

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.17, Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM – PROJECT SCOPE
AMENDMENT – MITCHELL AVENUE SIDEPATH GAP CLOSURE PROJECT
RESOLUTION ATP-P-2425-10**

ISSUE:

Should the California Transportation Commission (Commission) approve a project scope amendment for the Cycle 6 Active Transportation Program (ATP) Mitchell Avenue Sidepath Gap Closure project (PPNO 1310), in Riverside County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope amendment for the Cycle 6 ATP Mitchell Avenue Sidepath Gap Closure project (PPNO 1310), in Riverside County.

DISCUSSION:

On June 28, 2023, the Commission approved the Cycle 6 2023 ATP – Metropolitan Planning Organizations Component for nine of ten large Metropolitan Planning Organizations, which included \$6,756,000 in funding for the Mitchell Avenue Sidepath Gap Closure project (PPNO 1310), in Riverside County. The project includes closing gaps between two existing segments of a Class I sidepath trail and constructing new sidewalk along the westerly side of Mitchell Avenue in the La Sierra and La Sierra Acres neighborhoods in the City of Riverside (City).

During preliminary design, the City determined that the approved scope and original project alignment would eliminate access to property driveways and adjacent properties. As a result, the City proposes shifting the sidewalk improvements to the easterly side of Mitchell Avenue, instead of the westerly side as originally scoped, and removing the Class I sidepath trail as well. The scope change would avoid property conflicts, driveway loss, and potential eminent domain proceedings. Additionally, constructing the pedestrian improvements on the easterly

side of Mitchell Avenue would provide the same project benefits by providing the communities with continuous pedestrian improvements within the original project limits. It would also connect to another Cycle 6 ATP project - Five Points Neighborhood Pedestrian Safety Improvements project (PPNO 1314).

As part of this project amendment, the City would remove the Class I sidepath trail from the project to eliminate the overlap. The overall scope change would allow the City to close the Class I sidepath trail gaps using the existing alignment and right of way, pending future funding availability.

The project was approved for a 12-month project allocation time extension for the Plans, Specifications, and Estimate phase at the May 2025 Commission meeting.

ANALYSIS:

The Department's analysis has deemed the City's request a significant scope change due to the number of proposed changes.

The revised scope removes the Class I sidepath trail segments, shifts the sidewalk improvement and eliminates overlapping scope. However, the new alignment for the sidewalk creates an opportunity to close sidewalk gap and improve the project benefits by providing a continuous path along Mitchell Avenue beyond the original project limits, connecting to another ATP project. Based on revised cost estimates, the overall project cost has reduced from \$7,465,000 to \$7,197,000, reflecting a project savings of \$268,000. The scope change will not negatively impact the current project delivery schedule.

ANALYSIS RECOMMENDATION:

Based on the Commission's scope change guidance, as well as the analysis of the proposed scope changes, the Department has determined that this scope change will not change the overall active transportation benefits of the project as compared to the original scope. Therefore, the Department supports the proposed scope change for this project.

BACKGROUND:

Resolution G-16-29 amended the ATP Guidelines to stipulate that any agency implementing an ATP project, present scope changes to the Department for consideration prior to allocation. Therefore, the Department will make a recommendation to the Commission for final approval with the understanding that scope changes that result in a decrease in active transportation benefits may result in removal from the program.

Attachments

Project Scope Change Request

Caltrans' Analysis and Recommendations

Submittal Date: 4/2/2025

PROJECT NAME: Mitchell Avenue Sidepath Gap Closure

IMPLEMENTING AGENCY: City of Riverside

ATP ID: ATP6-08-146M

FEDERAL PROJECT NO.: 5058(113)

PPNO: 1310

DATE OF AGENCY/CT COORDINATION MEETING: 2/10/2025

FIELD REVIEW DATE (major only):

APPROVED PROJECT DESCRIPTION: Construct 0.94 miles of new sidepath with sidewalk in two segments closing gaps between existing Class I facilities through Western Riverside. Includes intersection improvements.

Purpose

This document serves as supplemental information to the Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE (attached) completed by the City of Riverside (City) and submitted to Caltrans on 2/7/2025.

