD 0001-0014 2010-04-01 2013-03-31 36 mo. | R 12 U | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5.3 .0 | 5.79 + | 0.000 | .00 | .17 | 0.002 | .22 | .63 |
| 04 CC 004 R017.183 004/WB OFFTO WILLOW PASS RD 0001-0015 2010-04-01 2013-03-31 36 mo. | R 10 U | 4 | 0 | 1 | 1 | 3 | 1 | 2 | 0 | 1 | 5.7 .0 | 6.28 + | 0.000 | .16 | .64 | 0.003 | .35 | 1.01 |
| 04 CC 004 R018.565 004/EBOFF BAY PT/WILLOW PAS 0001-0016 2010-04-01 2013-03-31 36 mo. | R 10 U | 17 | 0 | 2 | 2 | 11 | 0 | 5 | 0 | 2 | 10.9 .0 | 11.95 + | 0.000 | .17 | 1.42 | 0.003 | .35 | 1.01 |
| 04 CC 004 R018.571 004/WBON SB BAY PT/WLL PASS 0001-0017 2010-04-01 2013-03-31 36 mo. | R 20 U | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 7.9 .0 | 8.66 + | 0.000 | .00 | .23 | 0.003 | .18 | .57 |
| 04 CC 004 R018.727 004/EBON SB BAY PT/WLL PASS 0001-0018 2010-04-01 2013-03-31 36 mo. | R 40 U | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.8 .0 | 3.07 + | 0.000 | .00 | .00 | 0.002 | .21 | .73 |
| 04 CC 004 R018.810 004/WBON NB BAY PT/WLL PASS 0001-0019 2010-04-01 2013-03-31 36 mo. | R 40 U | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3.6 .0 | 3.94 + | 0.000 | .00 | .25 | 0.002 | .21 | .73 |
| 04 CC 004 R018.964 004/EBON NB BAY PT/WLL PASS 0001-0020 2010-04-01 2013-03-31 36 mo. | R 20 U | 3 H97 | 0 | 1 | 1 | 2 | 1 | 2 H97 | 0 | 1 | .6 .0 | .60 + | 0.000 | 1.66 | 4.98 | 0.003 | .18 | .57 |
| 04 CC 004 R019.001 004/WBOFF BAY PT/WILLOW PAS 0001-0021 2010-04-01 2013-03-31 36 mo. | R 10 U | 3 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 3 | 3.6 .0 | 3.92 + | 0.000 | .51 | .77 | 0.003 | .35 | 1.01 |
| 04 CC 004 R019.877 004/EB OFF TO SB BAILEY RD 0001-0022 2010-04-01 2013-03-31 36 mo. | R 18 U | 7 | 0 | 1 | 1 | 6 | 1 | 1 | 0 | 1 | 6.3 .0 | 6.91 + | 0.000 | .14 | 1.01 | 0.004 | .24 | .75 |
| * 04 CC 004 R019.950 004/WB ON FR BAILEY RD 0001-0023 2010-04-01 2013-03-31 36 mo. | R 12 U | 7 | 0 | 4 | 4 | 5 | 1 | 3 | 0 | 5 | 9.5 .0 | 10.41 + | 0.000 | .38 | .67 | 0.002 | .22 | .63 |
| 04 CC 004 R020.066 004/WB OFF TO SB BAILEY RD 0001-0024 2010-04-01 2013-03-31 36 mo. | R 38 U | 10 | 0 | 1 | 1 | 0 | 2 | 3 | 0 | 2 | 6.1 .0 | 6.71 + | 0.000 | .15 | 1.49 | 0.003 | .30 | 1.06 |

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation
Table B - Selective Accident Rate Calculation

| Location Description | Rate Group (RUS) | No. of Accidents / Significance | | | | | | | | Pers Kid Inj | ADT Main X-St | Total MV+ or MVM | Accident Rates | | | | | |
|---|------------------|---------------------------------|-----|-----|-----|-----------|-----|------|------------|--------------|---------------|------------------|----------------|-------------|-------------|-------------|------|--|
| | | Tot | Fat | Inj | F+I | Multi Veh | Wet | Dark | Actual Fat | | | | Actual F+I | Average Tot | Average Fat | Average F+I | Tot | |
| 04 CC 004 R020.165 004/EB OFF TO NB BAILEY RD 0001-0025 2010-04-01 2013-03-31 36 mo. | R 38 U | 7 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5.5 .0 | 6.03 + | 0.000 | .00 | 1.16 | 0.003 | .30 | 1.06 | |
| 04 CC 004 R020.278 004/WB OFF TO NB BAILEY RD 0001-0026 2010-04-01 2013-03-31 36 mo. | R 18 U | 7 H90 | 0 | 1 | 1 | 6 | 0 | 1 | 0 1 | 4.4 .0 | 4.80 + | 0.000 | .21 | 1.46 | 0.004 | .24 | .75 | |
| 04 CC 004 R020.294 004/EB ON FR BAILEY RD 0001-0027 2010-04-01 2013-03-31 36 mo. | R 12 U | 5 | 0 | 2 | 2 | 4 | 0 | 2 | 0 5 | 7.9 .0 | 8.66 + | 0.000 | .23 | .58 | 0.002 | .22 | .63 | |

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE : 04/02/2015
REFERENCE DATE : 04/02/2015
SUBMITTOR : T4KCAPUL
REPORT TITLE : ' WB ON FR BAILEY RD '
EVENT ID : 3706984

LOCATION CRITERIA:

FROM: 04-CC-004 R019.950 TO: 04-CC-004 R019.951

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = R

Accidents Date Range:

From -- 04/01/2010 To -- 03/31/2013

TASAS SELECTIVE RECORD RETRIEVAL
 TSAR - ACCIDENT SUMMARY
 'WB ON FR BAILEY RD'

| TOTAL ACCIDENTS | FATAL | INJURY | PDO | PERSONS | | MOTOR VEHICLES INVOLVED | | | <--- LINES CODED ---> | | |
|-----------------|-------|--------|-----|---------|---------|-------------------------|------|------|-----------------------|------|------|
| 7 | 0 | 4 | 3 | KILLED | INJURED | NUMBER | PCT | CODE | NUMBER | PCT | CODE |
| | | | | 0 | 5 | 2 | 28.6 | 1 | 1 | 14.3 | 1 |
| | | | | | | 5 | 71.4 | 2 | 6 | 85.7 | 2 |
| | | | | | | 0 | 0.0 | 3 | 0 | 0.0 | 3 |
| | | | | | | 0 | 0.0 | >3 | 0 | 0.0 | 4 |
| | | | | | | | | | 0 | 0.0 | 5 |
| | | | | | | | | | 0 | 0.0 | 6 |
| | | | | | | | | | 0 | 0.0 | 7 |
| | | | | | | | | | 0 | 0.0 | 8 |
| | | | | | | | | | 0 | 0.0 | 9 |

<--- HOUR OF DAY --->

| NUMBER | PCT | CODE |
|--------|------|-------------|
| 0 | 0.0 | 00- 12 MID. |
| 0 | 0.0 | 01- 1 A.M. |
| 0 | 0.0 | 02- 2 A.M. |
| 0 | 0.0 | 03- 3 A.M. |
| 0 | 0.0 | 04- 4 A.M. |
| 0 | 0.0 | 05- 5 A.M. |
| 1 | 14.3 | 06- 6 A.M. |
| 1 | 14.3 | 07- 7 A.M. |
| 0 | 0.0 | 08- 8 A.M. |
| 0 | 0.0 | 09- 9 A.M. |
| 2 | 28.6 | 10- 10 A.M. |
| 0 | 0.0 | 11- 11 A.M. |
| 0 | 0.0 | 12- 12 NOON |
| 1 | 14.3 | 13- 1 P.M. |
| 0 | 0.0 | 14- 2 P.M. |
| 0 | 0.0 | 15- 3 P.M. |
| 0 | 0.0 | 16- 4 P.M. |
| 1 | 14.3 | 17- 5 P.M. |
| 0 | 0.0 | 18- 6 P.M. |
| 1 | 14.3 | 19- 7 P.M. |
| 0 | 0.0 | 20- 8 P.M. |
| 0 | 0.0 | 21- 9 P.M. |
| 0 | 0.0 | 22- 10 P.M. |
| 0 | 0.0 | 23- 11 P.M. |
| 0 | 0.0 | 25- UNKNOWN |

<--- ACCESS CONTROL --->

| NUMBER | PCT | CODE |
|--------|-------|-----------------|
| 0 | 0.0 | C-CONVENTIONAL |
| 0 | 0.0 | E-EXPRESSWAY |
| 7 | 100.0 | F-FREEWAY |
| 0 | 0.0 | S-1-WAY CITY ST |
| 0 | 0.0 | --INVALID DATA |
| 0 | 0.0 | +--NO DATA |

<--- SIDE OF HIGHWAY --->

| NUMBER | PCT | CODE |
|--------|-------|--------------|
| 0 | 0.0 | N-NORTHBOUND |
| 0 | 0.0 | S-SOUTHBOUND |
| 0 | 0.0 | E-EASTBOUND |
| 7 | 100.0 | W-WESTBOUND |

<--- YEAR --->

| NUMBER | PCT | CODE |
|--------|------|------|
| 0 | 0.0 | 2003 |
| 0 | 0.0 | 2004 |
| 0 | 0.0 | 2005 |
| 0 | 0.0 | 2006 |
| 0 | 0.0 | 2007 |
| 0 | 0.0 | 2008 |
| 0 | 0.0 | 2009 |
| 1 | 14.3 | 2010 |
| 2 | 28.6 | 2011 |
| 4 | 57.1 | 2012 |
| 0 | 0.0 | 2013 |
| 0 | 0.0 | 2014 |

<--- MONTH --->

| NUMBER | PCT | CODE |
|--------|------|--------------|
| 2 | 28.6 | 01-JANUARY |
| 0 | 0.0 | 02-FEBRUARY |
| 1 | 14.3 | 03-MARCH |
| 0 | 0.0 | 04-APRIL |
| 0 | 0.0 | 05-MAY |
| 0 | 0.0 | 06-JUNE |
| 0 | 0.0 | 07-JULY |
| 0 | 0.0 | 08-AUGUST |
| 3 | 42.9 | 09-SEPTEMBER |
| 1 | 14.3 | 10-OCTOBER |
| 0 | 0.0 | 11-NOVEMBER |
| 0 | 0.0 | 12-DECEMBER |

<--- DAY OF WEEK --->

| NUMBER | PCT | CODE |
|--------|------|-------------|
| 2 | 28.6 | 1-SUNDAY |
| 1 | 14.3 | 2-MONDAY |
| 2 | 28.6 | 3-TUESDAY |
| 1 | 14.3 | 4-WEDNESDAY |
| 0 | 0.0 | 5-THURSDAY |
| 1 | 14.3 | 6-FRIDAY |
| 0 | 0.0 | 7-SATURDAY |

TASAS SELECTIVE RECORD RETRIEVAL
 TSAR - ACCIDENT SUMMARY
 ' WE ON FR BAILEY RD '

| <-- PRIMARY COLLISION FACTOR --> | | |
|----------------------------------|------|---------------------|
| NUMBER | PCT | CODE |
| 1 | 14.3 | 1-INFLUENCE ALCOHOL |
| 0 | 0.0 | 2-FOLLOW TOO CLOSE |
| 0 | 0.0 | 3-FAILURE TO YIELD |
| 0 | 0.0 | 4-IMPROPER TURN |
| 2 | 26.6 | 5-SPEEDING |
| 4 | 57.1 | 6-OTHER VIOLATIONS |
| 0 | 0.0 | B-IMPROPER DRIVING |
| 0 | 0.0 | C-OTHER THAN DRIVER |
| 0 | 0.0 | D-UNKNOWN |
| 0 | 0.0 | E-FELL SLEEP |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

| <--- TYPE OF COLLISION ---> | | |
|-----------------------------|------|-------------------|
| NUMBER | PCT | CODE |
| 0 | 0.0 | A-HEAD-ON |
| 1 | 14.3 | B-SIDESWIPE |
| 2 | 28.6 | C-REAR END |
| 2 | 28.6 | D-BROADSIDE |
| 1 | 14.3 | E-HIT OBJECT |
| 0 | 0.0 | F-OVERTURN |
| 1 | 14.3 | G-AUTO-PEDESTRIAN |
| 0 | 0.0 | H-OTHER |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

| <--- ROADWAY CONDITION ---> | | |
|-----------------------------|-------|------------------------|
| NUMBER | PCT | CODE |
| 0 | 0.0 | A-HOLES, RUTS |
| 0 | 0.0 | B-LOOSE MATERIAL |
| 0 | 0.0 | C-OBSTRUCTION ON ROAD |
| 0 | 0.0 | D-CONSTRUCT-RPAIR-ZONE |
| 0 | 0.0 | E-REDUCED ROAD WIDTH |
| 0 | 0.0 | F-FLOODED |
| 0 | 0.0 | G-OTHER |
| 7 | 100.0 | H-NO UNUSUAL CONDITION |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

| <----- WEATHER -----> | | |
|-----------------------|------|----------------|
| NUMBER | PCT | CODE |
| 4 | 57.1 | A-CLEAR |
| 3 | 42.9 | B-CLOUDY |
| 0 | 0.0 | C-RAINING |
| 0 | 0.0 | D-SNOWING |
| 0 | 0.0 | E-FOG |
| 0 | 0.0 | F-OTHER |
| 0 | 0.0 | G-WIND |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

| <----- LIGHTING -----> | | |
|------------------------|------|---------------------------|
| NUMBER | PCT | CODE |
| 4 | 57.1 | A-DAY LIGHT |
| 1 | 14.3 | B-DUSK/DAWN |
| 1 | 14.3 | C-DARK-STREET LIGHT |
| 1 | 14.3 | D-DARK-NO STREET LIGHT |
| 0 | 0.0 | E-DARK-INOPR STREET LIGHT |
| 0 | 0.0 | F-DARK-NOT STATED |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

| <----- ROAD SURFACE -----> | | |
|----------------------------|------|----------------|
| NUMBER | PCT | CODE |
| 6 | 85.7 | A-DRY |
| 1 | 14.3 | B-WET |
| 0 | 0.0 | C-SNOWY, ICY |
| 0 | 0.0 | D-SLIPPERY |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

| <----- RIGHT OF WAY CONTROL -----> | | |
|------------------------------------|------|---------------------------|
| NUMBER | PCT | CODE |
| 4 | 57.1 | A-CONTROL FUNCTIONING |
| 0 | 0.0 | B-CONTROL NOT FUNCTIONING |
| 0 | 0.0 | C-CONTROLS OBSCURED |
| 3 | 42.9 | D-NO CONTROLS PRESENT |
| 0 | 0.0 | <-NOT STATED |
| 0 | 0.0 | -INVALID CODES |

| <----- HIGHWAY GROUP -----> | | |
|-----------------------------|-------|--------------------|
| NUMBER | PCT | CODE |
| 0 | 0.0 | R-IND. ALIGN RIGHT |
| 0 | 0.0 | L-IND. ALIGN LEFT |
| 7 | 100.0 | D-DIVIDED |
| 0 | 0.0 | U-UNDIVIDED |

| <- INTERSECTION/RAMP ACCIDENT LOCATION -> | | |
|---|------|----------------------------------|
| NUMBER | PCT | CODE |
| 0 | 0.0 | 1-RAMP INTERSECTION (EXIT) |
| 2 | 28.6 | 2-RAMP |
| 1 | 14.3 | 3-RAMP ENTRY |
| 4 | 57.1 | 4-RAMP AREA, INTERSECTION STREET |
| 0 | 0.0 | 5-IN INTERSECTION |
| 0 | 0.0 | 6-OUTSIDE INTRSTCT-NONSTATE RTE |
| 0 | 0.0 | --DOES NOT APPLY |

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY
'WB ON FR BAILEY RD'

Table with columns: PARTY TYPE, MOVEMENT PRECEDING COLLISION, OTHER ASSOCIATED FACTORS. Includes sub-columns for NUMBER, PCT, CODE, #1, #2.

----- DIRECTION OF TRAVEL -----

Table with columns: NUMBER, PCT, CODE. Lists directions like N-N, NE, NW BOUND, S-S, SE, SW BOUND, etc.

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

----- SPECIAL INFORMATION -----

Table with columns: NUMBER, PCT, CODE. Lists special information codes like A-HAZARDOUS MATERIALS, B-CELL PHONE IN USE*, etc.

* SPECIAL INFORMATION CODES EFF. 04-01-01

* INATTENTION CODES EFF. 01-01-01

TASAS SELECTIVE RECORD RETRIEVAL
 TSAR - PARTY SUMMARY
 'WB ON FR BAILEY RD'

| ----- OBJECT STRUCK ----- | | | | | ----- LOCATION OF COLLISION ----- | | | | |
|---------------------------|------|--------|-------|-------------------------------|-----------------------------------|------|--------|-------|--------------------------------|
| PRIMARY | | OTHERS | | CODE | PRIMARY | | OTHERS | | CODE |
| NUMBER | PCT | NUMBER | PCT | | NUMBER | PCT | NUMBER | PCT | |
| 0 | 0.0 | 0 | 0.0 | 01-SIDE OF BRIDGE RAILING | | | | | |
| 0 | 0.0 | 0 | 0.0 | 02-END OF BRIDGE RAILING | 0 | 0.0 | 0 | 0.0 | A-BEYOND MEDIAN OR STRIPE-LEFT |
| 0 | 0.0 | 0 | 0.0 | 03-PIER, COLUMN, ABUTMENT | 0 | 0.0 | 0 | 0.0 | B-BEYOND SHLDER DRIVERS LEFT |
| 0 | 0.0 | 0 | 0.0 | 04-BOTTOM OF STRUCTURE | 0 | 0.0 | 0 | 0.0 | C-LEFT SHOULDER AREA |
| 0 | 0.0 | 0 | 0.0 | 05-BRIDGE END POST IN GORE | 2 | 28.6 | 1 | 14.3 | D-LEFT LANE |
| 0 | 0.0 | 0 | 0.0 | 06-END OF GUARD RAIL | 2 | 28.6 | 0 | 0.0 | E-INTERIOR LANES |
| 0 | 0.0 | 0 | 0.0 | 07-BRIDGE APPROACH GUARD RAIL | 4 | 57.1 | 0 | 0.0 | F-RIGHT LANE |
| 0 | 0.0 | 0 | 0.0 | 10-LIGHT OR SIGNAL POLE | 0 | 0.0 | 0 | 0.0 | G-RIGHT SHOULDER AREA |
| 0 | 0.0 | 0 | 0.0 | 11-UTILITY POLE | 2 | 28.6 | 2 | 28.6 | H-BEYOND SHLDER DRIVERS RIGHT |
| 0 | 0.0 | 1 | 14.3 | 12-POLE (TYPE NOT STATED) | 0 | 0.0 | 0 | 0.0 | I-GORE AREA |
| 0 | 0.0 | 0 | 0.0 | 13-TRAFFIC SIGN/SIGN POST | 1 | 14.3 | 1 | 14.3 | J-OTHER |
| 0 | 0.0 | 0 | 0.0 | 14-OTHER SIGNS NOT TRAFFIC | 0 | 0.0 | 0 | 0.0 | V-HOV LANE(S) |
| 0 | 0.0 | 1 | 14.3 | 15-GUARDRAIL | 0 | 0.0 | 0 | 0.0 | W-HOV LANE BUFFER AREA |
| 0 | 0.0 | 0 | 0.0 | 16-MEDIAN BARRIER | 0 | 0.0 | 0 | 0.0 | <-NOT STATED |
| 1 | 0.0 | 0 | 0.0 | 17-WALL (EXCEPT SOUND WALL) | 1 | 14.3 | 7 | 100.0 | --DOES NOT APPLY |
| 0 | 0.0 | 1 | 14.3 | 18-DIKE OR CURB | 0 | 0.0 | 0 | 0.0 | -INVALID CODES |
| 0 | 0.0 | 0 | 14.3 | 19-TRAFFIC ISLAND | | | | | |
| 0 | 0.0 | 0 | 0.0 | 20-RAISED BARS | | | | | |
| 0 | 0.0 | 0 | 0.0 | 21-CONCRETE OBJ (HDWL, D.I.) | | | | | |
| 0 | 0.0 | 0 | 0.0 | 22-GUIDEPOST, CULVERT, PM | | | | | |
| 0 | 0.0 | 0 | 0.0 | 23-CUT SLOPE OR EMBANKMENT | | | | | |
| 0 | 0.0 | 0 | 0.0 | 24-OVER EMBANKMENT | | | | | |
| 0 | 0.0 | 0 | 0.0 | 25-IN WATER | | | | | |
| 0 | 0.0 | 0 | 0.0 | 26-DRAINAGE DITCH | | | | | |
| 0 | 0.0 | 0 | 0.0 | 27-FENCE | | | | | |
| 0 | 0.0 | 0 | 0.0 | 28-TREES | | | | | |
| 0 | 0.0 | 0 | 0.0 | 29-PLANTS | 6 | 85.7 | 0 | 0.0 | A-HAD NOT BEEN DRINKING |
| 0 | 0.0 | 1 | 14.3 | 30-SOUND WALL | 1 | 14.3 | 0 | 0.0 | B-HBD - UNDER INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | 40-NATURAL MATRL ON ROAD | 0 | 0.0 | 0 | 0.0 | C-HBD - NOT UNDER INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | 41-TEMP BARRICADES, CONES | 0 | 0.0 | 0 | 0.0 | D-HBD - IMPAIRMENT UNKNOWN |
| 0 | 0.0 | 0 | 0.0 | 42-OTHER OBJECT ON ROAD | 0 | 0.0 | 0 | 0.0 | E-UNDER DRUG INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | 43-OTHER OBJECT OFF ROAD | 0 | 0.0 | 0 | 0.0 | F-OTHER PHYSICAL IMPAIRMENT |
| 0 | 0.0 | 2 | 28.6 | 44-OVERTURNED | 1 | 14.3 | 0 | 0.0 | G-IMPAIRMENT NOT KNOWN |
| 0 | 0.0 | 0 | 0.0 | 45-CRASH CUSHION (SAND) | 0 | 0.0 | 0 | 0.0 | H-NOT APPLICABLE |
| 0 | 0.0 | 0 | 0.0 | 46-CRASH CUSHION (OTHER) | 0 | 0.0 | 0 | 0.0 | I-FATIGUE |
| 0 | 0.0 | 0 | 0.0 | 51-CALL BOX | 0 | 0.0 | 7 | 100.0 | < NOT STATED |
| 0 | 0.0 | 0 | 0.0 | 98-UNKNOWN OBJECT STRUCK | 0 | 0.0 | 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | 99- NO OBJECT INVOLVED | 0 | 0.0 | 0 | 0.0 | -INVALID CODES |
| 6 | 85.7 | 0 | 0.0 | V1 THRU V9 VEHICLE 1 TO 9 | | | | | |
| 0 | 0.0 | 0 | 0.0 | << NOT STATED | | | | | |
| 0 | 0.0 | 7 | 100.0 | -- DOES NOT APPLY | | | | | |
| 0 | 0.0 | 0 | 0.0 | - INVALID CODES | | | | | |

| ----- DRUG/PHYSICAL ----- | | | | |
|---------------------------|------|--------|-------|-----------------------------|
| PRIMARY | | OTHERS | | CODE |
| NUMBER | PCT | NUMBER | PCT | |
| 6 | 85.7 | 0 | 0.0 | A-HAD NOT BEEN DRINKING |
| 1 | 14.3 | 0 | 0.0 | B-HBD - UNDER INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | C-HBD - NOT UNDER INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | D-HBD - IMPAIRMENT UNKNOWN |
| 0 | 0.0 | 0 | 0.0 | E-UNDER DRUG INFLUENCE |
| 0 | 0.0 | 0 | 0.0 | F-OTHER PHYSICAL IMPAIRMENT |
| 1 | 14.3 | 0 | 0.0 | G-IMPAIRMENT NOT KNOWN |
| 0 | 0.0 | 0 | 0.0 | H-NOT APPLICABLE |
| 0 | 0.0 | 0 | 0.0 | I-FATIGUE |
| 0 | 0.0 | 7 | 100.0 | < NOT STATED |
| 0 | 0.0 | 0 | 0.0 | --DOES NOT APPLY |
| 0 | 0.0 | 0 | 0.0 | -INVALID CODES |