Caltrans' Recommendation(s)

As a result of Caltrans' review of the City's Scope Change Request documentation and subsequent discussions with City staff, Caltrans recommends the following action:

APPROVE AS A MAJOR SCOPE CHANGE

Scope to Be Changed

The City proposes to construct pedestrian improvements to easterly side of Mitchell Avenue instead of the westerly side in the original application. The following is a numbered list of proposed scope changes:

1. Construct pedestrian improvements on easterly side of Mitchell Avenue between Campbell Avenue and Gramercy Place. Pedestrian improvements include approximately 1,980 feet of new sidewalk, 2 new curb ramps, 2 new crosswalks and 8 light emitting diode (LED) enhanced stop signs
2. Add pedestrian improvements on easterly side of Mitchell Avenue between Gramercy Place and Norwood Avenue. The proposed improvements will provide sidewalk continuity on the easterly side of Mitchell Avenue. Pedestrian improvements include approximately 1,430 feet of new sidewalk, 1 new curb ramps and 4 LED enhanced stop signs.
3. Construct pedestrian improvements on easterly side of Mitchell Avenue between Norwood Avenue and Bushnell Avenue. Pedestrian improvements include approximately 820 feet of new sidewalk, 1 new curb ramps, 1 new crosswalk and 4 LED enhanced stop signs.
4. Remove pedestrian improvements along Mitchell Avenue improvements between Hole Avenue and Bushnell Avenue. This scope overlaps with another Cycle 6 project, **Five Points Neighborhood Pedestrian Safety Improvements**. Pedestrian improvements include approximately 1,690 feet of new sidewalk and 4 new curb ramps.
5. Remove the decomposed granite (DG) multi-use trail from the project, reducing right-of-way requirement and impacts to the property owners. Total length = 4,595 feet of DG multi-use trail.

Reason for the Scope Change

The approved pedestrian improvements on the westerly side of Mitchell Avenue would result in the elimination of most of the property owner driveway spaces, some even losing their driveways due to right of way constraints and existing roadway configuration. The original alignment for the pedestrian improvements would highly impact property owners and result in costly contiguous acquisition process through eminent domain. Placing the pedestrian improvements to the easterly side of Mitchell Avenue will achieve the project scope by providing the community with continuous pedestrian improvements within the original limits. The proposed pedestrian improvements will connect to another Cycle 6 ATP project, **Five Points Neighborhood Pedestrian Safety Improvements project**. The elimination of the DG multi-use trail from the project would remove the impacts to the existing right of way and property owners. Additionally, constructing the pedestrian improvements on the easterly side of Mitchell Avenue would allow the City to construct the DG multi-use trail within existing right of way on the westerly side in the future pending funding availability, and should not impact the overall project benefits. Currently, sections of an existing DG multi-use trail already exist on the westerly side of Mitchell Avenue, and any future sections would use the existing alignment and right of way; enhance connectivity and reduce right of way impacts to property owners. The original pedestrian improvements on the Mitchell Avenue between Hole Avenue and Bushnell Avenue are overlapping with the scope for another Cycle 6 project, **Five Points Neighborhood Pedestrian Safety Improvements project**, both projects were adopted in the Metropolitan Planning Organization component. The City proposes removing this overlapping scope from this project and completing the pedestrian improvements as included in the Five Points Neighborhood Pedestrian Safety Improvements project. Completion of both Cycle 6 projects as originally designed would provide pedestrian improvements and benefits along Mitchell Avenue, however, a gap would exist between Norwood Avenue and Gramercy Place. The City proposes closing this gap by adding pedestrian improvements on the easterly side of Mitchell Avenue between Norwood Avenue to Gramercy Place, which is included in this request. The added pedestrian improvements will provide continuous sidewalk on the easterly side of Mitchell Avenue between Campbell Avenue to Hole Avenue, increasing the project benefits.

Summary of Caltrans Analysis

Caltrans supports this request for the following reasons:

Proposed scope change's affect to benefits (Potential of the project to increase walking and biking as compared to the approved scope):

No Change - The proposed scope change is expected to have no change on the project's potential to increase walking and biking as compared to the original scope.

Although the DG multi-use trail adjacent to the original alignment of the sidewalk is being removed; reducing the project outputs, the proposed pedestrian improvements will still improve the existing active transportation system and has the potential to increase the projected benefits. The proposed pedestrian improvements should not reduce projected user counts after construction and focus on the broader effects and impacts within the community. The proposed pedestrian improvements on the easterly side of Mitchell Avenue between Norwood Avenue to Gramercy Place would provide continuity along the entire project limits without sidewalk gaps which were deficiencies in the original design using an existing alignment on the westerly side of Mitchell Avenue. Therefore, the proposed scope change has the potential to change behavior, attitudes, and conditions within the community because the proposed pedestrian improvements provide enhanced accessibility for pedestrians.

Proposed scope change's affect to benefits (Potential of the project to increase safety of pedestrians and bicyclists walking biking as compared to the approved scope):

No Change - The proposed scope change is expected to have no change on the overall safety of pedestrians and bicyclists as compared to the original scope.

Although the DG multi-use trail adjacent to the original alignment of the sidewalk is being removed; reducing the project outputs, the proposed pedestrian improvements will still enhance the existing active transportation system and has the potential to increase the projected benefits. The proposed pedestrian improvements on the easterly side of Mitchell Avenue between Norwood Avenue to Gramercy Place will provide continuity along the entire project limits. This continuous pathway will improve safety and accessibility for pedestrians and has the potential to increase the long-term benefits for both Cycle 6 ATP projects. The original safety improvements along Mitchell Avenue at the intersections of Campbell Avenue, Gramercy Place, Norwood Avenue and Well Avenue will remain as part of the project. These safety improvements include high visibility crosswalks and LED enhanced stop signs. Therefore, the proposed scope change has the potential to change behavior, attitudes, and conditions within the community because the pedestrian improvements should provide increased safety for pedestrians.

Additional Comments

Caltrans concurs with the information provided in Attachment 1- Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE. The agency has coordinated with Caltrans staff to provide the most accurate information possible.

Caltrans' Coordination with Requesting Agency

Caltrans and the City met on February 10, 2025, to discuss the original scope and proposed scope change due to existing right of way constraints and roadway configuration.

Impact to Project Cost

If the scope change is approved, the overall project cost is projected to decrease. The original project cost was \$7,465,000 but now estimated at \$7,197,000, reflecting a project savings of \$268,000. If the project cost increase, the City will use local funds for the additional cost.

Impact to Project Schedule

The proposed scope change will not impact the current project schedule.

ATTACHMENTS

1. Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE-Completed by Agency
2. Community Outreach
3. Original plans with changes redlined
4. Revised plans
5. Project Map - Five Points Neighborhood Pedestrian Safety Improvements Project
6. Original Engineer's Estimate with changes redlined
7. Revised Engineer's Estimate
8. Existing Photographs

ATTACHMENT 1.

Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE



**PUBLIC WORKS
DEPARTMENT**
Engineering

City of Arts & Innovation

To: Esayas Hago
District Local Assistance Engineer
Caltrans, Office of Local Assistance
464 W 4th St, San Bernardino, CA 92401

Date: 02/05/2025
PPNO: 1310
Federal PROJECT #: 5058(113)
ATP ID #: ATP6-08-146M

Project Name (Per CTC programming): Mitchell Avenue Sidepath Gap Closure

Approved Project Description (As submitted in Application): Construct 0.94 miles of new sidepath with sidewalk in two segments closing gaps between existing Class 1 facilities through Western Riverside. Includes intersection improvements.

Approved Project Limits (As submitted in Application): Mitchell Avenue between Campbell Avenue and Hole Avenue in western Riverside. Proposed project area connects DAC to commercial & community destinations including schools & parks.

For Federally Funded Projects: Written MPO Concurrence (see Item #7)

Current FTIP/FSTIP Description: Construct 0.94 miles of new sidepath with sidewalk in two segments closing gaps between existing Class 1 facilities through Western Riverside. Includes intersection improvements.

Current FTIP/FSTIP Limits: Mitchell Avenue between Campbell Avenue and Hole Avenue in western Riverside. Proposed project area connects DAC to commercial & community destinations including schools & parks.

Dear Esayas Hago:

The City of Riverside was awarded ATP funding on August 8th, 2023 for the Mitchell Avenue Sidepath Gap Closure project which proposes new trail, sidewalk, and road improvements in the western Riverside area. These improvements will promote connectivity to parks and schools to the residents of the La Sierra communities. With this goal in mind, the City of Riverside is seeking a scope change to the previously awarded project which will ultimately better serve the community and its residents.