Table B Accident Records

| REQUEST- & LINE | ARS | P POST P MILE | F F R O A S T L H Y | I S D R O A H Y | ACCIDENT DATE MM-DD-YY | TIME HHMM | COMMON ACCIDENT NUMBER | P ENVIR C COND F W L S | R T NO R W O MTR C C C VEH | P D V S T I H I R I | PERSON K I | O L S O | O L S O | O L S O | O L S O | O A M F O P | S D V 12 |
|--------------------|-----------|------------------|------------------------|-----------------------|------------------------------|--------------|------------------------------|------------------------------|----------------------------------|---------------------------|---------------|------------|------------|------------|------------|----------------|-------------|
| 1 22 | 04 CC 004 | R 019.877 | R 1 E 4 | 04-27-11 | 0934 | 932016789 | 6 A A A H A C | 02 | A E 1 C 00 00 | V2F | --- | --- | --- | --- | N< A A< | | |
| 1 22 | 04 CC 004 | R 019.877 | R 4 E 3 | 08-23-11 | 1017 | 070800247 | 5 A A A H B C | 02 | A E 1 C 00 00 | V1F | --- | --- | --- | --- | N< A D< | | |
| 1 22 | 04 CC 004 | R 019.877 | R 3 E 5 | 02-16-12 | 1507 | 932019904 | 5 A A A H D E | 01 | A N 2 C 00 00 | V2D | --- | --- | --- | --- | N< B A< | | |
| 1 22 | 04 CC 004 | R 019.877 | R 2 E 6 | 10-19-12 | 1830 | 070800293 | 4 A A A H A B | 02 | D N 2 C 00 00 | V1D | --- | --- | --- | --- | N< A A< | | |
| 1 22 | 04 CC 004 | R 019.877 | R 1 E 1 | 01-06-13 | 2205 | 932019925 | 5 A C A H D C | 02 | A E 1 C 00 00 | V2F | --- | --- | --- | --- | N< J A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 4 W 1 | 09-05-10 | 1320 | 932019767 | 5 A A A H D C | 02 | A E 1 C 00 00 | V1D | --- | --- | --- | --- | N< A A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 4 W 6 | 01-28-11 | 1700 | 932019717 | 5 B B A H A C | 02 | D E 1 C 00 00 | V2F | --- | --- | --- | --- | N< H A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 3 W 4 | 03-02-11 | 0756 | 932018847 | 6 B A B H D B | 02 | A E 1 C 00 00 | V1F | --- | --- | --- | --- | N< A A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 4 W 2 | 01-23-12 | 1959 | 932019086 | 6 A C A H A D | 02 | A S 2 C 00 00 | V2F | --- | --- | --- | --- | N< D A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 4 W 3 | 09-11-12 | 1055 | 932017366 | 6 A A A H A D | 02 | A S 2 C 00 00 | V1H | --- | --- | --- | --- | N< A A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 2 W 3 | 09-25-12 | 0610 | 932016094 | 6 A D A H A G | 01 | I N 1 C 00 00 | V2F | --- | --- | --- | --- | N< B A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 2 W 3 | 09-25-12 | 0610 | 932016094 | 6 A D A H A G | 01 | D N 1 C 00 01 | V1F | --- | --- | --- | --- | N< A A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 2 W 1 | 10-21-12 | 1040 | 932019454 | 1 B A A H D E | 01 | A W 1 C 00 00 | V2F | 15H | 30H | --- | --- | N< E A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 4 W 2 | 01-23-12 | 1959 | 932019086 | 6 A C A H A D | 02 | A < 1 C 00 00 | V1D | --- | --- | --- | --- | N< E G< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 4 W 3 | 09-11-12 | 1055 | 932017366 | 6 A A A H A D | 02 | A W 2 C 00 00 | V2F | 18H | 12H | --- | --- | N< B A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 4 W 3 | 09-11-12 | 1055 | 932017366 | 6 A A A H A D | 02 | A N 2 C 00 02 | V1E | 44D | --- | --- | --- | N< B A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 2 W 3 | 09-25-12 | 0610 | 932016094 | 6 A D A H A G | 01 | A N 1 C 00 00 | V2E | --- | --- | --- | --- | N< B A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 2 W 3 | 09-25-12 | 0610 | 932016094 | 6 A D A H A G | 01 | C W 2 C 00 01 | V1J | 44J | --- | --- | --- | N< B A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 2 W 3 | 09-25-12 | 0610 | 932016094 | 6 A D A H A G | 01 | U N - C 00 01 | V2- | --- | --- | --- | --- | N< 4 A< | | |
| 1 23 | 04 CC 004 | R 019.950 | R 2 W 1 | 10-21-12 | 1040 | 932019454 | 1 B A A H D E | 01 | A W 1 C 00 00 | V1D | --- | --- | --- | --- | N< H A< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 3 W 6 | 04-02-10 | 1740 | 932019743 | 5 B A A H D E | 01 | A W 1 C 00 00 | 17H | --- | --- | --- | --- | 4N R B< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 3 W 4 | 04-28-10 | 1321 | 932019996 | 5 B A B H D E | 01 | A W 1 C 00 00 | 15B | 13B | --- | --- | --- | H< H A< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 2 W 7 | 05-14-11 | 1920 | 932019396 | 5 A A A H D E | 01 | A W 1 C 00 00 | 15B | 13B | --- | --- | --- | H< B A< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 2 W 2 | 07-04-11 | 1720 | 932015258 | 4 A A A H D E | 01 | A W 1 C 00 00 | 15B | --- | --- | --- | --- | N< B A< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 2 W 5 | 11-24-11 | 1310 | 932017906 | 5 B A B H D E | 01 | A W 1 C 00 00 | 15B | --- | --- | --- | --- | N< B A< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 3 W 1 | 02-05-12 | 0130 | 932019423 | 4 A D A H D E | 01 | A W 1 C 00 00 | 15B | --- | --- | --- | --- | N< C A< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 2 W 7 | 07-28-12 | 0920 | 932018847 | 4 A A A H D E | 01 | A W 1 C 00 00 | 15H | 13H | --- | --- | --- | H< R A< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 3 W 7 | 12-22-12 | 0120 | 932018073 | 1 B C A H D E | 01 | A W 1 C 00 00 | 15B | --- | --- | --- | --- | N< R A< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 3 W 1 | 01-20-13 | 2200 | 932020010 | 1 B C A H D E | 01 | A W 1 C 00 00 | 02 15H | --- | --- | --- | --- | H< H B< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 3 W 7 | 02-09-13 | 1655 | 932020026 | 5 A A A H D E | 01 | A W 1 C 00 00 | 06B | --- | --- | --- | --- | 5< B B< | | |
| 1 24 | 04 CC 004 | R 020.066 | R 3 W 7 | 02-09-13 | 1655 | 932020026 | 5 A A A H D E | 01 | A W 1 C 00 00 | 15B | --- | --- | --- | --- | N< B A< | | |
| 1 25 | 04 CC 004 | R 020.165 | R 4 E 1 | 05-16-10 | 1635 | 932019279 | 5 A A A H A C | 02 | A N 2 C 00 00 | V2F | --- | --- | --- | --- | N< B A< | | |
| 1 25 | 04 CC 004 | R 020.165 | R 2 E 4 | 07-07-10 | 1655 | 932019289 | 4 A A A H D E | 01 | A N 2 C 00 00 | V1F | --- | --- | --- | --- | N< A A< | | |
| 1 25 | 04 CC 004 | R 020.165 | R 2 E 2 | 08-09-10 | 0705 | 932019747 | 5 A A A H D E | 01 | A E 1 C 00 00 | 13B | 29B | 44B | 28B | --- | N< R G< | | |
| 1 25 | 04 CC 004 | R 020.165 | R 4 E 4 | 09-15-10 | 1715 | 932019279 | 6 A A A H A D | 02 | A E 1 C 00 00 | 13B | --- | --- | --- | --- | N< B A< | | |
| 1 25 | 04 CC 004 | R 020.165 | R 1 E 2 | 08-15-11 | 1803 | 932019522 | 5 A A A H D C | 02 | M N 2 < 00 00 | V2A | --- | --- | --- | --- | N< E G< | | |
| 1 25 | 04 CC 004 | R 020.165 | R 2 E 1 | 09-18-11 | 0600 | 932020026 | 5 A B A H A E | 01 | D N 2 C 00 00 | V1D | --- | --- | --- | --- | N< B A< | | |
| 1 25 | 04 CC 004 | R 020.165 | R 1 E 1 | 01-08-12 | 0359 | 932019465 | 1 A C A H D E | 01 | D E 1 C 00 00 | V2F | --- | --- | --- | --- | N< H A< | | |
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 5 | 07-22-10 | 1310 | 932019279 | 5 A A A H D C | 02 | D E 1 C 00 00 | V1F | --- | --- | --- | --- | N< A A< | | |
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 3 | 01-04-11 | 1715 | 932019348 | 5 A C A H D C | 02 | M W 1 C 00 00 | 18B | 10B | --- | --- | --- | N< B G< | | |
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 3 | 01-04-11 | 1715 | 932019348 | 5 A C A H D C | 02 | A E 1 C 00 00 | 18B | 13B | --- | --- | --- | 4< R <E | | |
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 3 | 01-04-11 | 1715 | 932019348 | 5 A C A H D C | 02 | A W 1 C 00 00 | V2F | --- | --- | --- | --- | N< B A< | | |
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 3 | 01-04-11 | 1715 | 932019348 | 5 A C A H D C | 02 | A W 1 C 00 00 | V1F | --- | --- | --- | --- | N< A A< | | |
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 3 | 01-04-11 | 1715 | 932019348 | 5 A C A H D C | 02 | D W 1 C 00 00 | V2F | --- | --- | --- | --- | N< B G< | | |
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 3 | 01-04-11 | 1715 | 932019348 | 5 A C A H D C | 02 | A W 1 C 00 00 | V1F | --- | --- | --- | --- | N< A A< | | |

Table B Accident Records

| REQUEST- & LINE | ARS | P POST P MILE | P F R O A S T L H Y | I S D R O A H Y | ACCIDENT DATE MM-DD-YY | TIME HHMM | COMMON ACCIDENT NUMBER | P ENVIR C COND F W L S | R T NO R W O MTR C C C VEH | P D V S T I H I R I | PERSON K I S O S O S O S O S O | O L O L O L O L O L O L O L | O A M F O P | S D V 1 2 | |
|--------------------|-----------|------------------|------------------------|-----------------------|------------------------------|--------------|------------------------------|------------------------------|----------------------------------|---------------------------|-----------------------------------|-----------------------------|----------------|--------------|---------|
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 4 | | 09-21-11 | 1540 | 932017705 | 5 A A A | H A C 02 | A W 1 C 00 00 | V2F | --- | --- | --- | N< B A< |
| 1 26 | 04 CC 004 | R 020.278 | R 4 W 3 | | 02-28-12 | 1820 | 932019086 | 5 A A A | H A E 01 | A W 1 C 00 01 | 18J 27H | --- | --- | --- | N< B C< |
| 1 26 | 04 CC 004 | R 020.278 | R 4 W 3 | | 05-22-12 | 1720 | 932019086 | 6 A A A | H D C 02 | A N 2 C 00 00 | V2F | --- | --- | --- | N< J A< |
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 1 | | 07-22-12 | 1549 | 932019086 | 6 A A A | H A B 02 | A N 1 C 00 00 | V1H | --- | --- | --- | N< B A< |
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 1 | | 01-13-13 | 1245 | 932019458 | 6 A A A | H A C 02 | D W 1 < 00 00 | V2F | --- | --- | --- | N< I G< |
| 1 26 | 04 CC 004 | R 020.278 | R 1 W 1 | | 01-13-13 | 1245 | 932019458 | 6 A A A | H A C 02 | A W 1 C 00 00 | V1G | --- | --- | --- | N< A A< |
| 1 27 | 04 CC 004 | R 020.294 | R 4 E 7 | | 10-16-10 | 1450 | 932019279 | 6 A A A | H A D 02 | A W 1 C 00 00 | V2F | --- | --- | --- | N< A A< |
| 1 27 | 04 CC 004 | R 020.294 | R 3 E 5 | | 04-05-12 | 0330 | 932016970 | 4 A C A | H D F 01 | A N 2 C 00 02 | V2F | --- | --- | --- | N< B A< |
| 1 27 | 04 CC 004 | R 020.294 | R 4 E 4 | | 05-02-12 | 2123 | 932019238 | 6 A C A | H A D 02 | A S 2 C 00 01 | V1A | --- | --- | --- | N< E A< |
| 1 27 | 04 CC 004 | R 020.294 | R 4 E 4 | | 10-24-12 | 1115 | 932015832 | 6 A C A | H A D 02 | A E 1 C 00 02 | 44F | --- | --- | --- | N< D C< |
| 1 27 | 04 CC 004 | R 020.294 | R 4 E 4 | | 10-24-12 | 1115 | 932015832 | 6 B A A | H A D 02 | A N 2 C 00 00 | V2D | --- | --- | --- | N< B A< |
| 1 27 | 04 CC 004 | R 020.294 | R 4 E 3 | | 01-08-13 | 1225 | 932016503 | 6 A A A | H A D 02 | D S 2 C 00 00 | V1A | --- | --- | --- | N< E A< |
| 1 27 | 04 CC 004 | R 020.294 | R 4 E 3 | | 01-08-13 | 1225 | 932016503 | 6 A A A | H A D 02 | A N 2 C 00 00 | V2F | --- | --- | --- | N< B A< |
| 1 27 | 04 CC 004 | R 020.294 | R 4 E 3 | | 01-08-13 | 1225 | 932016503 | 6 A A A | H A D 02 | A E 1 C 00 00 | V1D | --- | --- | --- | N< B A< |
| 1 27 | 04 CC 004 | R 020.294 | R 4 E 3 | | 01-08-13 | 1225 | 932016503 | 6 A A A | H A D 02 | A N 1 C 00 00 | V2D | --- | --- | --- | N< B A< |
| 1 27 | 04 CC 004 | R 020.294 | R 4 E 3 | | 01-08-13 | 1225 | 932016503 | 6 A A A | H A D 02 | A S 1 C 00 00 | V1B | --- | --- | --- | N< E A< |

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-5903
TTY (800) 735-2929



*Flex your power!
Be energy efficient!*

March 22, 2013

Mr. Jamar Stamps
Planner
County of Contra Costa
651 Pine Street
Martinez, CA 94553

04-CC-4-R19.0/R21.0
Bailey Road Interchange
04-3G840
District Agreements No. 4-2403

Dear Mr. Stamps:

Enclosed for the County's file is a fully executed copy of Cooperative Agreement No. 4-2403, between Caltrans and the County of Contra Costa to provide Independent Quality Assurance (IQA) for a Project Initiation Document (PID) under the reimbursement PID pilot program for a State highway improvement project consisting of ramps modification at the Bailey Road Interchange in Pittsburg/Bay Point.

This provides the ability to close out this phase of the project.

Sincerely,

A handwritten signature in blue ink that reads "Emil Miranda".

EMIL MIRANDA
Project Manager
Division of Program / Project Management
Enclosure

COOPERATIVE AGREEMENT
Project Study Report – Project Development Support (PSR-PDS)

This Agreement, effective on March 19, 2013, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Contra Costa County, a political subdivision of the State of California, referred to hereinafter as COUNTY.

RECITALS

1. PARTNERS are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130.
2. COUNTY desires that a project initiation document (PID) is developed for the modification of ramps at the Bailey Road Interchange in Pittsburg/Bay Point within the SHS and is referred to herein as PROJECT.
3. PARTNERS acknowledge that this Agreement is only applicable for a Project Study Report-Project Development Support (PSR-PDS) PID.
4. California Government Code section 65086.5 authorizes CALTRANS to perform as reimbursed work:
 - (i) Preparation of PIDs at the request of local agencies.
 - (ii) Review and approval of PIDs developed by others.
5. COUNTY is willing to develop the PID and is willing to fund one hundred percent (100%) of the PID's costs and fees, including costs to reimburse CALTRANS. If, in the future, CALTRANS is allocated state funds and Personnel Years (PYs) for PID review of this PROJECT, CALTRANS will agree to amend this Agreement to change the reimbursement arrangement for PID review.
6. CALTRANS will review and approve the PID prepared by COUNTY; will provide relevant proprietary information in the form of existing data dumps, spreadsheets, and maps and will actively participate in the project delivery team (PDT) meetings, and will complete any work elements identified in the SCOPE SUMMARY of this Agreement. All CALTRANS' activities will be done as reimbursed work.
7. PARTNERS hereby set forth the terms, covenants, and conditions of this Agreement, under which they will complete the PID.

ROLES AND RESPONSIBILITIES

8. COUNTY will prepare a PID for PROJECT at its sole cost and expense and at no cost to CALTRANS. The PID shall be signed on behalf of COUNTY by a Civil Engineer registered in the State of California.

9. CALTRANS will complete the work elements that are assigned to it on the SCOPE SUMMARY which is attached to and made a part of this Agreement by reference. COUNTY will complete the work elements assigned to it on the SCOPE SUMMARY. Work elements marked with "N/A" on the SCOPE SUMMARY are not included within this Agreement. Work elements are outlined in the *Workplan Standards Guide for the Delivery of Capital Projects* available at

http://www.dot.ca.gov/hq/projmgmt/documents/wsg/WSG_10-2.pdf.

10. CALTRANS will complete a review of the draft PID and provide its comments to COUNTY within 60 calendar days from the date CALTRANS received the draft PID from COUNTY. COUNTY will address the comments provided by CALTRANS. If any interim reviews are requested of CALTRANS by COUNTY, CALTRANS will complete those reviews within 30 calendar days from the date CALTRANS received the draft PID from COUNTY.

11. After COUNTY revises the PID to address all of CALTRANS' comments and submits a revised draft PID and all related attachments and appendices, CALTRANS will complete its review and final determination of the revised draft PID within 30 calendar days from the date CALTRANS received the revised draft PID from COUNTY. Should CALTRANS require supporting data necessary to defend facts or claims cited in the revised draft PID, COUNTY will provide all available supporting data in a reasonable time so that CALTRANS may conclude its review. The 30 day CALTRANS review period will be stalled during that time and will continue to run after COUNTY provides the required data.

12. CALTRANS will perform its review and approval in accordance with the provision of the current Project Development Procedures Manual. CALTRANS' review and approval will consist of performing independent quality assurance (IQA) to verify that quality control/quality assurance (QC/QA) meets department standards and determination that the work is acceptable for the next project component. However, CALTRANS' review and approval does not involve any work necessary to actually develop or complete the PID. No liability will be assignable to CALTRANS, its officers and employees by COUNTY under the terms of this Agreement or by third parties by reason of CALTRANS' review and approval of the PID.

13. PID preparation, except as set forth in this Agreement, is to be performed by COUNTY. Should COUNTY request CALTRANS to perform any portion of PID preparation work, except as otherwise set forth in this Agreement, COUNTY shall first agree to reimburse CALTRANS for such work and PARTNERS will amend this Agreement.

INVOICE AND PAYMENT

14. COUNTY agrees to pay CALTRANS, an amount not to exceed \$105,000.
15. CALTRANS will invoice COUNTY for a \$10,000 initial deposit after execution of this Agreement and thirty (30) working days prior to the commencement of PROJECT expenditures.
16. Thereafter, CALTRANS will submit to COUNTY quarterly invoices for estimated quarterly costs based on the prior quarter's expenditures.
17. After PARTNERS agree that all work is complete for the PROJECT, CALTRANS will submit a final accounting for all costs. Based on the final accounting, CALTRANS will refund or invoice as necessary in order to satisfy the financial commitments of this Agreement.
18. If an executed Program Supplement Agreement (PSA) or STIP Planning, Programming, and Monitoring Program Fund Transfer Agreement (PPM) exists for this PROJECT then COUNTY will abide by the billing and payment conditions detailed for the fund types identified in the PSA or PPM.
19. If COUNTY has received Electronic Funds Transfer (EFT) certification from CALTRANS then COUNTY will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
20. Except as otherwise provided in this Agreement, PARTNERS will pay invoices within 30 calendar days of receipt of invoice.

GENERAL CONDITIONS

21. Per Chapter 603, amending item 2660-001-0042 of Section 2.00 of the State Budget Act of 2012, the cost of any engineering services performed by CALTRANS towards any local government agency-sponsored PID project will only include direct costs. Indirect or overhead costs will not be applied during the development of the PID document.
22. The PID shall be prepared in accordance with all State and Federal laws, regulations, policies, procedures, and standards that CALTRANS would normally follow if CALTRANS was to prepare the PID.
23. PARTNERS will not incur costs beyond the funding commitments established in this Agreement.
24. If HM-1 or HM-2 is found within the PROJECT limits, COUNTY will immediately notify CALTRANS.
25. COUNTY, independent of PROJECT, is responsible for any HM-1 found within PROJECT limits and outside the existing SHS right of way. COUNTY will undertake or cause to be

undertaken HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule.

26. PARTNERS agree to consider alternatives to PROJECT scope and/or alignment, to the extent practicable, in an effort to avoid any known hazardous materials within the proposed PROJECT limits.
27. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.
28. CALTRANS, independent of PROJECT, is responsible for and pays or cause to be paid any HM-1 found within the existing SHS right of way. CALTRANS will undertake or cause to be undertaken HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule.
29. CALTRANS' obligations under this Agreement are subject to the appropriations of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
30. Neither COUNTY nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS or under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless COUNTY and all of its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this Agreement.
31. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by COUNTY and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon COUNTY or under this Agreement. It is understood and agreed that COUNTY, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by COUNTY and/or its agents under this Agreement.
32. If work is done under contract (not completed by COUNTY's own employees) and is governed by the California Labor Code's definitions of a "public works" (section 1720(a)), that COUNTY will conform to sections 1720-1815 of the California Labor Code and all applicable regulations and coverage determinations issued by the Director of Industrial Relations.

33. This Agreement is intended to be PARTNERS' final expression and supersedes all prior oral understanding pertaining to PROJECT.
34. This Agreement will terminate 180 days after PID is signed by PARTNERS or as mutually agreed by PARTNERS in writing. However, all indemnification articles will remain in effect until terminated or modified in writing by mutual agreement.

DEFINITIONS

HM-1 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by PROJECT or not.

HM-2 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by PROJECT.

HM MANAGEMENT ACTIVITIES – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

PARTNER – Any individual signatory party to this Agreement.

PARTNERS – The term that collectively references all of the signatory agencies to this Agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER's individual actions legally bind the other parties.

SCOPE SUMMARY – The attachment in which each PARTNER designates its responsibility for the completion of specific work elements as outlined by the *Workplan Standards Guide for the Delivery of Capital Projects* (previously known as WBS Guide) available at http://www.dot.ca.gov/hq/projmgmt/documents/wsg/WSG_10-2.pdf

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTNER to this Agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this Agreement.

The primary Agreement contact person for CALTRANS is:

Emil Miranda, Project Manager
111 Grand Avenue
Oakland, CA 94612

Office Phone: (510) 286-5095
Email: emil_miranda@dot.ca.gov

The primary Agreement contact person for COUNTY is:

Chris Lau, Transportation Engineer
Public Works Department
255 Glacier Avenue
Martinez, CA 94553

Office Phone: 925-313-2293
Email: clau@pw.cccounty.us

SIGNATURES

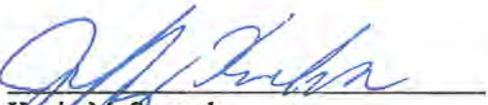
PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this Agreement.
3. The people signing this Agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: 
Helena (Lenka) Culik-Caro
Deputy District Director, Design

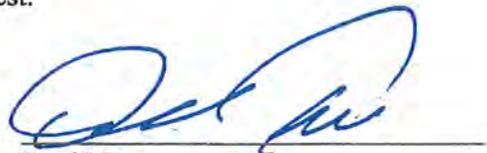
Certified as to funds:

By: 
Kevin M. Strough
District Budget Manager

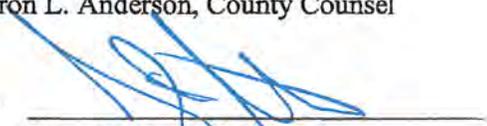
CONTRA COSTA COUNTY

By: 
Catherine Kutsuris
Department of Conservation and
Development, Director

Attest:

By: 
David Twa
County Administrator

Approved as to form and procedure:
Sharon L. Anderson, County Council

By: 
Deputy County Council

SCOPE SUMMARY

| WORK ELEMENT | CT | CO | N/A |
|---|----|----|-----|
| 0.100.05.05.xx - Quality Management Plan | | X | |
| 0.100.05.05.xx - Risk Management Plan | | X | |
| 0.100.05.05.xx - Communication Plan | | X | |
| 0.100.05.10.xx - Cooperative Agreement for PA&ED Phase | X | | |
| 0.100.05.10.xx - Independent Quality Assurance (IQA) | X | | |
| 0.100.05.10.xx - Project Development Team Meetings | X | X | |
| 1.150.05.05 - Review of Existing Reports Studies and Mapping | | X | |
| 1.150.05.05.xx - Provision of Existing Reports, Data, Studies, and Mapping | X | | |
| 1.150.05.10 - Geological Hazards Review | | X | |
| 1.150.05.10.xx - Provision of Existing Geological Information | X | | |
| 1.150.05.15 - Utility Search | | X | |
| 1.150.05.15.xx - Provision of Existing Utility Information | X | | |
| 1.150.05.20 - Environmental Constraints Identification | | X | |
| 1.150.05.20.xx - Provision of Environmental Constraints Information | X | | |
| 1.150.05.25 - Traffic Forecasts/Modeling | | X | |
| 1.150.05.25.xx - Provision of Existing Traffic Forecasts/Modeling Information | X | | |
| 1.150.05.30 - Surveys and Maps for PID | | X | |
| 1.150.05.30.xx - Provision of Existing Surveys and Mapping | X | | |
| 1.150.05.35 - Problem Definition | | X | |
| 1.150.05.45 - As-Built Centerline and Existing Right of Way | X | | |
| 1.150.05.xx - Provision of Existing District Geotechnical Information | X | | |
| 1.150.10.05 - Public/Local Agency Input | | X | |
| 1.150.15.05 - Right of Way Data Sheets | | X | |
| 1.150.15.10 - Utility Relocation Requirements Assessment | | X | |
| 1.150.15.15 - Railroad Involvement Determination | | X | |
| 1.150.15.25 - Preliminary Materials Report | | X | |
| 1.150.15.35 - Multimodal Review | | X | |
| 1.150.15.40 - Hydraulic Review | | X | |
| 1.150.15.50 - Traffic Studies | | X | |
| 1.150.15.55 - Construction Estimates | | X | |
| 1.150.20.05 - Initial Noise Study | | X | |
| 1.150.20.10 - Hazardous Waste Initial Site Assessment | | X | |
| 1.150.20.15 - Scenic Resource and Landscape Architecture Review | | X | |
| 1.150.20.30 - Initial Records and Literature Search for Cultural Resources | | X | |
| 1.150.20.50 - Initial Water Quality Studies | | X | |
| 1.150.20.60 - Preliminary Environmental Analysis Report Preparation | | X | |
| 1.150.20.65 - Initial Paleontology Study | | X | |
| 1.150.25.05 - Draft PID | | X | |
| 1.150.25.20 - PID Circulation, Review, and Approval | X | | |
| 1.150.25.25 - Storm Water Data Report | | X | |
| 1.150.35 - Required Permits During PID Development | | X | |
| 1.150.40 - Permit Identification During PID Development | | X | |
| 1.150.45 - Base Maps and Plan Sheets for PID | | X | |

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-5903
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

February 10, 2015

Ms. Julia R. Bueren
Public Works Director
Contra Costa County
255 Glacier Drive
Martinez, CA 94553-4825

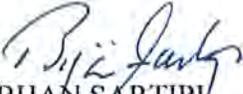
Dear Ms. Bueren:

This is in response to your letter dated December 22, 2014 requesting the California Department of Transportation (Caltrans) to establish an Expenditure Authorization (EA) for Phase 0 and Phase 1 for Caltrans to perform independent quality assurance services (IQA) for a Permit Engineering Evaluation Report (PEER) project at the Route 4/ Bailey Road Interchange (EA 04-3G840). The project proposes to modify the ramps at the Route 4/ Bailey Road Interchange to improve bicycle and pedestrian access.

Caltrans has approved your request to open concurrent environmental and design Phases 0 and 1 and will work closely with Contra Costa County towards the successful completion of the PEER project.

If you have any questions, please contact Emil Miranda, Project Manager, at (510) 286-5095 or Bonnita Chow, Branch Chief of Design Contra Costa, at (510) 286-6156.

Sincerely,


BIJAN SARTIPI
District Director

c: Steve Kowalewski, Contra Costa County Public Works Department (CCCPWD)
Jerry Fahy, Nancy Wein, Angela Villar - CCCPWD

Ms. Bueren
February 10, 2015
Page 2

bc: BSartipi, HCulik-Caro, DNguyen – Executive Office
CFerraz, LLau, EMiranda – Project Management
JFinney, CMcCuaig, MHew – Advance Planning
GPursell, RTsung, BChiu – Design Contra Costa

**Bay Point
Municipal
Advisory
Council**

www.baypointmac.org



Debra Mason, 2014 Chair

**Federal Glover, District
Supervisor, District V**

Debra Giles, Administrative Support
3105 Willow Pass Road
Bay Point, CA 94565
925-427-8360

*The Bay Point Municipal Advisory Committee serves as an advisory body to the
Contra Costa County Board of Supervisors and the County Planning Agency.*

MAC AGENDA

Tuesday October 7, 2014

**7:00 PM to 9:00 PM-Bay Point MAC Meeting
Ambrose Recreation and Park District Board Room
3105 Willow Pass Road, Bay Point, CA 94565**

Time is allotted under Public Comment for those persons who wish to speak for up to three minutes on any item NOT on the agenda. Persons who wish to speak on matters on the agenda will be heard for up to three minutes when the Chair calls for comments. After persons have spoken on an agenda item, the hearing can be closed by the Chair and the matter is subject to discussion and action by the MAC. Persons wishing to speak are requested to fill out a speaker card.

1. **Call to Order/Roll Call/Pledge of Allegiance**
2. **Approval of Agenda**
3. **Consent items**

All matters listed under Consent Items are considered by the MAC to be routine and will be enacted by one motion. There will be no separate discussion of these items unless requested by a member of the MAC or a member of the public prior to the time the MAC votes on the motion to adopt.

- a. Approval of September recording secretary invoice \$120.00
 - b. Record of Action of September 2, 2014 meeting.
4. **Public Comment (3 Minutes/speaker) for any topic NOT on the agenda**

5. **Agency Reports**
 - a. California State Highway Patrol
 - b. Contra Costa County Sheriff's Office
 - c. Supervisor Federal Glover General Report – Ed Diokno
 - d. Code Enforcement – Joe Losado
 - e. Golden State Water – Tina Gonzalez
 - f. CCC Fire District – Ed Gonzales

6. **Presentations**
 - a. Bay Point Library Update – Eric Wood
 - b. National Night Out - Hudson

7. **Items for Discussion and/or Action**
 - a. **Bailey Road/State Route 4 Interchange Project**
 - b. Port Chicago Highway/Willow Pass Road Bike and Pedestrian Improvement Project
 - c. Budget update - Zumwalt

8. **Committee Reports**
 - a. CAP – Garcia
 - b. Code Enforcement – Tremaine
 - c. Adopt a Road – Stevenson
 - d. Schools – Mason
 - e. Keller Grants - Zumwalt

9. **Members reports**

11. **Correspondence**

12. **Future Agenda Items**

13. **Adjourn to the November 4, 2014 meeting**

The Bay Point Municipal Advisory Committee will provide reasonable accommodations for persons with disabilities planning to attend the meeting who contact Debra Giles, Administrative Support Person at least 72 hours before the meeting, at (925) 427-8360.

Materials distributed for the meeting are available for viewing at:

- Supervisor Grovers office, 315 East Leland Road, Pittsburg, CA
- Bay Point Library, Riverview Intermediate School, Pacifica Ave., Bay Point, CA
- Ambrose Recreation and Park District Office, 3105 Willow Pass Road, Bay Point, CA
- District V Website-Bay Point MAC-<http://www.co.contra-costa.ca.us/depart/dis5/>

**Bay Point
Municipal
Advisory
Council**

www.baypointmac.org



Charles Tremaine, 2015 Chair

**Federal Glover, District
Supervisor, District V**

Debra Giles, Administrative Support
3105 Willow Pass Road
Bay Point, CA 94565
925-335-8299

*The Bay Point Municipal Advisory Committee serves as an advisory body to the
Contra Costa County Board of Supervisors and the County Planning Agency.*

MAC AGENDA

Tuesday May 5, 2015

**7:00 PM to 9:00 PM-Bay Point MAC Meeting
*Ambrose Recreation and Park District Auditorium
3105 Willow Pass Road, Bay Point, CA 94565***

Time is allotted under Public Comment for those persons who wish to speak for up to three minutes on any item NOT on the agenda. Persons who wish to speak on matters on the agenda will be heard for up to three minutes when the Chair calls for comments. After persons have spoken on an agenda item, the hearing can be closed by the Chair and the matter is subject to discussion and action by the MAC. Persons wishing to speak are requested to fill out a speaker card.

1. **Call to Order/Roll Call/Pledge of Allegiance**
2. **Approval of Agenda**
3. **Consent Items**

All matters listed under Consent Items are considered by the MAC to be routine and will be enacted by one motion. There will be no separate discussion of these items unless requested by a member of the MAC or a member of the public prior to the time the MAC votes on the motion to adopt.

- a. Approval of April recording secretary invoice \$120.00
- b. Record of Action of April 7, 2015 meeting.
4. **Public Comment (3 Minutes/speaker) for any topic NOT on the agenda**

5. **Agency Reports**

- a. California State Highway Patrol
- b. Contra Costa County Sheriff's Office
- c. Supervisor Federal Glover General Report – Ed Diokno
- d. Code Enforcement – Joe Losado
- e. Golden State Water – Tina Gonzalez

6. **Items for Discussion and/or Action**

- a. Update on: Port Chicago Highway/Willow Pass Road Bike and Pedestrian Improvements, **Bailey Road/State Route 4 Interchange Project**, Rio Vista Elementary Pedestrian Connection Project, Pedestrian Crossing Enhancements and grant application – Angela Villar

7. **Presentations**

- a. Citizen of the Month awards – Mason/Hudson
- b. Gloria Magelby Community Service Award – Mason/Hudson
- c. Certificates Honoring Adopt-A-Road Volunteers – Stevenson

8. **Committee Reports**

- a. CAP – L. Garcia
- b. Ambrose Park and Recreation – Hudson
- c. Code Enforcement – Tremaine
- d. Adopt a Road – Stevenson
- e. Schools – Mason
- f. Keller Grants – Zumwalt

9. **Members Reports**

10. **Correspondence**

11. **Future Agenda Items**

12. **Adjourn to the June 2, 2015 meeting**

The Bay Point Municipal Advisory Committee will provide reasonable accommodations for persons with disabilities planning to attend the meeting who contact Debra Giles, Administrative Support Person at least 72 hours before the meeting, at (925) 335-8299.

Materials distributed for the meeting are available for viewing at:

- Supervisor Glovers office, 315 East Leland Road, Pittsburg, CA
- Bay Point Library, Riverview Intermediate School, Pacifica Ave., Bay Point, CA
- Ambrose Recreation and Park District Office, 3105 Willow Pass Road, Bay Point, CA
- District V Website-Bay Point MAC-<http://www.co.contra-costa.ca.us/depart/dis5/>



CONTRA COSTA COUNTY
DEPARTMENT OF CONSERVATION & DEVELOPMENT
651 Pine Street, N. Wing - 4th Floor
Martinez, CA 94553
Telephone: 335-1290 Fax: 335-1300

NEWS RELEASE

Contact: John Greitzer, Senior Transportation Planner, (925) 335-1201 / jgrei@cd.cccounty.us

Pedestrian, bicycle issues on Bailey Road on tap for public meeting August 18

Pedestrian and bicycle improvements to Bailey Road will be the focus of a public meeting on Tuesday, August 18 at 7 p.m. at the Ambrose Recreation and Park District Building in Bay Point.

Contra Costa County transportation planners are working with the Bay Point community and several other agencies to develop a plan to make Bailey Road easier and more convenient for those who walk or bicycle along the busy street.

The plan is being developed in response to concerns that Bay Point residents have expressed to County staff in recent years. Of particular concern are the difficulties faced by bicyclists and pedestrians in crossing the freeway ramps on and off of State Route 4, a dark and poorly maintained pedestrian tunnel that goes underneath one of the ramps, and the narrowness of the sidewalk and bike lanes in some areas of Bailey Road.

Bay Point residents also have expressed interest in improving the visual appearance of Bailey Road with landscaping. The plan will include this as well.

After two workshops with the Bay Point Municipal Advisory Council, County staff and a team of consultants developed three alternatives for Bailey Road to better accommodate pedestrians and bicyclists.

The alternatives include such measures as narrowing the median to allow for wider sidewalks and bicycle lanes; changing the "loop" freeway off-ramps so they would come to a "T" intersection at Bailey Road with a traffic signal, making it easier for pedestrians and bicyclists to cross; and removing the outside merge lanes beneath the freeway, which would no longer be needed if the loop ramps are changed to "T" intersections. This will help accommodate a portion of the Delta DeAnza Regional Trail which uses part of Bailey Road as a trail connector.

The three alternatives will be presented at the meeting, and the public's input will be sought. The next step will be to conduct a detailed analysis of the three alternatives, to determine their traffic impacts, safety impacts, costs, and other impacts. Both construction costs and maintenance costs will be estimated. The analysis will take a couple of months.

County staff hopes to have the plan completed by the end of 2009. Other agencies involved in the study include Tri Delta Transit, BART, Caltrans, the East Bay Regional Park District, and the City of Pittsburg.

The meeting will be in the Dining Room at the Ambrose Recreation and Park District Building, 3105 Willow Pass Road in Bay Point, from 7 to 9 p.m. on Tuesday, August 18.



Public Meeting

Contra Costa County

Department of Conservation and Development

Bailey Road Pedestrian & Bicycle Improvement Plan

*Making Bailey Road easier for pedestrians and bicyclists
Providing a greener, more attractive roadway*



**Come hear about potential changes to Bailey Road and let us know what you think.
Your input is IMPORTANT TO US!!**

Date: Tuesday August 18, 2009

Time: 7-9 P.M.

**Place: Dining Room @ the Ambrose Recreation and Park District Building
3105 Willow Pass Road, Bay Point.**

Light snacks will be provided

For more information please contact John Greitzer, Senior Transportation Planner,
(925) 335-1201 or jgrei@cd.cccounty.us.

Hope to see you there!

SUPERVISOR FEDERAL GLOVER

invites you to a

TOWN HALL

on the **Bailey Road Pedestrian & Bicycle Improvement Plan**

Making Bailey Road easier and safer for pedestrians and bicyclists

Providing a greener, more attractive roadway



From this....



To this....

**Let us know what you think.
Your input is IMPORTANT TO US!!**

Date: Monday, May 24, 2010

Time: 6:30 p.m. – 8 p.m.

Place: Ambrose Recreation and Park District Center, Dining Room,
3105 Willow Pass Road, Bay Point.

For more information please contact Supervisor Glover's Office, 925-427-8138



Bailey Road Pedestrian & Bicycle Improvements Project

Summary of Questions and Comments

Public Meeting, August 18, 2009

DRAFT

Prepared by: Valerie Conant
Date prepared: August 27, 2009

The following is a summary of questions and comments recorded during the public meeting. The questions and comments are not necessarily in the order they were made.

Scenario 1

- What is the location of the example photograph used in the PowerPoint show (slide 20)?
- Will bus turnouts be provided with this scenario?
- Regarding the east bound SR4 to north bound Bailey Road off-ramp: Will this scenario create a stacking problem at this location?
- Will a 10-foot wide median accommodate left turn lanes?
- Regarding the interchange zone: Will removing turn lanes and having motorists turn from T-intersections affect traffic flow? Will motorists have problems getting to the BART station?
- Pedestrians can see vehicles coming in a dedicated turn lane. Pedestrians won't know whether a vehicle is going to turn in front of them from a T-intersection.
- Concern was expressed about no dedicated right turn lane at the east bound SR4 to north bound Bailey Road exit.

Scenario 2

- Does this scenario eliminate the need for west bound SR4 to north bound Bailey Road ramp?
- Caltrans doesn't like signals at off-ramps because cars back up onto the highway.

Scenario 3

- There is room to create bus turnouts in this scenario.
- Would there still be a left turn lane at Willow Pass Road?
- Motorists might use the bike lane as a travel lane.
- Preference was expressed for Caltrans standard bike lanes and 12-foot wide travel lanes.
- Limiting lanes in the Bailey North zone would be a disaster because there is too much traffic.
- How long would a motorist wait to get through 3 traffic lights?
- Can signal timing help when there are so many traffic movements?
- Regarding east bound SR4 to north bound Bailey Road: Would left turns be allowed at the proposed intersection?
- Could the east bound SR4 to north bound Bailey Road loop be eliminated because motorists could use the off ramp on the west side of Bailey Road?