Consistent with the California Transportation Commission's (CTC) "Policy on Project Amendments and Advance Project Allocations", adopted on August 18, 2016, we request that Caltrans consider, and the CTC approve the proposed Project Amendments as documented below:

REQUIRED ELEMENTS (PER CTC'S PROJECT AMENDMENT POLICY):

- I. **An explanation of the proposed scope change;**
 - A. Construct sidewalk improvements on easterly side of Mitchell Avenue instead of the westerly side for the entire project.

- B. Construct a curb, gutter, and sidewalk within the proposed limits per the City's sidewalk standards and per the City's General Plan requiring right of way to 33' from centerline.
- C. Eliminate the multipurpose trail from the entirety of this project, reducing right-of-way requirement and impacts to the property owners. This results in a reduction of the typical section from 41.5' to 33' from street centerline.
- D. Eliminate the 0.32 mile segment of Mitchell Avenue improvements between Hole Avenue and Bushnell Avenue which will be constructed by a separate project.
- E. Add the 0.30 mile segment on Mitchell Avenue from Norwood Avenue to Gramercy Place to the project providing sidewalk continuity on the easterly side of Mitchell Avenue with the project limits.
- F. Widen the street as necessary per the City's General Plan and reconstruct the existing pavement section as necessary to properly join the new concrete improvements.

The reason for the proposed scope change;

- A. After careful deliberation, placing the approved improvements on the westerly side of Mitchell Avenue would result in the elimination of most of the residents' driveway spaces, some even losing their driveways entirely with the right of way resulting in a close proximity to their dwellings. These resultant remnant parcels will not be received well by most owners resulting in a costly contiguous acquisition process through eminent domain.
- B. The construction of a curb, gutter, and sidewalk only will achieve the project goals to provide the community with pedestrian mobility while still respecting the residents' driveway accessibility. Placing the sidewalk on the easterly side of Mitchell Avenue will allow for the trail to be constructed solely on the westerly side in the future pending funding availability. Portions of the trail currently already exist on the westerly side in some segments on Mitchell allowing better future trail connectivity and reducing the right-of-way needs at that time.
- C. The elimination of the multipurpose trail preserves the existing driveway space mentioned above as well as the cost effectiveness of the project.
- D. The 0.32 mile segment of Mitchell Avenue between Hole Avenue and Bushnell Avenue is a segment also specified in the Five Points project in the City of Riverside, which was awarded ATP funding on August 7th, 2023 as part of Cycle 6. We are proposing to remove the overlapping segment from the Mitchell Avenue project scope to direct the funds to improve a different segment of Mitchell Ave mentioned below.
- E. With the removal of the 0.32 mile segment Mitchell Ave from Hole Avenue to Bushnell Avenue from this project as mentioned above, the City is proposing the 0.30 mile segment from Norwood Avenue to Gramercy Place to be improved in its place. This segment was previously not included in the grant. This proposed segment achieves a sidewalk gap closure which would provide uninterrupted sidewalk access from Campbell Ave to Hole Ave.

The impact the proposed scope change would have on the overall cost of the project;

The proposed scope change will reduce the project's overall cost by eliminating the trail, which reduces the need to acquire large extents of right-of-way from property owners.

- Original Project Cost: \$7,464,615
- Updated Project Cost: \$7,196,116

F. An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);

Location/Element	Approved Scope	Proposed Change	Change in Walking/Bicycling Benefit
Mitchell Ave Improvements, switch sidepath to east side of street	West side of Mitchell Ave	East side of Mitchell Ave	Neutral
Mitchell Ave entire sidepath section	Class I multipurpose trail and Curb Sidewalk	Curb sidewalk only	Neutral
Mitchell Ave 0.32 mile segment from Hole Ave to Bushnell Ave	Part of approved project locations	Remove segment	Decrease *
Mitchel Ave 0.30 mile segment from Norwood Ave to Gramercy Pl	Not a part of approved project locations	Add segment to project scope	Increase

** These limits will be improved under a separate ongoing ATP Grant project.*

G. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit);