General Questions and Comments

- Can different parts of the three scenarios be mixed and matched to create the final solution?
- Preference was expressed for pill box over grate drain inlets at curbs.
- Would the sidewalk width problem be improved by providing underground utilities?
- Bike lane widths should conform to Caltrans standards.
- Concern was expressed regarding pedestrian safety at the BART access road.
- What are the extents of this project?
- Would root barriers be used to prevent buckling of the pavement?
- Preference was expressed for small trees as opposed to large trees to allow more visibility.
- Will there be a Delta De Anza trail connection?
- Regarding the Bel Air trail: The easement to Bella Vista is overgrown.
- Will more lighting be provided?
- Preference was expressed for brighter lighting and cameras to improve safety.
- Regarding the south east corner of Bailey Road and the BART Access Road at the Delta De Anza trail: Could there be a diagonal pedestrian crossing to the northwest corner?
- Regarding east bound SR4 to south bound Bailey Road: This is a dangerous corner for pedestrians and bicyclists.
- Regarding east bound SR4 to north bound Bailey Road: How much traffic uses this exit?
- Regarding removing auxiliary lanes in the interchange zone: Could some of the wide pedestrian space be dedicated to greenery or something other than a wide expanse of concrete?

Contra Costa County Office of the Sheriff

Bay Point

BICYCLE SAFETY RODEO

Free for Bay Point Residents

**For Bay Point K-12 Students,
Residents and families***

WHEN

Saturday, May 30, 2015

10 AM - 1 PM This is a first-come-
first-served event!

WHERE

Riverview Middle School

205 Pacifica Avenue, Bay Point

BIKE SAFETY EVENTS:

Bike Rodeo

FREE Helmet Giveaway

FREE Bike Repair (bring your bike
early as spots fill up quickly!)

Raffle for over 150 FREE Bikes (ages 4-18)

***All minors must be accompanied by an adult**

For more information, call: (925) 427-8401

Thanks to our **AMAZING** sponsors:

Keller Canyon Land Fill Marina Gottschalk

Criterion Kops for Kids

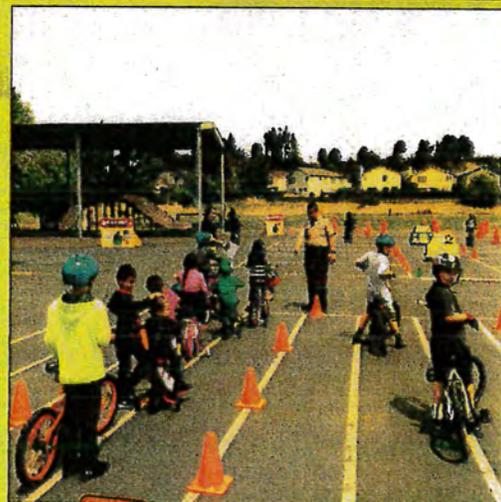
Henkel Corporation Chemtrade

La Aurora Grocery All Counties Town

Craig Communications Sportsman Club



**BIKE
RODEO
&
RAFFLE**



Contra Costa County Office of the Sheriff

Anual Bay Point

FERIA DE SEGURIDAD DE LA BICICLETA

Gratis para residentes de Bay Point

Para estudiantes de K-12, residentes y familias de Bay Point*

CUÁNDO

Sábado, Mayo 30, 2015

10 AM - 1 PM Este es un evento de orden de llegada de primera!

DÓNDE

**Escuela Media Riverview
205 Pacifica Avenue, Bay Point**

EVENTOS DE SEGURIDAD EN BICICLETAS:

Rodeo de bicicletas

Sorteo de casco **GRATIS**

Reparación **GRATIS** de bicicletas (¡trae tu bici!)

Sorteo de más de 150 bicicletas **GRATIS** (4-18 años)

*Todos los menores deben estar acompañados por un adulto

Para más información llame : (925) 427-8401

Gracias a nuestros patrocinadores **INCREIBLES:**

Keller Canyon Land Fill Marina Gottschalk

Criterion Kops for Kids

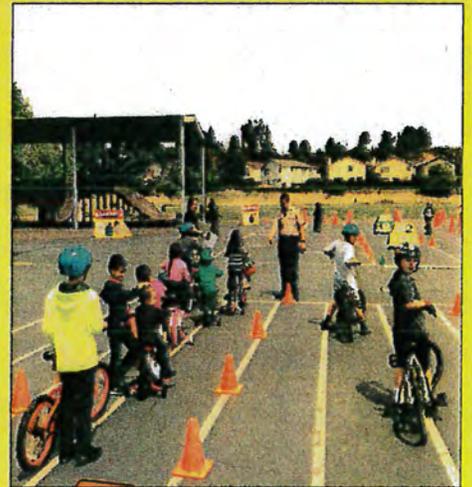
Henkel Corporation Sportsman Club

Craig Communications ChemTrade

La Aurora Grocery All County Towing



RODEO DE BICICLETAS Y SORTEOS



Bay Point May 5, 2015 Questionnaire

Please take a minute to answer the following questions.

| | Do not agree | | | Strongly Agree | |
|---|--------------|---|---|----------------|-------|
| 1. It is unpleasant to walk in my neighborhood | 1 | 2 | 3 | 4 | 5 |
| 2. It is easy to walk to a transit (bus) stop near me | 1 | 2 | 3 | 4 | 5 |
| 3. I often walk or bike in my neighborhood | 1 | 2 | 3 | 4 | 5 |
| 4. My children walk or bike to school | 1 | 2 | 3 | 4 | 5 N/A |
| 5. I would like to walk or bike more | 1 | 2 | 3 | 4 | 5 |
| 6. What improvements would help you to walk or bike more? | | | | | |

Some areas could still use sidewalks and some areas with sidewalks have the cars park on them so you have to go in the street.

Bay Point May 5, 2015 Questionnaire

Please take a minute to answer the following questions.

| | Do not agree | | | Strongly Agree | | |
|--|--------------|---|---|----------------|---|---|
| 7. It is unpleasant to walk in my neighborhood | 1 | 2 | 3 | 4 | 5 | |
| 8. It is easy to walk to a transit (bus) stop near me | 1 | 2 | 3 | 4 | 5 | |
| 9. I often walk or bike in my neighborhood | 1 | 2 | 3 | 4 | 5 | |
| 10. My children walk or bike to school | N/A | 1 | 2 | 3 | 4 | 5 |
| 11. I would like to walk or bike more | 1 | 2 | 3 | 4 | 5 | |
| 12. What improvements would help you to walk or bike more? | | | | | | |

We need more sidewalks

Bay Point May 5, 2015 Questionnaire

Please take a minute to answer the following questions.

- | | Do not agree | | | Strongly Agree | |
|---|--------------|---|---|----------------|---|
| 1. It is unpleasant to walk in my neighborhood | 1 | 2 | 3 | 4 | 5 |
| 2. It is easy to walk to a transit (bus) stop near me | 1 | 2 | 3 | 4 | 5 |
| 3. I often walk or bike in my neighborhood | 1 | 2 | 3 | 4 | 5 |
| 4. My children walk or bike to school | 1 | 2 | 3 | 4 | 5 |
| 5. I would like to walk or bike more | 1 | 2 | 3 | 4 | 5 |
| 6. What improvements would help you to walk or bike more? | | | | | |

Better marked Bike lanes maybe
Brightly marked paint

Bay Point May 5, 2015 Questionnaire

Please take a minute to answer the following questions.

- | | Do not agree | | | Strongly Agree | |
|--|--------------|---|---|----------------|---|
| 7. It is unpleasant to walk in my neighborhood | 1 | 2 | 3 | 4 | 5 |
| 8. It is easy to walk to a transit (bus) stop near me | 1 | 2 | 3 | 4 | 5 |
| 9. I often walk or bike in my neighborhood | 1 | 2 | 3 | 4 | 5 |
| 10. My children walk or bike to school | 1 | 2 | 3 | 4 | 5 |
| 11. I would like to walk or bike more | 1 | 2 | 3 | 4 | 5 |
| 12. What improvements would help you to walk or bike more? | | | | | |

Nothing I feel safe in my Neighborhood

Bay Point May 5, 2015 Questionnaire

Please take a minute to answer the following questions.

| | Do not agree | | | Strongly Agree | |
|---|--------------|---|---|----------------|---|
| 1. It is unpleasant to walk in my neighborhood | 1 | 2 | 3 | 4 | 5 |
| 2. It is easy to walk to a transit (bus) stop near me | 1 | 2 | 3 | 4 | 5 |
| 3. I often walk or bike in my neighborhood | 1 | 2 | 3 | 4 | 5 |
| 4. My children walk or bike to school | 1 | 2 | 3 | 4 | 5 |
| 5. I would like to walk or bike more | 1 | 2 | 3 | 4 | 5 |
| 6. What improvements would help you to walk or bike more? | | | | | |

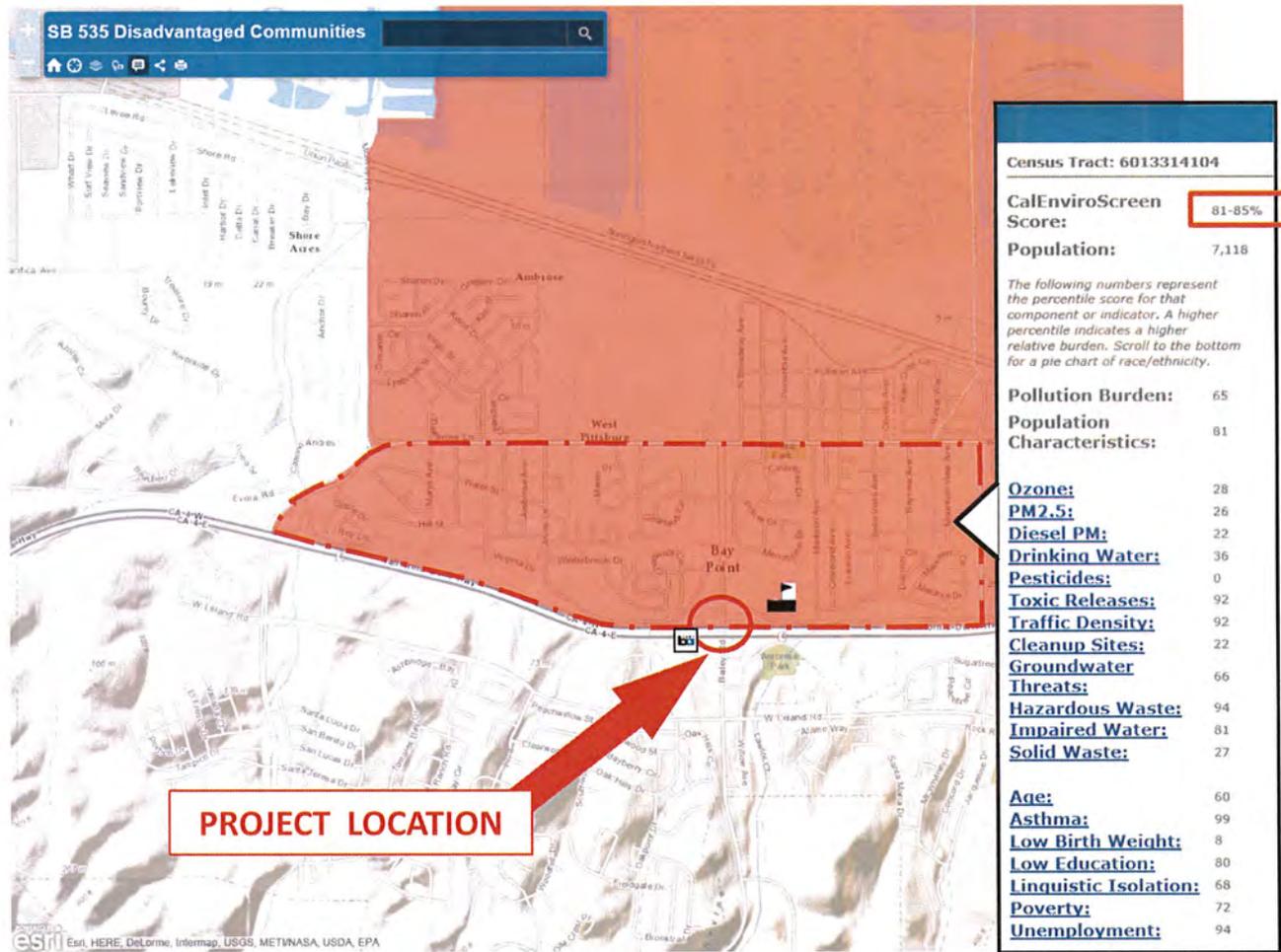
sidewalks in all and on street connections

Bay Point May 5, 2015 Questionnaire

Please take a minute to answer the following questions.

| | Do not agree | | | Strongly Agree | |
|---|--------------|---|---|----------------|---|
| 1. It is unpleasant to walk in my neighborhood | 1 | 2 | 3 | 4 | 5 |
| 2. It is easy to walk to a transit (bus) stop near me | 1 | 2 | 3 | 4 | 5 |
| 3. I often walk or bike in my neighborhood | 1 | 2 | 3 | 4 | 5 |
| 4. My children walk or bike to school | 1 | 2 | 3 | 4 | 5 |
| 5. I would like to walk or bike more | 1 | 2 | 3 | 4 | 5 |
| 6. What improvements would help you to walk or bike more? | | | | | |

BETTER SIDEWALKS IN MY COMMUNITY



California Office of Environmental Health Hazard Assessment's CalEnviroScreenscores.
 (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=dae2fb1e42674c12a04a2b302a080598>)



Contra Costa County
Public Works
 Department

255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333

CalEnviro Screen Score MAP

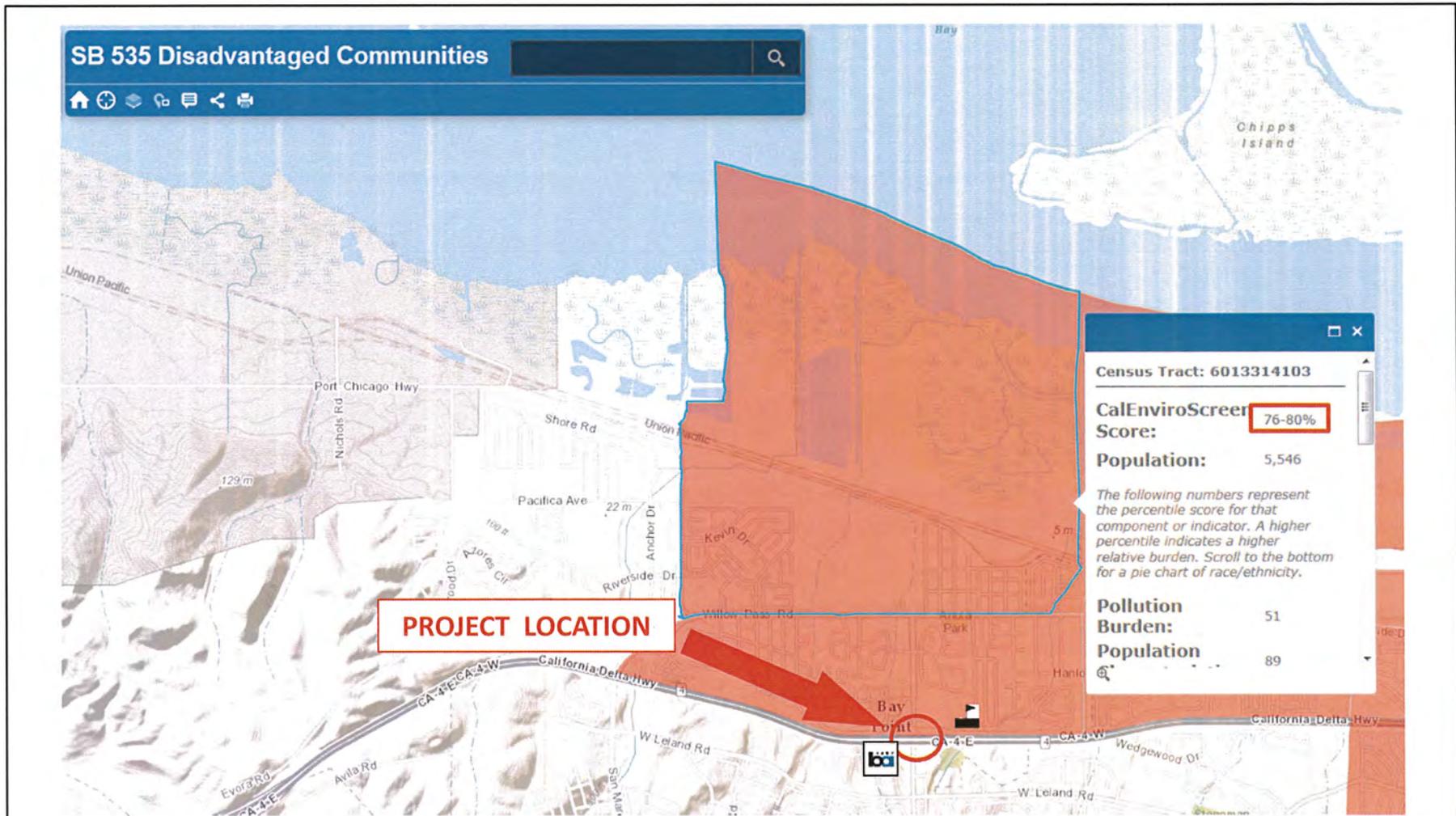
**BAILEY ROAD / STATE ROUTE 4 INTERCHANGE
 BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT**

DB: LL

CB:

DATE: MAR2015

Sht 1 of 1



California Office of Environmental Health Hazard Assessment's CalEnviroScreenscores.
 (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=dae2fb1e42674c12a04a2b302a080598>)



Contra Costa County
Public Works
 Department

255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333

CalEnviro Screen Score MAP

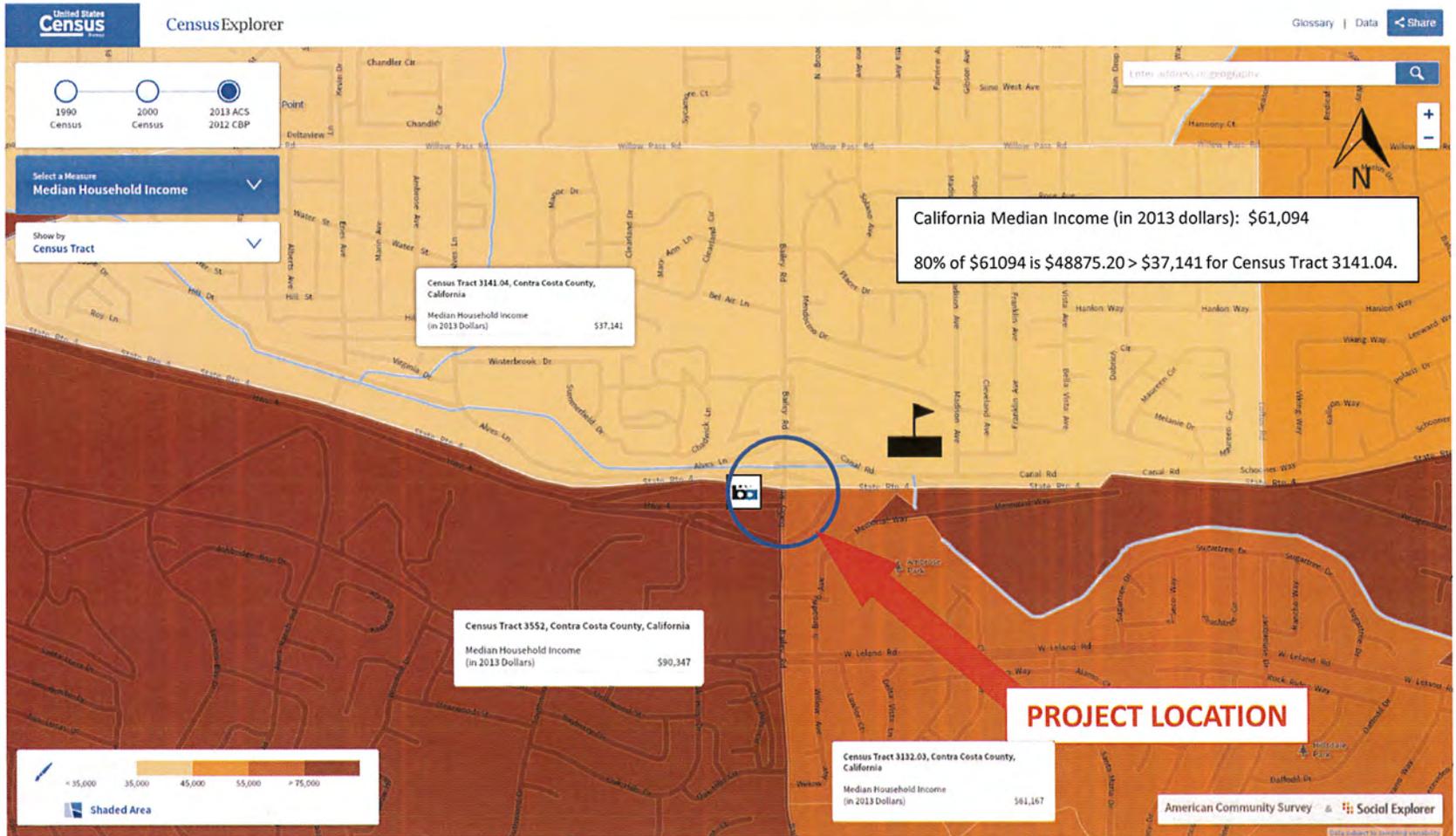
**BAILEY ROAD / STATE ROUTE 4 INTERCHANGE
 BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT**

DB: LL

CB:

DATE: MAR2015

Sht 1 of 1



SOURCE: <https://www.census.gov/censusexplorer/censusexplorer.html>



Contra Costa County
Public Works
Department

255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333

DISADVANTAGED COMMUNITY MAP

**BAILEY ROAD / STATE ROUTE 4 INTERCHANGE
BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT**

DB: LL

CB:

DATE: MAR2015

Sht 1 of 1

Project Name:

City Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project

INFRASTRUCTURE

Project Location:

Bailey Road between Canal Street and SR-4 east on-ramp

| Bike Projects (Daily Person Trips for All Users) (Box 1A) | | | |
|--|-----------------|--------------------|---------------|
| | Without Project | With Project | |
| Existing | 60 | | |
| Forecast (1 Yr after completion) | 62 | 90 | |
| | Commuters | Recreational Users | |
| Existing Trips | 7 | 20 | |
| New Daily Trips (estimate) (1 YR after completion) (actual) | 3.3 | 3.3 | |
| Project Information- Non SR2S Infrastructure | | | |
| Bike Class Type | | | Bike Class II |
| Average Annual Daily Traffic (AADT) | | | |

| Project Costs (Box 1D) | |
|--------------------------------------|-------------|
| Non-SR2S Infrastructure Project Cost | \$5,100,000 |
| SR2S Infrastructure Project Cost | |

| ATP Requested Funds (Box 1E) | |
|-------------------------------------|-------------|
| Non-SR2S Infrastructure | \$4,100,000 |
| SR2S Infrastructure | |

| CRASH DATA (Box 1F) | Last 5 Yrs | Annual Average |
|----------------------------|------------|----------------|
| Fatal Crashes | 2 | 0.4 |
| Injury Crashes | 5 | 1 |
| PDO | 1 | 0.2 |

| Pedestrian Projects (Daily Person Trips for All Users) (Box 1B) | | | |
|--|-----------------|--------------|--|
| | Without Project | With Project | |
| Existing | 450 | | |
| Forecast (1 YR after project completion) | 470 | 675 | |
| | Without Project | With Project | |
| Existing step counts (600 steps=0.3mi=1 trip) | | | |
| Existing miles walked | | | |

| SAFETY COUNTERMEASURES (improvements) (Box 1G) | | | Y or N (Capitalized) |
|---|---|--|-------------------------|
| Signalized Intersection | Pedestrian countdown signal heads | | |
| | Pedestrian crossing | | Y |
| | Advance stop bar before crosswalk | | Y |
| Unsignalized Intersection | Install overpass/underpass | | |
| | Raised medians/refuge islands | | |
| | Pedestrian crossing (new signs and markings only) | | |
| | Pedestrian crossing (safety features/curb extensions) | | |
| Roadways | Pedestrian signals | | |
| | Bike lanes | | Y |
| | Sidewalk/pathway (to avoid walking along roadway) | | Y |
| | Pedestrian crossing (with enhanced safety features) | | Y |
| Pedestrian crossing | | | Y |
| Other reduction factor countermeasures | | | |

| Safe Routes to School (SR2S) (Box 1C) | | Total |
|---|--|-------|
| Number of student enrollment | | |
| Approximate no. of students living along school route proposed for improvement | | |
| Percentage of students that currently walk or bike to school | | |
| Projected percentage of students that will walk or bike to school after the project | | |

Project Name:
Project Location:

Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project
Bailey Road between Canal Street and SR-4 east on-ramp

NON-INFRASTRUCTURE

| Outreach (SR2S)- (Box 2A) | |
|---|----------|
| Participants (School Enrollment) | 515 |
| Current Active Trans Walker/Bicyclist Users | 155 |
| Percentage of Current Active Trans Walkers/Bicyclists | 30% |
| Project Cost | \$24,000 |
| ATP Requested Funds | \$24,000 |
| Duration of Outreach (months) | 12 |
| Outreach to new users | 361 |

| Outreach (Non SR2S)- (Box 2B) | |
|---|----------|
| Participants | 24,749 |
| Current Active Trans Walker/Bicyclist Users | |
| Percentage of Current Active Trans Walkers/Bicyclists | |
| Project Cost | \$36,000 |
| ATP Requested Funds | \$36,000 |
| Duration of Outreach (months) | 12 |
| Outreach to new users | 24,749 |

| Perception (must be marked with an "x")- (Box 2C) | |
|--|-------------------------------------|
| Outreach is Hands-on (self-efficacy) | <input checked="" type="checkbox"/> |
| Overcome Barriers (e.g., dist, time, etc.) | <input type="checkbox"/> |
| Eliminates Hazards/Threats (speed, crime, etc.) | <input type="checkbox"/> |
| Connected or Addresses Connectivity Challenges | <input type="checkbox"/> |
| Creating Value in Using Active Transportation | <input checked="" type="checkbox"/> |

| Promotional Effort (must be marked with an "x")- (Box 2D) | |
|--|-------------------------------------|
| Effort Targets 5 E's or 5 P's | <input type="checkbox"/> |
| Knowledgeable Staff/Educator | <input type="checkbox"/> |
| Partnership/Volunteers | <input type="checkbox"/> |
| Creates Community Ownership/Relationship | <input checked="" type="checkbox"/> |
| Part of Bigger Effort (e.g., political support) | <input type="checkbox"/> |

| Age (must be marked with an "x")- (Box 2E) | |
|---|-------------------------------------|
| Younger than 10 | <input checked="" type="checkbox"/> |
| 10-12 | <input type="checkbox"/> |
| 13-24 | <input type="checkbox"/> |
| 25-55 | <input type="checkbox"/> |
| 55+ | <input type="checkbox"/> |

| Duration (must be marked with an "x")- (Box 2F) | |
|--|-------------------------------------|
| One Day | <input type="checkbox"/> |
| One Month | <input type="checkbox"/> |
| One Year | <input type="checkbox"/> |
| Multiple Years | <input checked="" type="checkbox"/> |
| Continuous Effort | <input type="checkbox"/> |

| Projected New Active Trans Riders | |
|--|----|
| Longitudinal New Users | 41 |

| Projected New Active Trans Riders | |
|--|-------|
| Longitudinal New Users | 2,784 |

| CRASH DATA - (Box 2G) | Last 5 Yrs | Annual |
|------------------------------|------------|--------|
| Fatal Crashes | 2 | 0.4 |
| Injury Crashes | 5 | 1 |
| PDO | 1 | 0.2 |

Assumption:
Benefits only accrue for five years, unless the project is ongoing.

Non Infrastructure- All

| | | |
|------------------------------|-----------|-------------|
| Projected New ATP Users | 41 | |
| Annual Mobility Benefits | \$0 | Did not qua |
| Annual Health Benefits | \$5,921 | |
| Annual Recreational Benefits | \$0 | Did not qua |
| Annual Safety Benefits | \$790,860 | Safety ben |

| | |
|--------------------------|----------|
| Fuel saved | \$44,946 |
| Emissions Saved | \$3,295 |
| Fuel and Emissions Saved | \$48,242 |

Underlying assumptions for calculations:

- 1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 2) Assume users travel 13,000 vehicle miles per year (U.S. DOT's FHWA-13,476 ave.)
- 3) Assume users divert half of their miles traveled each year.
- 3) Gasoline price per gallon is \$3.41 (incl. tax)
- 4) Carbon price is \$25 per ton (updated \$2014 value)
- 6) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

| | | | |
|--------------------------------|----------|--|------------------------------|
| Countermeasures | | | OTHER REDUCTION FACTOR |
| Crash Reduction Factors (CRFs) | | | 10% |
| Service Life | | | 5 |
| | 1st year | | \$790,860 |

| | Fatal | Injury | PDO | Total |
|------------|-------------|----------|---------|-------|
| Frequency | 2 | 5 | 1 | 8 |
| Cost/crash | \$3,750,837 | \$80,000 | \$6,924 | |

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

| | |
|--|----|
| No. of students enrollment | 0 |
| Approximate no. of students living along school route proposed for improvement | 0 |
| Percent that currently walks/bikes to school | 0% |
| Number of students that walk/bike to school | 0 |

After Project

| | |
|--|----|
| No. of students enrollment | 0 |
| Approximate no. of students living along school route proposed for improvement | 0 |
| Projected percentage of students that will walk or bike because of the project | 0% |
| Number of students that will walk/bike to school after the project | 0 |

| | |
|-----------------|--------|
| ATP Shift | 0 |
| Fuels Saved | \$0.00 |
| Emissions Saved | \$0.00 |

| | |
|--------------------------|-----------|
| Annual Mobility Benefits | \$0 |
| Annual Health Benefits | \$0 |
| Annual Safety Benefits | \$867,529 |
| Fuel and Emissions Saved | \$0 |
| Recreational Benefits | \$0 |

Assumptions:

- 1) 180 school days
- 2) 2 miles distance to s
- 3) Takes 1 hour back a
- 4) Approximate no. of before and after to ge
- 5) We used the value c community in general.
- 6) Safety benefits are a

Did not quantify recreational ben

20 Year Invest Summary Analysis

| | |
|---------------------|-----------------|
| Total Costs | \$5,160,000.00 |
| Net Present Cost | \$4,961,538.46 |
| Total Benefits | \$50,684,716.76 |
| Net Present Benefit | \$34,564,385.21 |
| Benefit-Cost Ratio | 6.97 |

20 Year Itemized Savings

| | |
|-----------------|-----------------|
| Mobility | \$1,842,146.80 |
| Health | \$937,598.13 |
| Recreational | \$1,255,869.09 |
| Gas & Emissions | \$376,107.06 |
| Safety | \$46,272,995.68 |

| | |
|-------------------------------------|----------------|
| Funds Requested | \$4,160,000.00 |
| Net Present Cost of Funds Requested | \$4,000,000.00 |
| Benefit Cost Ratio | 8.64 |

John Honey

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Monday, May 18, 2015 11:49 AM
To: Tianjun Cao; 'inquiry@atpcommunitycorps.org'
Cc: John Honey; ATP@CCC; Hsieh, Wei@CCC; Arzaga, Frank@CCC; Notheis, Larry@CCC
Subject: RE: ATP Inquiry for Contra Costa County: Bailey Road/State Route 4 Pedestrian and Bicycle Improvement Project

Categories: Red Category

Hi Tianjun,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Tianjun Cao [<mailto:tcao@pw.cccounty.us>]
Sent: Wednesday, May 13, 2015 10:39 AM
To: ATP@CCC; 'inquiry@atpcommunitycorps.org'
Cc: John Honey
Subject: ATP Inquiry for Contra Costa County: Bailey Road/State Route 4 Pedestrian and Bicycle Improvement Project

Greetings Wei Hsieh and Danielle Lynch,

On behalf of Contra Costa County, here is the information required by the ATP Cycle 2 guidelines for use of the CCC and certified community conservation corps:

Project Title: Bailey Road/State Route 4 Pedestrian and Bicycle Improvement Project
Project Description: Remove west bound State Route 4 loop off ramp and underutilized pedestrian tunnel. Install 12-foot wide sidewalk on Bailey Road, widen and signalize west bound State Route 4 off ramp, remove pedestrian islands at Bailey Road and BART entrance and install bike lanes
Cost Estimate: see attached excel file [Bailey Road Attachment G](#)
Project Schedule: PEER PSE Schedule attached
Project Map: Bailey Road aerial view attached
Preliminary Plan: Bailey 35% plans attached

Thank you,
Tianjun Cao
Engineer



Transportation Engineering
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553
Phone: (925)313-2110
E-mail: tcao@pw.cccounty.us

John Honey

From: Tianjun Cao
Sent: Friday, May 15, 2015 8:03 AM
To: John Honey
Cc: Angela Villar; Mary Halle
Subject: FW: ATP Inquiry for Contra Costa County: Bailey Road/State Route 4 Pedestrian and Bicycle Improvement Project

Categories: Red Category

From: Active Transportation Program [<mailto:inquiry@atpcommunitycorps.org>]

Sent: Thursday, May 14, 2015 6:53 PM

To: Tianjun Cao

Cc: atp@ccc.ca.gov

Subject: Re: ATP Inquiry for Contra Costa County: Bailey Road/State Route 4 Pedestrian and Bicycle Improvement Project

Hi Tianjun,

Alan Lessik from Civicorps has responded that they are able to assist with the landscaping work as proposed in the project.

Please include this email with your application as proof that you reached out to the Local Corps. Feel free to contact Alan (alan.lessik@cvcorps.org) directly if your project receives funding.

Thank you!

On Wed, May 13, 2015 at 10:39 AM, Tianjun Cao <tcao@pw.cccounty.us> wrote:

Greetings Wei Hsieh and Danielle Lynch,

On behalf of Contra Costa County, here is the information required by the ATP Cycle 2 guidelines for use of the CCC and certified community conservation corps:

Project Title: Bailey Road/State Route 4 Pedestrian and Bicycle Improvement Project

Project Description: Remove west bound State Route 4 loop off ramp and underutilized pedestrian tunnel. Install 12-foot wide sidewalk on Bailey Road, widen and signalize west bound State Route 4 off ramp, remove pedestrian islands at Bailey Road and BART entrance and install bike lanes

Cost Estimate: see attached excel file [Bailey Road Attachment G](#)

Project Schedule: PEER PSE Schedule attached

Project Map: Bailey Road aerial view attached

Preliminary Plan: Bailey 35% plans attached

Thank you,

Tianjun Cao

Engineer



Transportation Engineering

Contra Costa County Public Works Department

255 Glacier Drive

Martinez, CA 94553

Phone: [\(925\)313-2110](tel:(925)313-2110)

E-mail: tcao@pw.cccounty.us

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org



Federal D. Glover

Supervisor, District Five
Contra Costa County, Board of Supervisors

district5@bos.cccounty.us
www.cccounty.us/supervisor Glover

May 20, 2015

Julia R. Bueren, Director
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

District V Includes

Antioch (North)

Hercules

RE: Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project

Martinez

Dear Ms. Bueren:

Pinole (North)

Pittsburg

On behalf of District V constituents, in particularly the residents of Pittsburg and Bay Point, I would like to express my support of the Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project located in the Bay Point area of unincorporated Contra Costa County. I understand the purpose of this project is to improve bicycle and pedestrian circulation through the Bailey Road/State Route 4 Interchange. This includes modifications to the existing on/off ramps and removal of the existing pedestrian tunnel on the west side of Bailey Road.

Alhambra Valley

Bay Point

The project proposes to alter or remove vehicle conflicts with bicycles and pedestrians at the freeway on/off ramps, construct new sidewalk and curb ramps, and install bike lanes through the interchange. Members of the Bay Point community will benefit from these proposed improvements.

Briones

Clyde

Crockett

You have my support for the completion of this project. Please let me know if there is anything I can do to assist in this process.

Mt. View

Pacheco

Port Costa

Reliez Valley

Rodeo

Tormey

Vine Hill

Sincerely,

Supervisor Federal Glover
District V, Contra Costa County

315 E. Leland Road
Pittsburg, CA 94565
Phone: (925) 427-8138
Fax: (925) 427-8142

651 Pine Street
Martinez, CA 94553
Phone: (925) 335-8200
Fax: (925) 335-8208

151 Linus Pauling Drive
Hercules, CA 94547
Phone: (510) 262-8800
Fax: (510) 262-8808

Attachment J



MT. DIABLO UNIFIED SCHOOL DISTRICT
BEL AIR ELEMENTARY
663 Canal Road
Bay Point, California 94565-3301
(925) 458-2606

OFFICE OF THE
PRINCIPAL

May 27, 2015

Julia R. Bueren, Director
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

RE: Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project

Dear Ms. Bueren:

On behalf of Bel Air Elementary, I would like to express my support of the Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project located in the Bay Point area of unincorporated Contra Costa County. I understand the purpose of this project is to improve bicycle and pedestrian circulation through the Bailey Road/State Route 4 Interchange. This includes modifications to the existing on/off ramps and removal of the existing pedestrian tunnel on the west side of Bailey Road.

The project proposes to alter or remove vehicle conflicts with bicycles and pedestrians at the freeway on/off ramps, construct new sidewalk and curb ramps, and install bike lanes through the interchange. Members of the Bay Point community, in particular, students from our school will benefit from these proposed improvements.

You have my support for the completion of this project. Please let me know if there is anything I can do to assist in this process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nancy Klinkner".

Nancy Klinkner
Principal, Bel Air Elementary

Attachment J

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-5903
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

February 10, 2015

Ms. Julia R. Bueren
Public Works Director
Contra Costa County
255 Glacier Drive
Martinez, CA 94553-4825

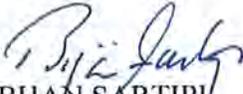
Dear Ms. Bueren:

This is in response to your letter dated December 22, 2014 requesting the California Department of Transportation (Caltrans) to establish an Expenditure Authorization (EA) for Phase 0 and Phase 1 for Caltrans to perform independent quality assurance services (IQA) for a Permit Engineering Evaluation Report (PEER) project at the Route 4/ Bailey Road Interchange (EA 04-3G840). The project proposes to modify the ramps at the Route 4/ Bailey Road Interchange to improve bicycle and pedestrian access.

Caltrans has approved your request to open concurrent environmental and design Phases 0 and 1 and will work closely with Contra Costa County towards the successful completion of the PEER project.

If you have any questions, please contact Emil Miranda, Project Manager, at (510) 286-5095 or Bonnita Chow, Branch Chief of Design Contra Costa, at (510) 286-6156.

Sincerely,


BIJAN SARTIPI
District Director

c: Steve Kowalewski, Contra Costa County Public Works Department (CCCPWD)
Jerry Fahy, Nancy Wein, Angela Villar - CCCPWD

Ms. Bueren
February 10, 2015
Page 2

bc: BSartipi, HCulik-Caro, DNguyen – Executive Office
CFerraz, LLau, EMiranda – Project Management
JFinney, CMcCuaig, MHew – Advance Planning
GPursell, RTsung, BChiu – Design Contra Costa



City of Pittsburg

ENGINEERING DEPARTMENT 41611

65 Civic Avenue

Pittsburg, California 94565-3814

May 7, 2015

Julia R. Bueren, Director
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

RE: Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project

Dear Ms. Bueren:

On behalf of the City of Pittsburg, I would like to express my support of the Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project located in the Bay Point area of unincorporated Contra Costa County. I understand the purpose of this project is to improve bicycle and pedestrian circulation through the Bailey Road/State Route 4 Interchange. This includes modifications to the existing on/off ramps and removal of the existing pedestrian tunnel on the west side of Bailey Road.

The project proposes to alter or remove vehicle conflicts with bicycles and pedestrians at the freeway on/off ramps, construct new sidewalk and curb ramps, and install bike lanes through the interchange. Members of the Bay Point community as well as Pittsburg residents will benefit from these proposed improvements.

You have my support for the completion of this project. Please let me know if there is anything I can do to assist in this process.

Sincerely,



Fritz McKinley
City Engineer





SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

2015

March 23, 2015

Thomas M. Blalock, P.E.
 PRESIDENT

Tom Radulovich
 VICE PRESIDENT

Grace Crunican
 GENERAL MANAGER

Julia R. Bueren, Director
 Contra Costa County Public Works Department
 255 Glacier Drive
 Martinez, CA 94553

RE: Bailey Road/State Route 4 Interchange Pedestrian and
 Bicycle Improvement Project

DIRECTORS

Gail Murray
 1ST DISTRICT

Joel Keller
 2ND DISTRICT

Rebecca Saltzman
 3RD DISTRICT

Robert Raburn, Ph.D.
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Thomas M. Blalock, P.E.
 6TH DISTRICT

Zakhary Mallett, MCP
 7TH DISTRICT

Nicholas Josefowitz
 8TH DISTRICT

Tom Radulovich
 9TH DISTRICT

Dear Ms. Bueren:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express our support of the Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project. The purpose of this project is to improve bicycle and pedestrian circulation through the Bailey Road/State Route 4 Interchange and access to the Pittsburg/Bay Point BART station entrance, located on Bailey Road.

Because the Pittsburg/Bay Point BART station is situated in the freeway median, pedestrian and bicycle access to this station has always been problematic. In addition, the surrounding communities have seen little redevelopment which might have provided access improvements to the neighborhoods.

The proposed project will improve or remove altogether conflicts between vehicles and bicycles and pedestrians at the freeway on/off ramps. In addition the project will construct new sidewalk and curb ramps, and install bike lanes through the interchange. BART users, as well as members of the community, will benefit from these proposed improvements.

BART strongly supports increased bicycle and pedestrian access to our stations, and therefore supports this important project. Please feel free to contact Deidre Heitman, Principal Planner, at (510) 287-4796 or at dheitma@bart.gov, if you have any questions or concerns.

Sincerely,

Kerry Hamill
 Assistant General Manager
 External Affairs

c: Angela Villar, PE

Attachment J



TRI DELTA TRANSIT

EASTERN CONTRA COSTA TRANSIT AUTHORITY

801 Wilbur Avenue
Antioch, California 94509
925.754.6622
925.757.2530 FAX

April 30, 2015

Julia R. Bueren, Director
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

RE: Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project

Dear Ms. Bueren:

On behalf of Eastern Contra Costa Transit Authority (Tri Delta Transit), I would like to express my support of the Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project located in the Bay Point area of unincorporated Contra Costa County. I understand the purpose of this project is to improve bicycle and pedestrian circulation through the Bailey Road/State Route 4 Interchange. This includes modifications to the existing on/off ramps and removal of the existing pedestrian tunnel on the west side of Bailey Road.

The project proposes to alter or remove vehicle conflicts with bicycles and pedestrians at the freeway on/off ramps, construct new sidewalk and curb ramps, and install bike lanes through the interchange. Members of the Bay Point community will benefit from these proposed improvements.

You have my support for the completion of this project. Please let me know if there is anything I can do to assist in this process.