Location/Element	Approved Scope	Proposed Change	Change in Safety Benefit
Mitchell Ave sidepath, switch sidepath to east side of street	West side of Mitchell Ave	East side of Mitchell Ave	Neutral
Mitchell Ave entire sidepath section	Class I multipurpose trail and Curb Sidewalk	Curb sidewalk only	Neutral
Mitchell Ave segment from Hole Ave to Bushnell Ave	0.32 mile segment part of approved project locations	Remove 0.32 mile segment	Decrease *
Mitchel Ave 0.30 mile segment from Norwood Ave to Gramercy Pl	Not a part of approved project locations	Add segment to project scope	Increase

** These limits will be improved under a separate ongoing ATP Grant project.*

H. An explanation of the methodology used to develop the aforementioned estimates.

The approved project scope aimed to improve community mobility and access to essential services for La Sierra residents by adding a sidewalk, curb and gutter, and a multipurpose trail. Safety would

also be enhanced with the installation of LED stop signs and high-visibility crosswalks. While the proposed scope eliminates the multipurpose trail, the overall safety and biking/walking benefits remain unchanged. However the proposed changes address concerns about the potential impact on residents' driveways and properties, which could significantly disrupt their daily lives. This proposed change preserves the core goals of the project while minimizing the effects on residents' properties.

- I. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.

N/A

ADDITIONAL QUESTIONS:

Does this scope change require revalidation of your environmental document? (Yes/No) No.
If yes, what is the actual/estimated date of revalidation? _____

- J. Explain the additional public outreach efforts you have made with respect to this proposed scope change and provide a summary of the public response to these efforts:

The additional outreach for the proposed scope change included door-to-door visits to the homes that would be affected, as well as direct phone calls to the property owners. These efforts were conducted by the City of Riverside engineering team, who provided technical details about the project. The changes were generally well-received, as residents understood that the approved project would lead to significant driveway losses for many on the west side of Mitchell Ave. Recognizing the importance of a sidewalk, curb, and gutter, they felt that the proposed scope change would meet the goals of the original project.

REQUIRED Attachments: (check boxes of attached required documents)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Original plans/workplan with changes highlighted | <input checked="" type="checkbox"/> Revised Detailed Engineer’s Est. |
| <input checked="" type="checkbox"/> Revised plans/workplan | <input checked="" type="checkbox"/> Written MPO Concurrence (see Item #7) |
| <input checked="" type="checkbox"/> Original Detailed Engineer’s Est. with changes highlighted | <input checked="" type="checkbox"/> Additional Revised Application Documentation |

Required revisions to the Project’s Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project’s Description and/or Limits:

Proposed changes to the Project Description: Change project description to the following, “Construct 0.92 miles of new sidewalk closing the gap, in conjuncture with a separately awarded ATP Cycle 6 project, between Class 1 facilities though Western Riverside. Includes intersection improvements.”

Proposed changes to the Project Limits: Change project limits on Mitchell Ave from Campbell Ave to Gramercy Pl and Norwood Ave to Hole Ave to limits of Campbell Ave to Bushnell Ave.

For Federally Funded Projects:

Proposed changes to the FTIP/FSTIP Description: Change project description to the following, “Construct 0.92 miles of new sidewalk closing the gap, in conjuncture with a separately awarded ATP Cycle 6 project, between Class 1 facilities though Western Riverside. Includes intersection improvements.”

Proposed changes to the FTIP/FSTIP Limits: Change project limits on Mitchell Ave from Campbell Ave to Gramercy Pl and Norwood Ave to Hole Ave to limits of Campbell Ave to Bushnell Ave.

Project Delivery Status:

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

Original CTC Allocation Dates: (as programmed by the CTC when the application was approved for funding):

PA&ED: 12/01/2023 PS&E: 06/30/2025 R/W: 06/30/2026 CON: 06/30/2027 CON-NI: N/A

Actual/Currently Anticipated CTC Allocation Dates: (at the time of this request)

PA&ED: 09/30/25 PS&E: 06/30/26 R/W: 06/30/26 CON: 06/30/27 CON-NI: N/A

Explanation for milestone changes: *Project delayed for execution of agreement and scope change.* >

Local Agency Certification:

This Request for Scope Change has been prepared in accordance with the *Procedures for Administering Local Projects in the Active Transportation Program (ATP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved. You may direct any questions to:

_____ Edward Lara _____ at _____ (951)826-2337 _____
(name) (phone number)

Signature: Edward Lara Title: Principal Engineer Date: 02/05/2025

Agency/Commission: _____ City of Riverside _____

Attachments:

Distribution:

- (1) Original -DLAE
- (2) Copy – Division of Local Assistance, Headquarters ATP Program Manager
- (3) Copy – MPO/RTPA/County Transportation Commission

ATP Engineer’s Checklist

Required for all Infrastructure Projects

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 and regional ATP selection processes.