Sincerely,


Steven Ponte
Chief Operating Officer

MAY 08 2015

BY: _____

Attachment J





Board of Directors
Joseph L. Campbell
President
Lisa M. Borba
Vice President
Bette Boatman
John A. Burgh
Connstance Holdaway

General Manager
Jerry Brown

May 8, 2015

Angela Villar, P.E.
Contra Costa County
Public Works Department
225 Glacier Drive
Martinez, CA 94553

Subject: Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project

Dear Ms. Villar:

Contra Costa Water District (District) reviewed the preliminary drawing that was provided for the Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project (Project). The District understands that the project will improve safety by altering or removing vehicle conflicts with bicycles and pedestrians at the freeway on/off ramps.

The Project will impact the Contra Costa Canal (Canal) which is owned by the United States Bureau of Reclamation (Reclamation) and will require NEPA to be completed. Any facilities that are abandoned will need to be removed from Reclamations' property. Once you have the project description completed the District recommends we schedule a meeting with Reclamation to discuss the project, quitclaims, easements and NEPA requirements.

The Canal is a critical water conveyance facility for the District's drink water supply and must remain in service at all times, uninterrupted, and water quality must be protected.

I did research the District's records and enclosed are the easements that were granted to the State of California, Department of Transportation.

If you have any questions, please call me at 925-688-8162.

Sincerely,

A handwritten signature in blue ink that reads "Dino Angelosante".

Dino Angelosante
Real Property Agent
Contra Costa Water District

Enclosures



BY: _____

Attachment J

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

May 14, 2015

Julia R. Bueren, Director
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

RE: Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project

Dear Ms. Bueren:

On behalf of TRANSPLAN, I would like to express our support of the Bailey Road/State Route 4 Interchange Pedestrian and Bicycle Improvement Project located in the Bay Point area of unincorporated Contra Costa County. We understand the purpose of this project is to improve bicycle and pedestrian circulation through the Bailey Road/State Route 4 Interchange. This includes modifications to the existing on/off ramps and removal of the existing pedestrian tunnel on the west side of Bailey Road.

The project proposes to alter or remove vehicle conflicts with bicycles and pedestrians at the freeway on/off ramps, construct new sidewalk and curb ramps, and install bike lanes through the interchange. Members of the Bay Point community will benefit from these proposed improvements.

You have our support for the completion of this project. Please let us know if there is anything we can do to assist in this process.

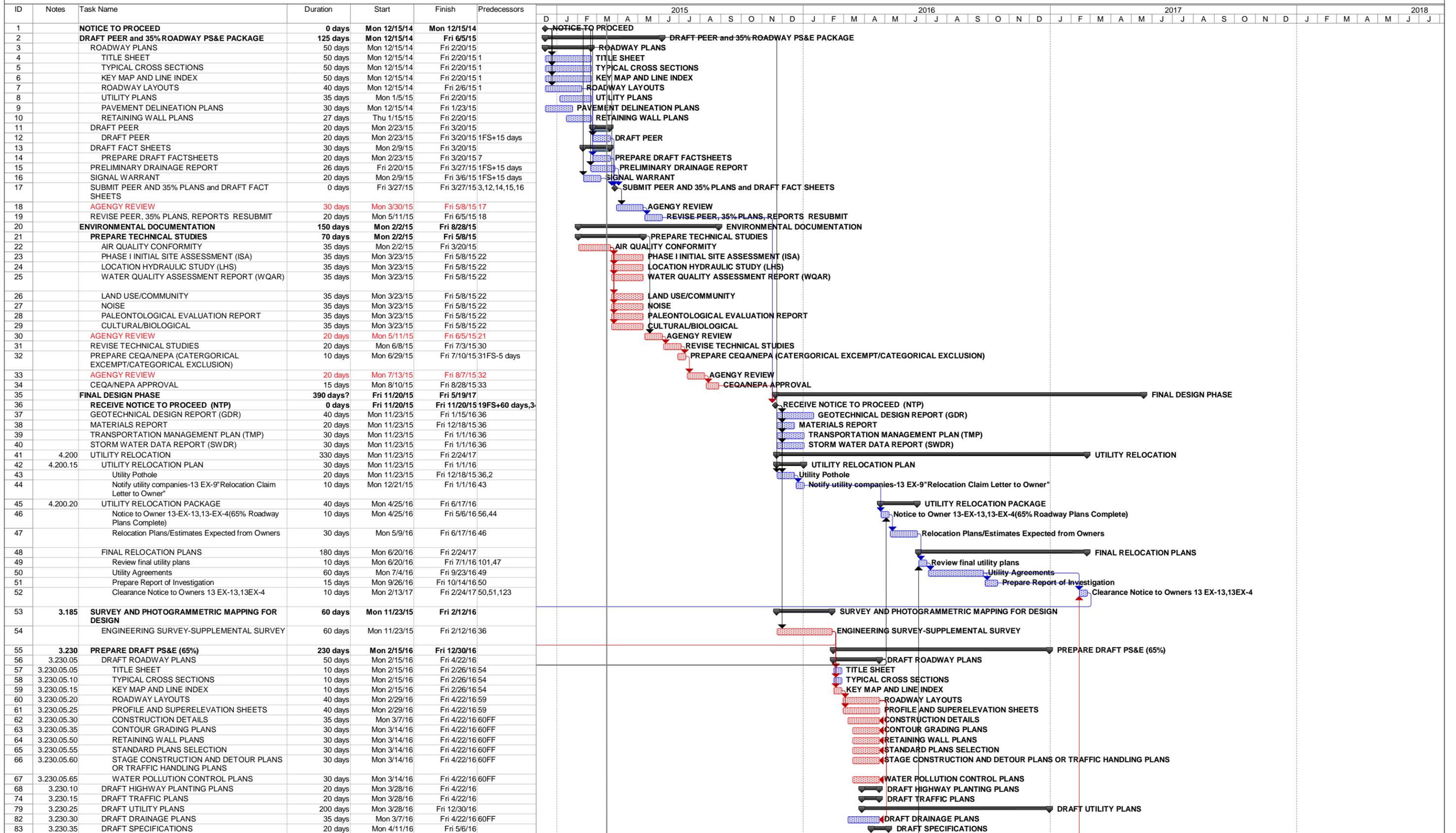
Sincerely,



Robert Taylor
TRANSPLAN Chair

Attachment J

SR-4/Bailey Road Interchange, Pedestrian and Bicycle Access Improvements PS&E - Preliminary Schedule





MEMORANDUM

Date: March 3, 2015
To: Jason Valencia and Prasanna Muthireddy, Kimley-Horn
From: Julie Morgan, Fehr & Peers
Subject: **Signal Warrant Analysis for SR 4/Bailey Road Interchange Project**

WC12-2996

SUMMARY

Fehr & Peers has completed a peak hour signal warrant analysis for installation of a traffic signal at the reconfigured Bailey Road/SR 4 Westbound Off-Ramp intersection in Bay Point, California. The evaluation results show that the peak hour signal warrant is met at this location with the proposed reconfiguration.

BACKGROUND

Bailey Road is a major north-south arterial connecting Willow Pass Road to the north and Clayton Road in Concord to the south, and provides direct access to the SR 4 freeway. Bailey Road varies in width, with two to three lanes in each direction and a raised center median through the area around the SR 4 interchange. The posted speed limit is 30 miles per hour. Class II bike lanes exist on Bailey Road but are not continuous, and there are sidewalks on both sides.

There is an ongoing project sponsored by Contra Costa County to modify the ramps at the SR 4/Bailey Road interchange in order to improve safety and access for pedestrians and bicyclists through the interchange area. A traffic analysis was completed as part of that study; the analysis was documented in a report called *SR 4/Bailey Road Interchange Final Traffic Operations Report*, Fehr & Peers, March 2014, and a supplemental technical memorandum titled *Comparison of Alternative 2 and 2B for SR 4/Bailey Road Interchange Project*, July 3, 2014, both of which were



reviewed and accepted by Caltrans staff. The traffic volumes used in this signal warrant analysis have been taken from these reports.

PROPOSED MODIFICATION

As part of the ramp modifications proposed in the SR 4/Bailey Road project, the configuration of the off-ramps from westbound SR 4 to Bailey Road would be changed. Currently, there is a diagonal off-ramp that serves traffic going to northbound Bailey Road, and a loop off-ramp serving traffic going to southbound Bailey Road. The modifications proposed by the project would remove the loop off-ramp and would widen and signalize the diagonal off-ramp so that it could serve traffic going to both directions of Bailey Road. In order to inform the decision about signalization of the diagonal off-ramp, this peak hour signal warrant analysis has been conducted at the intersection of Bailey Road and the SR 4 westbound off-ramp.

With the proposed modifications at the Bailey Road/SR 4 westbound off-ramp intersection, there would be three through lanes southbound and five through lanes northbound on Bailey Road, and the diagonal off-ramp would have one left-turn lane and one right-turn lane.

INTERSECTION OPERATIONS

Table 1 shows the traffic operations at the Bailey Road/SR 4 Westbound Off-Ramp intersection under existing conditions, the projected conditions in year 2040 without the project, and the year 2040 conditions with implementation of the proposed modifications. This information is drawn directly from the prior reports cited above.



TABLE 1: PEAK HOUR INTERSECTION OPERATIONS

| Scenario | Control | Peak Hour | Delay | LOS |
|------------------------|---------|-----------|-----------------------|----------------|
| Existing Conditions | SSSC | AM | 2.3 (10.0) | A (A) |
| | | PM | 14.7 (131.1) | B (F) |
| Year 2040 No Project | SSSC | AM | 3.3 (13.3) | A (B) |
| | | PM | 63.1 (>200) | F (F) |
| Year 2040 With Project | Signal | AM | 14.4 | B |
| | | PM | 10.8 | B |

NOTES:

1. Signal = signalized intersection, SSSC = side-street stop controlled intersection.
 2. Traffic operations results include delay in seconds per vehicle and LOS (level of service). LOS is based on delay thresholds published in the Highway Capacity Manual (Transportation Research Board, 2000). For side-street stop controlled intersections, average delay is listed first followed by the delay for the worst approach in parentheses.
 3. **Bold** denotes LOS F operating conditions.
- Source: Fehr & Peers, March and July 2014.

SIGNAL WARRANT EVALUATION

The signal warrant evaluation was based on warrant criteria as defined in the California Manual on Uniform Traffic Control Devices (CA MUTCD) section 4C, which provides eight warrant criteria. Meeting one or more of the warrants could justify signalization of the intersection. For the analysis, Bailey Road is considered the Major Street, and SR 4 WB Off-Ramp is considered the Minor Street.

TABLE 2: TRAFFIC SIGNAL WARRANT ANALYSIS

| Warrant | Result |
|--|--------|
| Signal Warrant 3: Peak Hour (per Condition A, Delay and per Condition B, Volume) | Met |



Warrant 3 – Peak Hour Delay and Volume

This warrant examines peak hour conditions at the intersection to determine if the minor street traffic suffers undue delay when entering or crossing the major street for a minimum of one hour of an average day. Warrant 3 is met if one of two conditions is met: Warrant 3A examines minor street approach volume, stopped time delay, and total intersection volume, and Warrant 3B examines the interaction of the major street volume and the higher volume minor street approach. Both warrants 3A and 3B were met during both the morning and evening peak periods. The detailed signal warrant results are included as an attachment.

Traffic Signal Warrant Disclaimer

This analysis is intended to examine the general correlation between the planned level of future traffic and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

Major Street **Bailey Rd**
 Minor Street **SR 4 WB Off-Ramp**

Project **Bailey Rd Project**
 Scenario **2040 Alternative 2**
 Peak Hour **AM**

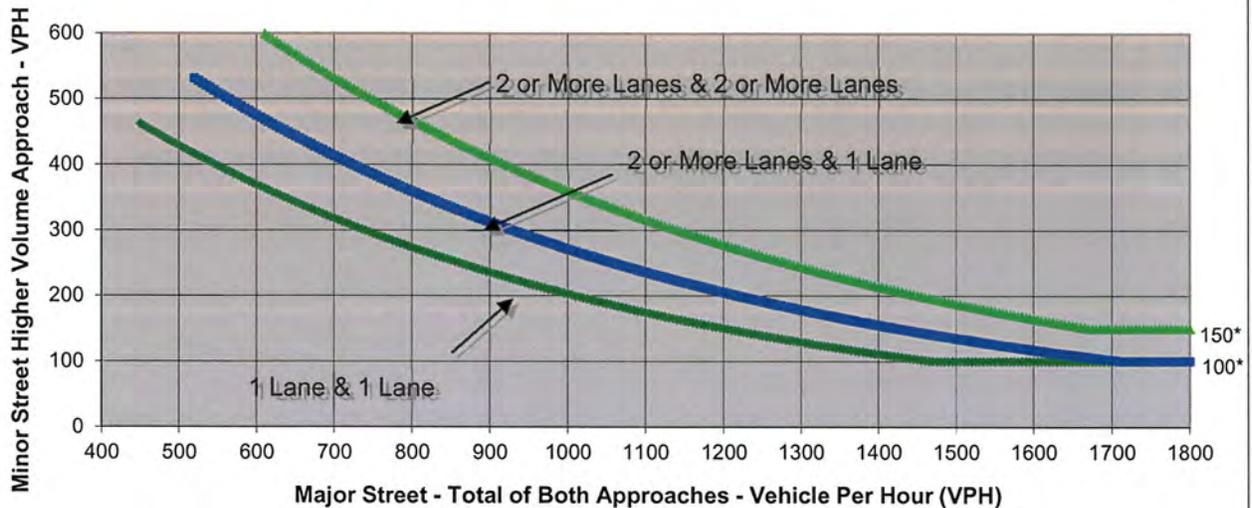
Turn Movement Volumes

| | NB | SB | EB | WB |
|---------|-------|-------|----|-----|
| Left | 0 | 0 | 0 | 570 |
| Through | 1,420 | 1,450 | 0 | 0 |
| Right | 0 | 0 | 0 | 200 |
| Total | 1,420 | 1,450 | 0 | 770 |

Major Street Direction

| | |
|----------|-------------|
| x | North/South |
| | East/West |

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

| | Major Street | Minor Street | Warrant Met |
|---------------------------------|--------------|------------------|-------------------|
| | Bailey Rd | SR 4 WB Off-Ramp | |
| Number of Approach Lanes | 8 | 2 | <u>YES</u> |
| Traffic Volume (VPH) * | 2,870 | 770 | |

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Bailey Rd
 Minor Street SR 4 WB Off-Ramp

Project Bailey Rd Project
 Scenario 2040 Alternative 2
 Peak Hour PM

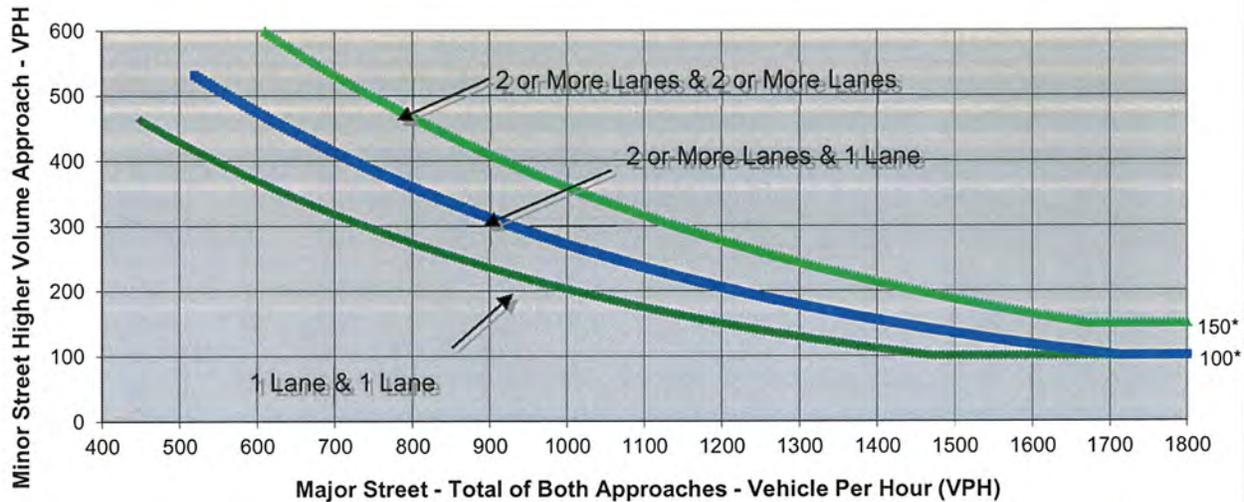
Turn Movement Volumes

| | NB | SB | EB | WB |
|---------|-------|-------|----|-----|
| Left | 0 | 0 | 0 | 480 |
| Through | 2,090 | 1,320 | 0 | 0 |
| Right | 0 | 0 | 0 | 290 |
| Total | 2,090 | 1,320 | 0 | 770 |

Major Street Direction

x North/South
 East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

| | Major Street | Minor Street | Warrant Met |
|--------------------------|--------------|------------------|-------------------|
| | Bailey Rd | SR 4 WB Off-Ramp | |
| Number of Approach Lanes | 8 | 2 | <u>YES</u> |
| Traffic Volume (VPH) * | 3,410 | 770 | |

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



TECHNICAL MEMORANDUM

Date: September 18, 2013

To: Peter Lau and Emil Miranda, Caltrans
Jason Valencia and Prasanna Muthireddy, Kimley-Horn

From: Julie Morgan, Mackenzie Watten and Tamara Lima, Fehr & Peers

Subject: SR 4/Bailey Road Interchange Existing Transportation Conditions Analysis (Revised)

WC12-2996

This memorandum presents the findings of our existing conditions transportation assessment conducted for the State Route (SR) 4/Bailey Road Interchange Project (the "Project") in eastern Contra Costa County. This technical memorandum was originally dated May 22, 2013; this current version incorporates responses to comments from Caltrans and Contra Costa County staff.

INTRODUCTION

Contra Costa County prepared the *Bailey Road Pedestrian and Bicycle Improvement Plan* in 2010 and is working closely with the City of Pittsburg and Caltrans to implement improvements along the Bailey Road corridor geared towards creating a more pedestrian- and bicycle-friendly environment. One important element of those improvements will be this current Project to modify the SR 4/Bailey Road Interchange to improve pedestrian and bicycle access through the interchange area. A project vicinity map is provided in **Figure 1**.

Fehr & Peers is part of a consultant team led by Kimley-Horn and Associates preparing the Project Initiation Document (PID) for the Project. The purpose of the PID process is to establish the purpose and need for the Project, to identify potentially feasible alternatives to address the need, and to define the scope of the more detailed studies that will be conducted during the subsequent environmental review process.

Prior to performing traffic operations analyses to evaluate potential design alternatives, it is necessary to first develop a Synchro/SimTraffic corridor traffic operations model depicting existing conditions.



The following sections of this memorandum present the existing conditions relating to transportation in the study area. It describes the existing transportation infrastructure, including the roadway system, bicycle, pedestrian, and transit facilities. The existing intersection traffic operations and a collision history evaluation are also provided.

EXISTING ROADWAY NETWORK

Roadways

State Route 4 (SR 4) is a freeway connecting to Interstate 80 in the west, extending east through northern Contra Costa County, and then into San Joaquin County as a two-lane highway. Near the project area, SR 4 is oriented in an east-west direction and provides four lanes of travel, including an HOV lane, in each direction. SR 4 has an Average Annual Daily Traffic (AADT) level of approximately 132,000 vehicles west of Bailey Road (Caltrans, 2011).

Bailey Road is a major north-south arterial connecting Willow Pass Road to the north and Clayton Road in Concord to the south. Bailey Road provides direct access to SR 4 from a freeway interchange. Bailey Road varies in width, with two to three lanes in each direction through the study area with a raised center median. The posted speed limit is 30 miles per hour. Class II bike lanes exist on Bailey Road but are not continuous. Bailey Road also has sidewalks on both sides.

Canal Road is an east-west two-lane frontage road along the north side of SR 4 in the project area. Canal Road connects residential neighborhoods with the SR 4/Bailey Road interchange. Canal Road is split into Canal Road (West) and Canal Road (East) by Bailey Road. There are sidewalks on at least one side of the road, but there are no bike lanes. The posted speed limit is 35 miles per hour.

Leland Road is major east-west arterial parallel to SR 4 and connecting San Marco Boulevard in Bay Point and Century Boulevard in Pittsburg. Leland Road has two lanes in each direction with an intermittent landscaped center median, and provides access to many residential neighborhoods. Class II bike lanes are present along the entire length of Leland Road. There are sidewalks along most of the road. The posted speed limit is 40 miles per hour.



PEDESTRIAN FACILITIES

Typical pedestrian facilities, such as sidewalks, crosswalks, and pedestrian signals, are generally provided throughout the study area. One exception is that there is no sidewalk on the east side of Bailey Road for about 200 feet south of West Leland Road, adjacent to fronting houses and a few vacant lots. All signalized intersections have crosswalks and pedestrian signals as shown on **Figure 2**.

The access points to the Pittsburg/Bay Point BART station are signalized and all but one of the pedestrian crossings includes pedestrian signal control. At the Bailey Road/SR 4 Eastbound Ramps/BART Driveway intersection, the exclusive southbound right-turn lane on Bailey Road to the BART Driveway is not signalized, but there is a marked crosswalk across this turn lane between the sidewalk and the "pork-chop" pedestrian-refuge island.

In the northwest quadrant of the Bailey Road Interchange, there is a pedestrian tunnel under the SR 4 Westbound loop off-ramp. The tunnel is not visible from the roadway, lacks lighting, is subject to flooding during wet weather, and requires some out-of-direction travel for pedestrians using the tunnel. During the planning and public outreach process conducted for the *Bailey Road Pedestrian and Bicycle Improvement Plan*, it became clear that many pedestrians do not use the tunnel, and instead walk across the freeway off-ramp despite the lack of sidewalks and the presence of signage prohibiting pedestrians from crossing.

Two multi-use trails exist in the project vicinity. The Delta De Anza Trail is a major regional trail that provides access to Riverview Middle School in Bay Point and Los Medanos College in Pittsburg. Numerous other schools, community parks, and shopping centers are also located along the Delta De Anza Trail. North of Canal Road, the trail is a Class I facility extending to points west. Where the trail intersects Bailey Road, the trail is then routed along Bailey Road to just south of SR 4, where it once again transitions to become a Class I facility providing access to Ambrose Park and extending to points east. At the intersection of the northern alignment of the Delta De Anza Trail and Bailey Road, a spur trail called the Bel Air Trail extends to the east, providing access to Bel Air Elementary School. A path/emergency access road provides pedestrian access between Willow Avenue, which is a cul-de-sac, and Leland Road just east of Bailey Road.



BICYCLE FACILITIES

A brief description of the different types of bicycle facilities is presented below.

- Class I Bikeway (Bicycle Path) – Provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.
- Class II Bikeway (Bicycle Lane) – Provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Vehicle parking and vehicle/pedestrian cross-flow are permitted.
- Class III (Bicycle Route) – Provides for a right-of-way designated by signs and/or pavement markings for shared use with pedestrians or motor vehicles.

Within the project study area, there are Class II bike lanes in both directions along Bailey Road north of SR 4 Westbound On-Ramp/Canal Road (East) and between SR 4 Eastbound Ramps/BART Access and Leland Road as shown on **Figure 3**. Through the SR 4 interchange area there are no bike lanes but instead Bailey Road is marked as a Class III bike route. Bike route signage directs bicyclists to use the pedestrian tunnel underneath the SR 4 Westbound loop off-ramp to navigate across the interchange on the west side of Bailey Road; similar to the pedestrian access issues described above, most bicyclists do not use the tunnel.

TRANSIT SERVICES AND FACILITIES

Tri Delta Transit provides bus service in four cities (Pittsburg, Antioch, Oakley, and Brentwood) and adjacent unincorporated areas in eastern Contra Costa County. Tri Delta Transit operates nine weekday and three weekend and holiday bus routes that directly serve the Pittsburg/Bay Point BART station. Buses access the Pittsburg/Bay Point BART Station from the Leland Road approximately 1,000 feet west of the Bailey Road/Leland Road intersection. Most routes provide service along the surrounding surface streets including Leland Road, Bailey Road, and Willow Pass Road except for Routes 391, 300, and 52, which use the SR 4 freeway interchange and provide regional service. All of the bus routes that travel within the study area are summarized in **Table 1**.



**TABLE 1
 TRANSIT SERVICE SUMMARY**

| Line | Route | Weekday | | Weekend | |
|---|--|---------------------|---|--------------------|---------|
| | | Hours | Headway | Hours | Headway |
| Local Routes | | | | | |
| 201 (Concord - weekdays) | Pittsburg/Bay Point BART to Concord BART via Leland, Bailey and Willow Pass | 6:00 AM to 7:00 PM | 1 Hour / 30 minutes during peak commute hours | No service | |
| 380 (Hillcrest Park & Ride – Weekdays) | Pittsburg/Bay Point BART to Bay Point to downtown Pittsburg via Willow Pass, Antioch, and Hillcrest Park & Ride | 3:30 AM to 11:00 PM | 1 Hour / 30 minutes during peak commute hours | No service | |
| 387 (Tri Delta Antioch - Weekdays) | Pittsburg/Bay Point BART to downtown Pittsburg via Willow Pass, and downtown Antioch | 5:00 AM to 9:00 PM | 1 Hour | No service | |
| 388 (Hillcrest Park & Ride - Weekdays) | Pittsburg/Bay Point BART to Pittsburg Park & Ride via Leland, Antioch, Hillcrest Park & Ride, and Kaiser Deer Valley | 5:00 AM to 11:0 PM | 45 minutes / 1 Hour in late evenings | No service | |
| 389 (Bay Point – Weekdays) | Loop Route between Bay Point and Pittsburg/Bay Point BART via Willow Pass | 5:00 AM to 10:00 PM | 1 Hour | No service | |
| 391 (Brentwood Park & Ride – Weekdays) | Pittsburg/Bay Point BART to Pittsburg Park & Ride, Hillcrest Park & Ride, Oakley and Brentwood | 4:00 AM to 1:00 AM | 1 Hour / 30 minutes during peak commute hours | No service | |
| 392 (Hillcrest Park & Ride – Weekends) | Pittsburg/Bay Point BART to Pittsburg Park & Ride via Willow Pass, and Hillcrest Park & Ride | No service | | 7:00 AM to 1:00 AM | 1 Hour |
| 393 (Brentwood Park & Ride – Weekends) | Bay Point to Pittsburg/Bay Point BART via Willow Pass, Hillcrest Park & Ride via Leland, and Brentwood | No service | | 5:30 AM to 1:00 AM | 1 Hour |



**TABLE 1
 TRANSIT SERVICE SUMMARY**

| Line | Route | Weekday | | Weekend | |
|-----------------------------|---|------------|---------|--------------------|---------|
| | | Hours | Headway | Hours | Headway |
| 394 (Antioch - Weekends) | Pittsburg/Bay Point BART to Pittsburg via Willow Pass, Antioch, and Hillcrest Park & Ride | No service | | 7:00 AM to 8:00 PM | 1 Hour |

Express Routes

| | | | | | |
|--|---|---|---|------------|--|
| 300 (Brentwood - Weekdays) | Pittsburg/Bay Point BART to Brentwood Park & Ride via SR 4 | 4:15 AM to 10:00 PM | 30 minutes / 20 minutes during peak commute hours | No service | |
| 390 (Hillcrest Park & Ride – Weekday Commute Hours) | Pittsburg/Bay Point BART to Hillcrest Park & Ride via Leland and Buchanan (no PM Westbound service) | 4:00 AM to 8:00 AM & 4:30 PM to 8:00 PM | 30 minutes | No service | |

Rio Vista Delta Breeze

| | | | | | |
|------------------------|--|---|--|------------|--|
| 52 (SR 160 Express) | Pittsburg/Bay Point BART to Antioch and Rio Vista via SR 4 | One bus in each direction on Tuesdays and Thursdays | | No service | |
|------------------------|--|---|--|------------|--|

Notes:

1. Average Daily Ridership is the average total ridership for each route.
- Sources: Tri-Delta Transit and Rio Vista Delta Breeze, May 2013.



INTERSECTION OPERATIONS ANALYSIS

A traffic analysis was conducted to assess existing operations at the intersections within the study area, which is also known as the "Interchange Zone". The following intersections, which are presented on **Figure 4**, were included in the analysis:

1. Bailey Road/Canal Road (West)
2. Bailey Road/SR 4 WB On-ramp-Canal Road (East)
3. Bailey Road/SR 4 WB Off-Ramps
4. Bailey Road/SR 4 EB Ramps (BART Access)
5. Bailey Road/Shopping Center-Maylard Street
6. Bailey Road/Leland Road

Methodology

Traffic operations for the study area were analyzed using the *Synchro/SimTraffic 7.0* software program. *Synchro/SimTraffic* is based on procedures outlined in the Transportation Research Board's 2000 Highway Capacity Manual (HCM). Use of the *SimTraffic* simulation model allows the study area to be analyzed as an interconnected roadway network, which is needed to accurately analyze the vehicle interactions along study roadways to reflect potential vehicle queue impacts in the study area.

The analysis results include a descriptive term known as level of service (LOS). LOS is a measure of traffic operating conditions, which varies from LOS A (indicating free flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows exceed design capacity resulting in long queues and delays). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving.

The LOS is determined differently depending on the type of control at the intersection. For side-street stop-controlled intersections, the LOS rating is based on the weighted average control delay of the side-street. At all-way stop-controlled and signalized intersections, the LOS rating is based on the weighted average control delay of all movements measured in seconds per vehicle. Peak hour traffic volumes, lane configurations, and signal timing plans are used as inputs in the LOS calculations. **Table 2** summarizes the relationship between the average control delay per vehicle and LOS for signalized and unsignalized intersections.



**TABLE 2
 INTERSECTION LEVEL OF SERVICE THRESHOLDS**

| Level of Service | Signalized Intersection Control Delay (sec/veh) ¹ | Unsignalized Intersection Control Delay (sec/veh) ¹ | General Description |
|------------------|--|--|--------------------------------------|
| A | 0 – 10.0 | 0 – 10.0 | Little to no congestion or delays. |
| B | 10.1 – 20.0 | 10.1 – 15.0 | Limited congestion. Short delays. |
| C | 20.1 – 35.0 | 15.1 – 25.0 | Some congestion with average delays. |
| D | 35.1 – 55.0 | 25.1 – 35.0 | Significant congestion and delays. |
| E | 55.1 – 80.0 | 35.1 – 50.0 | Severe congestion and delays. |
| F | > 80.0 | > 50.0 | Total breakdown with extreme delays. |

Notes:

1. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay.

Source: Highway Capacity Manual, Chapter 16 (Signalized Intersections) and Chapter 17 (Unsignalized Intersections), Transportation Research Board, 2000.

Bailey Road is designated as a Route of Regional Significance in the East County Action Plan. The performance standard set in that Action Plan for Bailey Road is that all of the signalized intersections operate at LOS E or better. There is no standard set in the Action Plan for unsignalized intersections.

Data Collection

Weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period intersection turning movement counts were collected at all six study intersections in January 2013. The peak hour vehicle turning movement volumes are presented in **Figure 5**, and reflect a morning peak hour between 7:15 to 8:15 AM and an evening peak hour between 4:45 to 5:45 PM. The data collection effort also counted the number of heavy vehicles, and the LOS analysis presented here accounts for those vehicles. The bicycle and pedestrian count data is presented in **Figure 6**. These volumes, which are also provided as an Attachment, were used in the intersection traffic operations analysis.

As shown in Figure 6, there is very little bicycle activity in the study area during the weekday AM and PM peak hours. Pedestrian activity is high along the west side of Bailey Road between the Pittsburg /Bay Point BART Station and Canal Road (West) which captures pedestrians walking to and from the BART station and residential neighborhoods north of the SR 4 Interchange.



Intersection Analysis Results

Existing intersection traffic operations were evaluated using the *SimTraffic* models developed for the six study intersections under Existing AM and PM peak hour conditions. **Table 3** presents the delay and LOS results for each of the study intersections. The results are also presented on **Figure 7**.

As shown in the table, all of the signalized intersections operate at LOS D or better during both peak hours. The worst movement at the stop-controlled intersection of the SR 4 Westbound Off-Ramp and Bailey Road operates at LOS F during the PM peak hour. The worst movement is the stop-controlled right-turn from the off-ramp onto Bailey Road; this movement experiences delays during the PM peak hour because of the heavy traffic traveling northbound on Bailey Road and the lack of sufficient gaps in that traffic flow to allow the right-turning vehicles to be accommodated quickly.

Queuing Results

Intersections are generally designed to accommodate 95th percentile queue lengths. 95th percentile queue lengths for each of the study intersections are presented in **Table 4** and are illustrated in **Figure 7**. As shown in the table, although some of the intersection movements at study intersections currently experience 95th percentile queues that extend beyond the available storage capacity, all of the SR 4 off-ramp queues are contained within the ramps and, therefore, do not extend onto the freeway mainline.

Northbound queues at the Bailey Road/SR 4 Westbound On-Ramp-Canal Road (East) intersection currently spill back to the SR 4 Westbound Off-ramp intersection during the PM peak hour, resulting in increased delay and queuing at the stop controlled off-ramp approach.



**TABLE 3
 EXISTING PEAK HOUR INTERSECTION LEVELS OF SERVICE**

| Intersection | Control ¹ | Peak Hour | Delay ^{2,3} | LOS ^{2,3} |
|--|----------------------|-----------|-------------------------------------|--------------------|
| 1. Bailey Road/Canal Road (West) | Signal | AM PM | 9.1 9.2 | A A |
| 2. Bailey Road/SR 4 WB On-Ramp- Canal Road (East) | Signal | AM PM | 41.8 25.8 | D C |
| 3. Bailey Road/SR 4 WB Off-Ramps | SSSC | AM PM | 3.1 (10.0) 14.5 (121.9) | A (A) B (F) |
| 4. Bailey Road/SR 4 EB Ramps (BART Access) | Signal | AM PM | 13.6 14.3 | B B |
| 5. Bailey Road/Shopping Center- Maylard Street | Signal | AM PM | 7.2 18.8 | A B |
| 6. Bailey Road/Leland Road | Signal | AM PM | 38.8 35.7 | D D |

Notes:

1. Signal = signalized intersection, SSSC = side street stop controlled intersection.

2. Traffic operations results include delay (seconds per vehicle) and LOS (level of service). LOS is based on delay thresholds published in the *Highway Capacity Manual* (Transportation Research Board, 2000). For side-street stop controlled intersections, average delay is listed first followed by the delay for the worst approach in parentheses.

3. **Bold** denotes LOS F operating conditions. Bailey Road is designated as a Route of Regional significance (LOS E or better is acceptable at signalized intersections).

Source: Fehr & Peers, May 2013.



TABLE 4
EXISTING 95TH PERCENTILE QUEUES

| Intersection | Control | Storage/ Peak Hour | 95 th Percentile Queue (feet) ¹ | | | | | | | | | | | | | | |
|--|---------|--------------------------|---|------------|------------|------------|-----|-----|------------|------------|------------|------------|------------|------------|-------|-------|-------|
| | | | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | | | |
| 1. Bailey Road/Canal Road (West) | Signal | Storage | 140 | 410 | -- | -- | 130 | 130 | 60 | -- | 60 | -- | -- | -- | -- | -- | -- |
| | | AM | 156 | 112 | -- | -- | 95 | 124 | 64 | -- | 80 | -- | -- | -- | -- | -- | -- |
| | | PM | 159 | 157 | -- | -- | 117 | 130 | 54 | -- | 63 | -- | -- | -- | -- | -- | -- |
| | | Storage | 250 | 240 | 240 | 180 | 410 | 410 | -- | -- | -- | -- | 180 | 1,400 | 1,400 | 1,400 | 1,400 |
| 2. Bailey Road/SR 4 WB On- Ramp-Canal Road (East) | Signal | AM | 238 | 160 | 206 | 229 | 212 | 232 | -- | -- | -- | -- | 221 | 221 | 221 | 221 | 787 |
| | | PM | 134 | 312 | 444 | 133 | 158 | 194 | -- | -- | -- | -- | -- | 208 | 208 | 208 | 258 |
| | | Storage | -- | 500 | -- | -- | 240 | -- | -- | -- | -- | -- | -- | 900 | -- | -- | 1,200 |
| 3. Bailey Road/SR 4 WB Off- Ramps | SSSC | AM | -- | 78 | -- | -- | 65 | -- | -- | -- | -- | -- | -- | 122 | -- | -- | 91 |
| | | PM | -- | 119 | -- | -- | 46 | -- | -- | -- | -- | -- | -- | 100 | -- | -- | 529 |
| | | Storage | -- | 340 | 120 | 210 | 480 | 570 | 840 | 630 | 1,500 | -- | -- | -- | -- | -- | 850 |
| 4. Bailey Road/SR 4 EB Ramps (BART Access) | Signal | AM | -- | 170 | 109 | 126 | 128 | 15 | 153 | 139 | 75 | -- | -- | -- | -- | -- | 13 |
| | | PM | -- | 115 | 70 | 95 | 168 | 0 | 196 | 185 | 234 | -- | -- | -- | -- | -- | 298 |
| | | Storage | 80 | 380 | 380 | 90 | 340 | 340 | -- | -- | -- | -- | 260 | 260 | 260 | 260 | 260 |
| 5. Bailey Road/ Shopping Center-Maylard Street | Signal | AM | 31 | 135 | 162 | 41 | 119 | 68 | -- | -- | -- | -- | 18 | 18 | 18 | 18 | 18 |
| | | PM | 41 | 128 | 171 | 37 | 193 | 150 | -- | -- | -- | -- | 27 | -- | -- | -- | 27 |
| | | Storage | 290 | 980 | 980 | 380 | 380 | 380 | 80 | 200 | 200 | 200 | 200 | 240 | 240 | 240 | 240 |
| 6. Bailey Road/Leland Road | Signal | AM | 134 | 130 | 152 | 166 | 338 | 69 | 165 | 121 | 203 | 142 | 436 | 240 | 240 | 240 | 240 |
| | | PM | 193 | 128 | 218 | 380 | 195 | 66 | 171 | 352 | 376 | 224 | 121 | 78 | 78 | 78 | 78 |

Note: **Bold** denotes that the 95th percentile queue length exceeds the available storage capacity.
 Source: Fehr & Peers, May 2013.



COLLISION HISTORY

Interchange Ramp Collisions

Caltrans provided collision data for the SR 4/Bailey Road Interchange for a three-year period between July 1, 2008 and June 30, 2011. As this data shows, 47 collisions were reported on the six interchange ramps during the three-year period; no fatalities were reported. The collision data is presented in **Table 5**.

TABLE 5
COLLISION SUMMARY BY TYPE ON INTERCHANGE RAMPS

| Type of Collision | Number | Percent |
|-------------------|--------|---------|
| Head On | 0 | 0% |
| Sideswipe | 3 | 6% |
| Rear End | 16 | 34% |
| Broadside | 8 | 17% |
| Hit Object | 18 | 38% |
| Overturn | 0 | 0% |
| Auto-Pedestrian | 2 | 4% |
| Other | 0 | 0% |
| Total | 47 | 100% |

Source: Caltrans District 4 TASAS data between 07/01/2008 and 06/30/2011.

As shown in the table, the majority of the reported collisions (38%) were hit object collisions, while the next major type of collision was rear end (34%). A large majority (12 of the 18 incidents) of the hit object collisions occurred on the SR 4 Westbound Loop Off-Ramp to southbound Bailey Road, while four additional hit object collisions occur on the SR 4 Eastbound Loop Off-Ramp to northbound Bailey Road. These two loop off-ramps comprise 16 of the 18 hit object collisions recorded on all of the ramps over the three-year period. This is likely due to the



sharp radius and low design speeds of the loop off-ramps. Almost half (7 of the 16 incidents) of the rear end collisions occurred on the SR 4 Westbound diagonal Off-Ramp to northbound Bailey Road.

Bailey Road Collisions

Collision data was also collected for Bailey Road between Canal Road (West) and Leland Road for a three-year period between July 1, 2008 and June 30, 2011. The data was collected from the Statewide Integrated Traffic Records System (SWITRS). As this data shows, 62 collisions were reported within the study area during the three-year period; no fatalities were reported. The collision data for Bailey Road is presented in **Table 6**.

**TABLE 6
COLLISION SUMMARY BY TYPE ON BAILEY ROAD**

| Type of Collision | Number | Percent |
|-------------------|--------|---------|
| Head On | 1 | 2% |
| Sideswipe | 8 | 13% |
| Rear End | 26 | 42% |
| Broadside | 22 | 35% |
| Hit Object | 3 | 5% |
| Overturn | 0 | 0% |
| Auto-Pedestrian | 2 | 3% |
| Other | 0 | 0% |
| Total | 62 | 100% |

Source: Caltrans District 4 TASAS data between 07/01/2008 and 06/30/2011.

As shown in the table, the majority of the reported collisions (42%) were rear end collisions, while the next major type of collision was broadside (35%). Rear end collisions are often related to stop-and-go conditions that can occur during congested periods along an arterial such as Bailey Road.



Two automobile-pedestrian incidents were reported on Bailey Road in the study area during the three year period. One occurred in 2009 at the Bailey Road/Canal Road intersection and involved a pedestrian using the crosswalk which resulted in an injury. The other occurred in 2010 approximately 300 feet south of the Bailey Road/Leland Road intersection and involved a pedestrian walking in the road. One broadside automobile-bicycle collision was reported in 2008 at Bailey Road/Canal Road in which the bicyclist was riding on the wrong side of the roadway.

This completes our transportation assessment of the existing conditions of the SR 4/Bailey Road Interchange project. Please call Mackenzie Watten if you have questions.

Attachments:

Figure 1 – Regional Site Vicinity

Figure 2 – Existing Pedestrian Facilities

Figure 3 – Existing Bicycle Facilities

Figure 4 – Study Locations

Figure 5 – Existing Peak Hour Traffic Volumes, Lane Configurations, and Traffic Control

Figure 6 – Existing Pedestrian and Bicycle Volumes

Figure 7 – Existing Intersection Operations and Queuing Summary

Technical Appendix:

A – Traffic Count Worksheets

B – SimTraffic Level of Service Worksheets

C – SimTraffic Queuing Worksheets

D – Collision Data

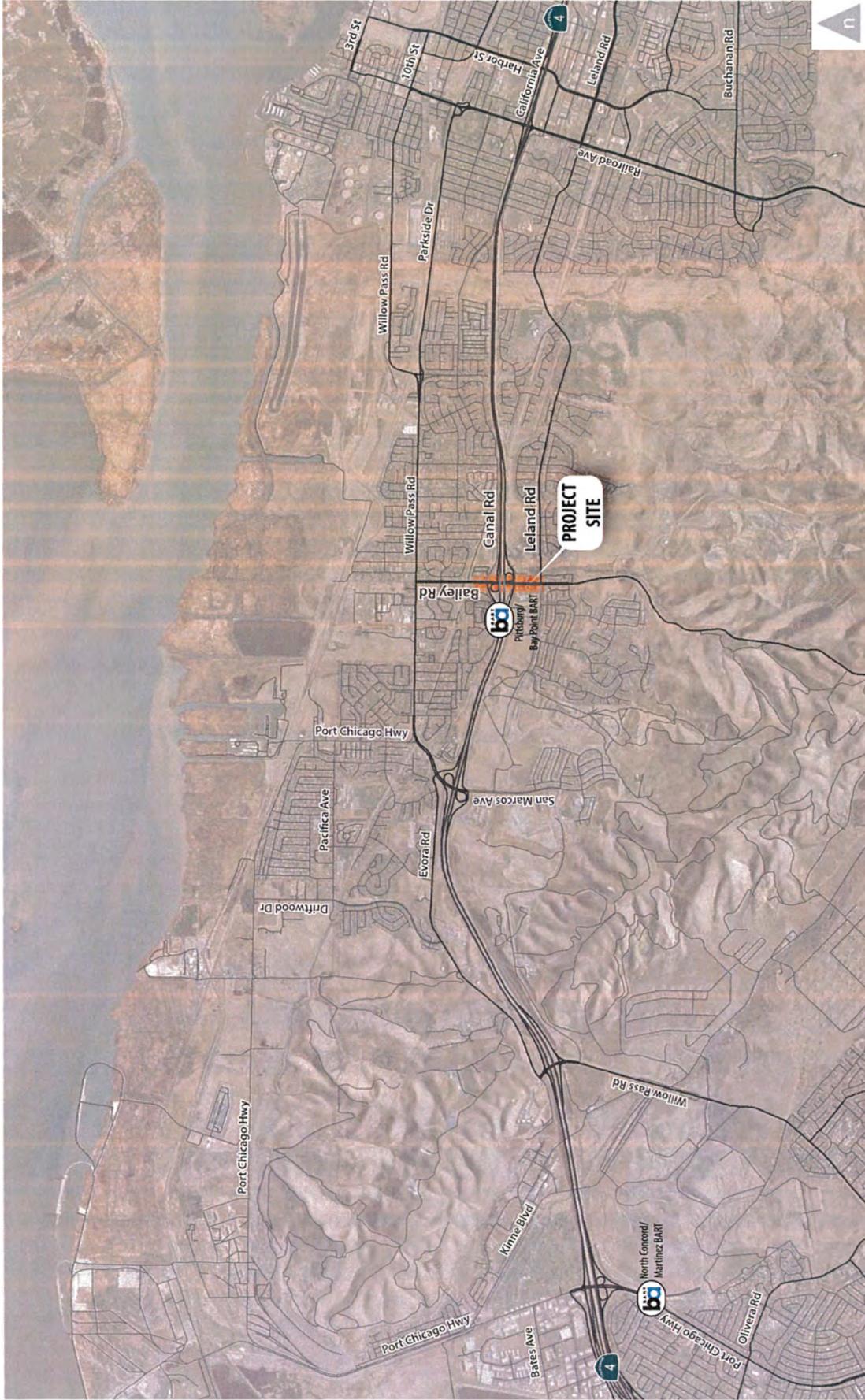


Figure 1.

Regional Site Vicinity

WCLP-2025-01_Site 76

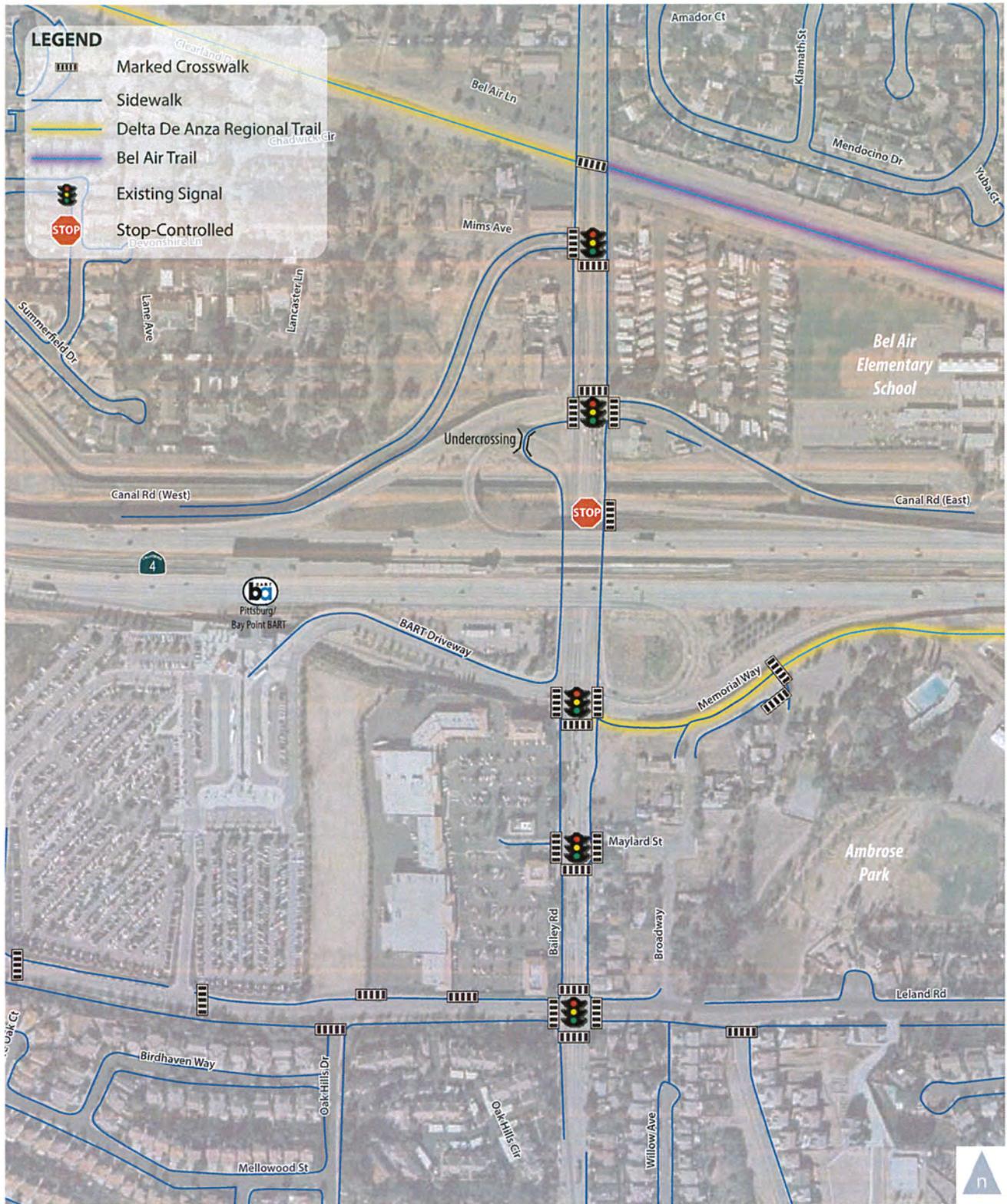


Figure 2.

Existing Pedestrian Facilities

WC12-2996_2_PedFac



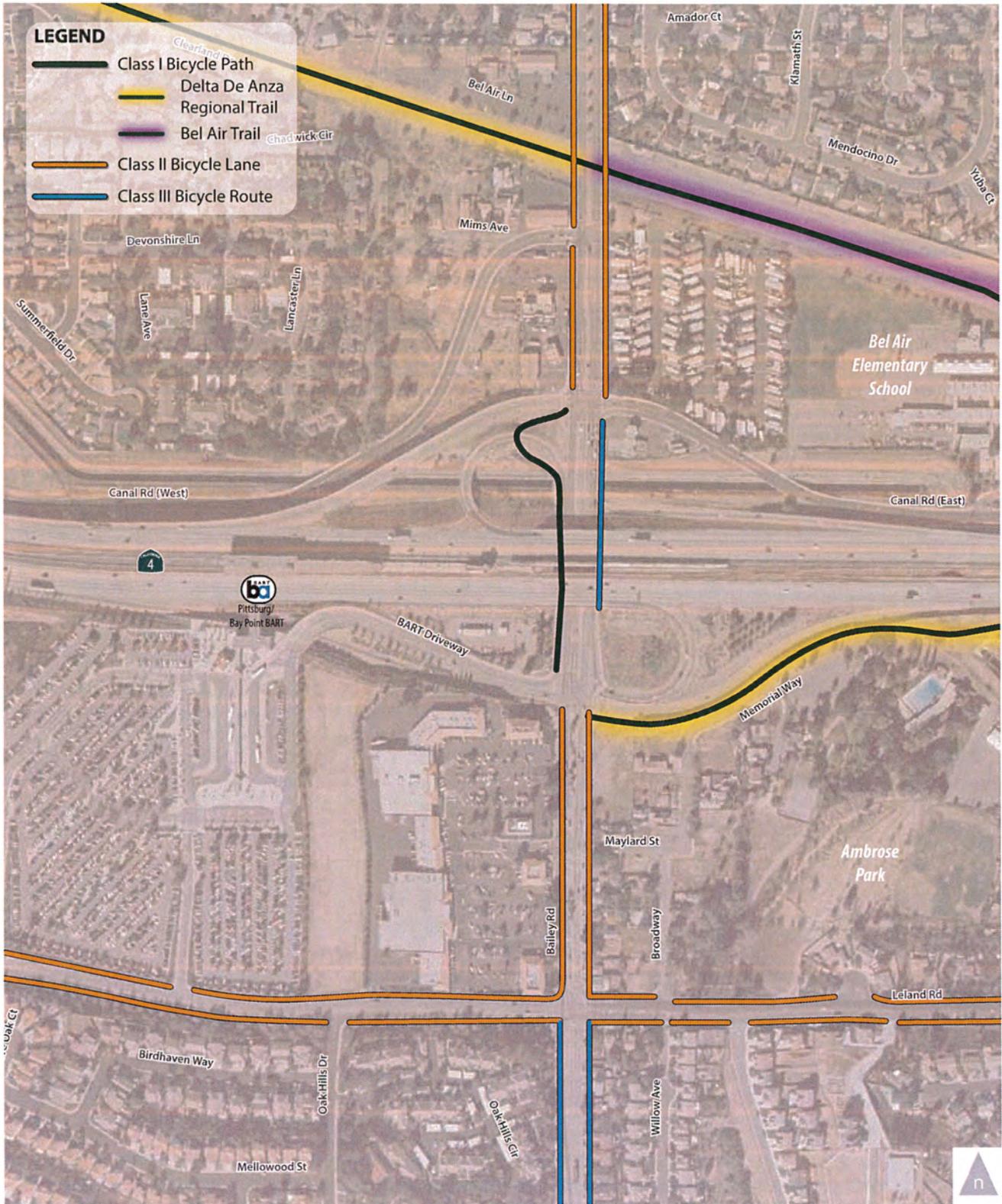


Figure 3.

Existing Bicycle Facilities

WC12-2996_3_BikeFac



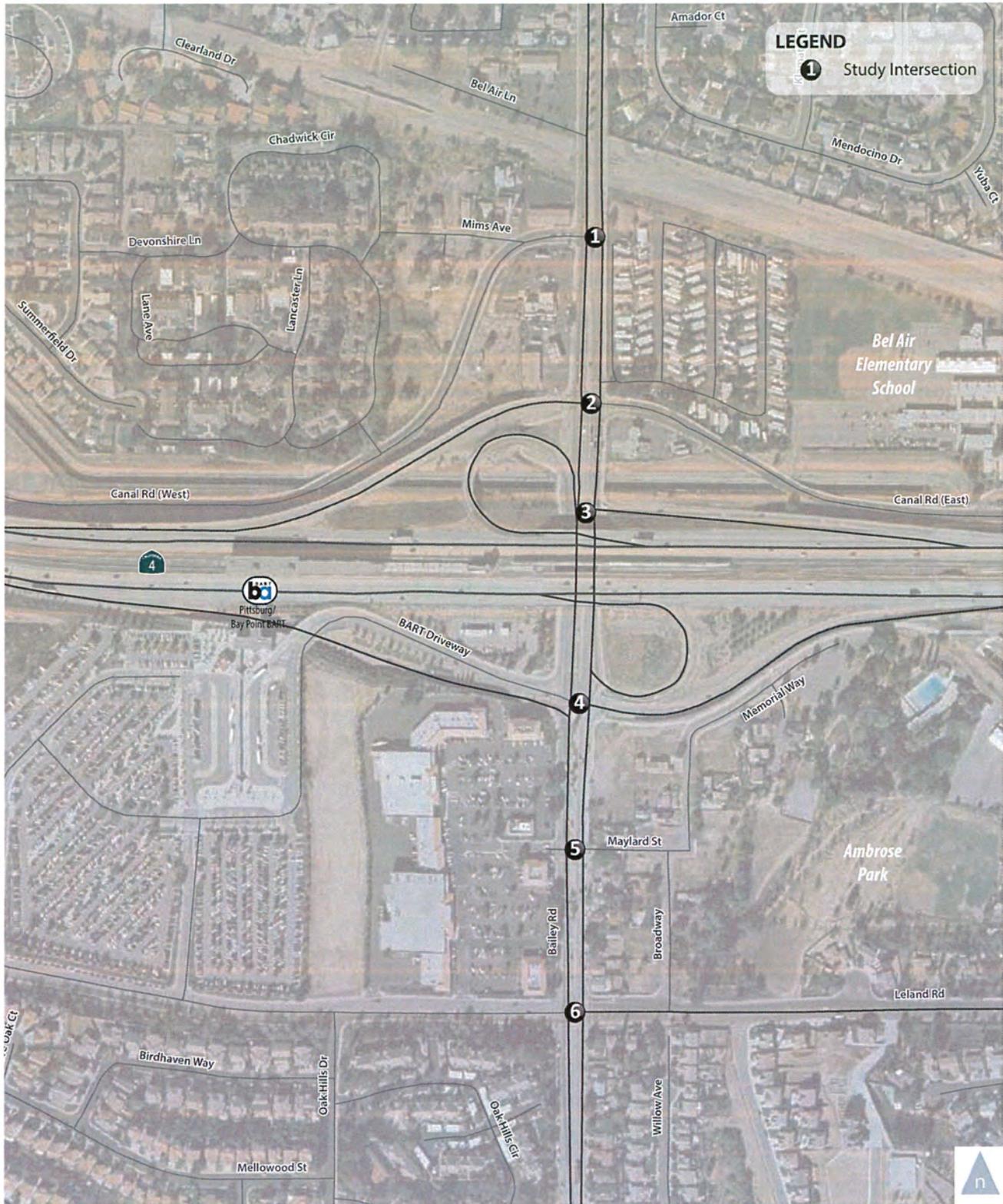


Figure 4.

Study Locations

WC12-2996_4_StudyLocs



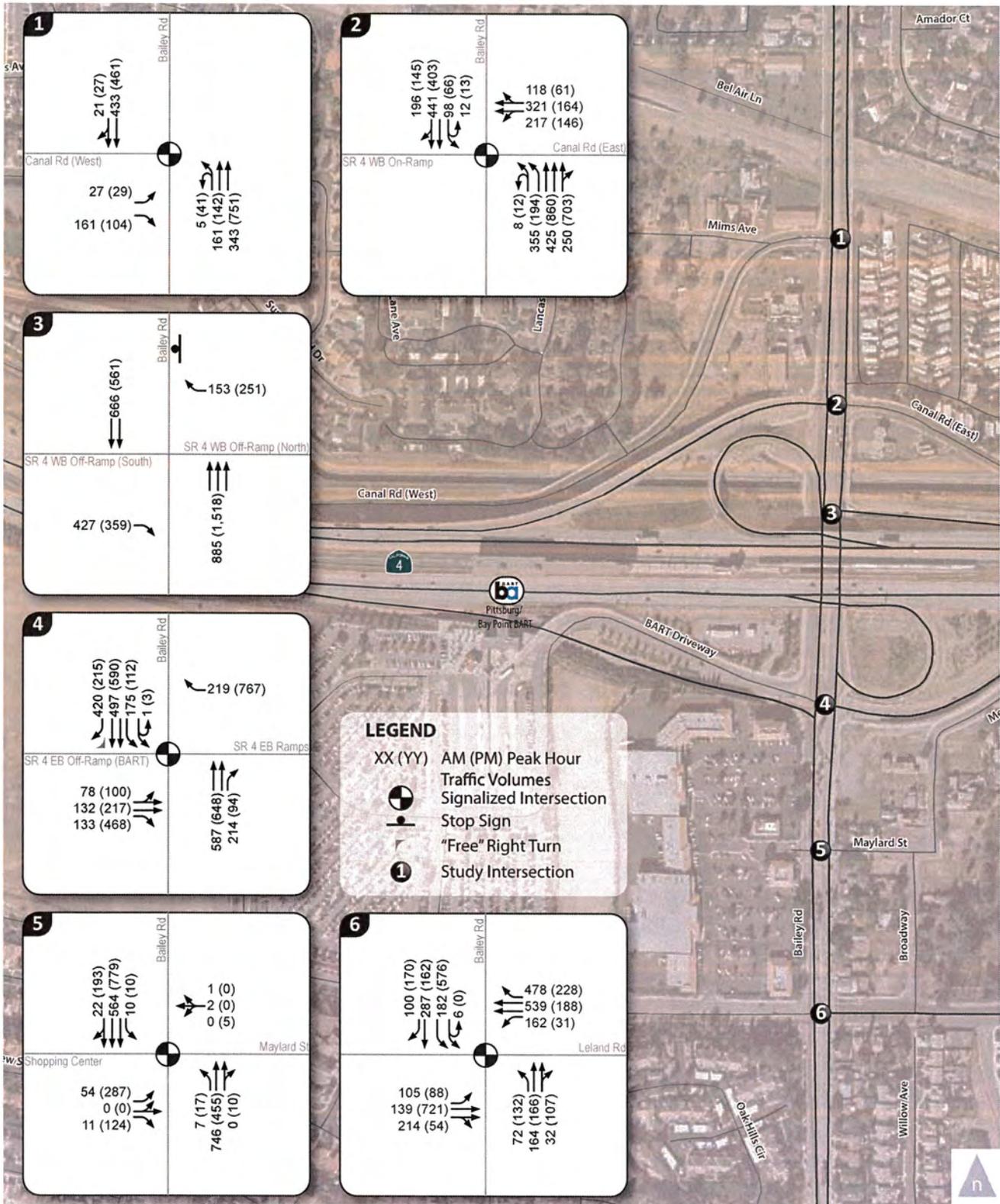


Figure 5.

**Existing Peak Hour
Traffic Volumes, Lane Configurations, and Traffic Control**

W13-2446.5 EVI01





Figure 6.

Existing Peak Hour
Pedestrian and Bicycle Volumes

WC12-1996_6_PedBikeVol

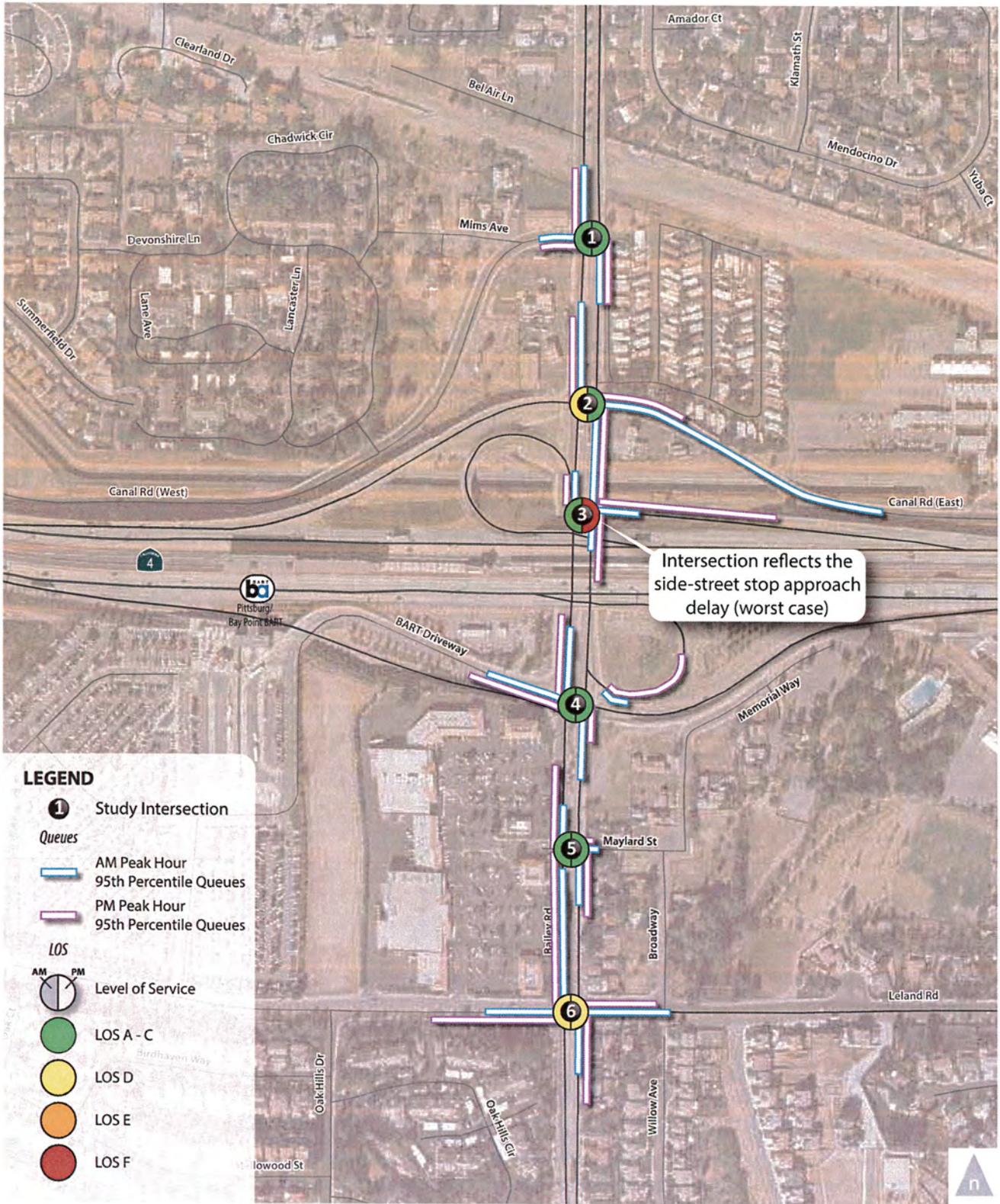


Figure 7.