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.

❖ **For more assistance, please refer to the Caltrans ATP PSR equivalent [presentation](#) and [slides](#)**

1. **Project Location Map** (Attachment C) **Engineer's Initials:** EL

- a. The project limits must be clearly depicted in relation to the overall agency boundary
 - i. Include the scale of the drawing and a north arrow.

2. **Project Layout/Plans** showing **existing and proposed** conditions (Attachment D) **Engineer's Initials:** EL

- a. Show project elements at a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the layout/plans.
- b. Show the full scope of the proposed project.
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths.
- d. Show agency’s right-of-way (R/W) lines when permanent or temporary R/W impacts will occur. (As appropriate, also show Caltrans', Railroad, and all other government agencies R/W lines.)

Anticipated Number of R/W Takes	Cost	Time needed to Acquire
30	\$ 1,400,000	12 Months

Anticipated Number of Easements	Cost	Time needed to Obtain
(Temp)	\$ 42,000	12 Months

3. **Cross-section(s)** showing **existing and proposed** conditions (Attachment D) **Engineer's Initials:** EL

(Must include a cross-section for each segment where the width of improvements or Right-of-way vary significantly if a typical cross section is provided)

- a. Show and dimension: changes in lane widths, **R/W lines**, side slopes, etc.
- b. Show both the width and the depth/thickness for any new pavement.

Note – Separate cross sections for existing and proposed conditions may be needed to clearly show

the before and after pavement widths/thicknesses.

4. **Project Estimate** (Attachment F)

Engineer's Initials: EL

- a. The Project Estimate (Attachment F) **must be used** for all applications that are requesting ATP Infrastructure funds. Attachment F shall be completed per the instructions and attached to the application, in the appropriate location.
- 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.
 - i. Only items in the "Allowable Lump Sum Items" tab may use Lump Sum as a unit.
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. Clearly identify and account for all project elements in which the applicant intends to utilize services provided by the CCC, certified community conservation corps, or tribal corps.
- e. **ALL** project development costs (including non-ATP funds) need to be accounted for in the total project cost.

5. **Crash/Safety Data, Collision maps and Countermeasures** (Part B, Question 3)

Engineer's Initials: EL

- a. Confirm that crash data shown is depicted accurately, is shown to scale, and occurred within the influence area of proposed improvements.

6. **Project Schedule, Funding, and Programming Request** (Part A6)

Engineer's Initials: EL

- a. All applicants with projects over \$1M 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 federal 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 Project Programming Request (PPR) must be consistent with Implementing Agency's expected project milestone dates and available matching funds.

Anticipated Environmental Studies	Cost	Time needed for the study
1. <u>BIO</u>	\$ <u>79,500</u>	<u>12</u> Months
2. <u>CULTURAL</u>	\$ <u>79,500</u>	<u>12</u> Months
3. _____	\$ _____	_____ Months

7. **Warrant Studies/Guidance** (Attachment K)

Engineer's Initials: EL

(Check if not applicable)

- a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be

attached to the application in the "Additional Attachments" section (Attachment K).

8. **Additional Narration and Documentation** (Attachment K)

Engineer's Initials: EL

- a. The text in the "Narrative Questions" in the application must be consistent with and supports the engineering logic and calculations used in the development of the maps, layout/plans, cross sections, schedule and estimate. If non-standard ATP elements are included in the project (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements), attach appropriate documentation demonstrating the engineering decisions and calculations that justify the inclusion of the non-standard elements.

This checklist is to be completed by the engineer in "responsible charge" of defining the project's 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 by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

Licensed Engineer Information:

Name (Last, First):

Lara, Edward

Title:

Principal Engineer

Engineer License Number:

63753

Signature and Date:

Edward Lara

Email Address:

elara@riversideca.gov

Phone:

951-826-2337

Place the Engineer's Stamp below:



ATTACHMENT 2.

COMMUNITY OUTREACH

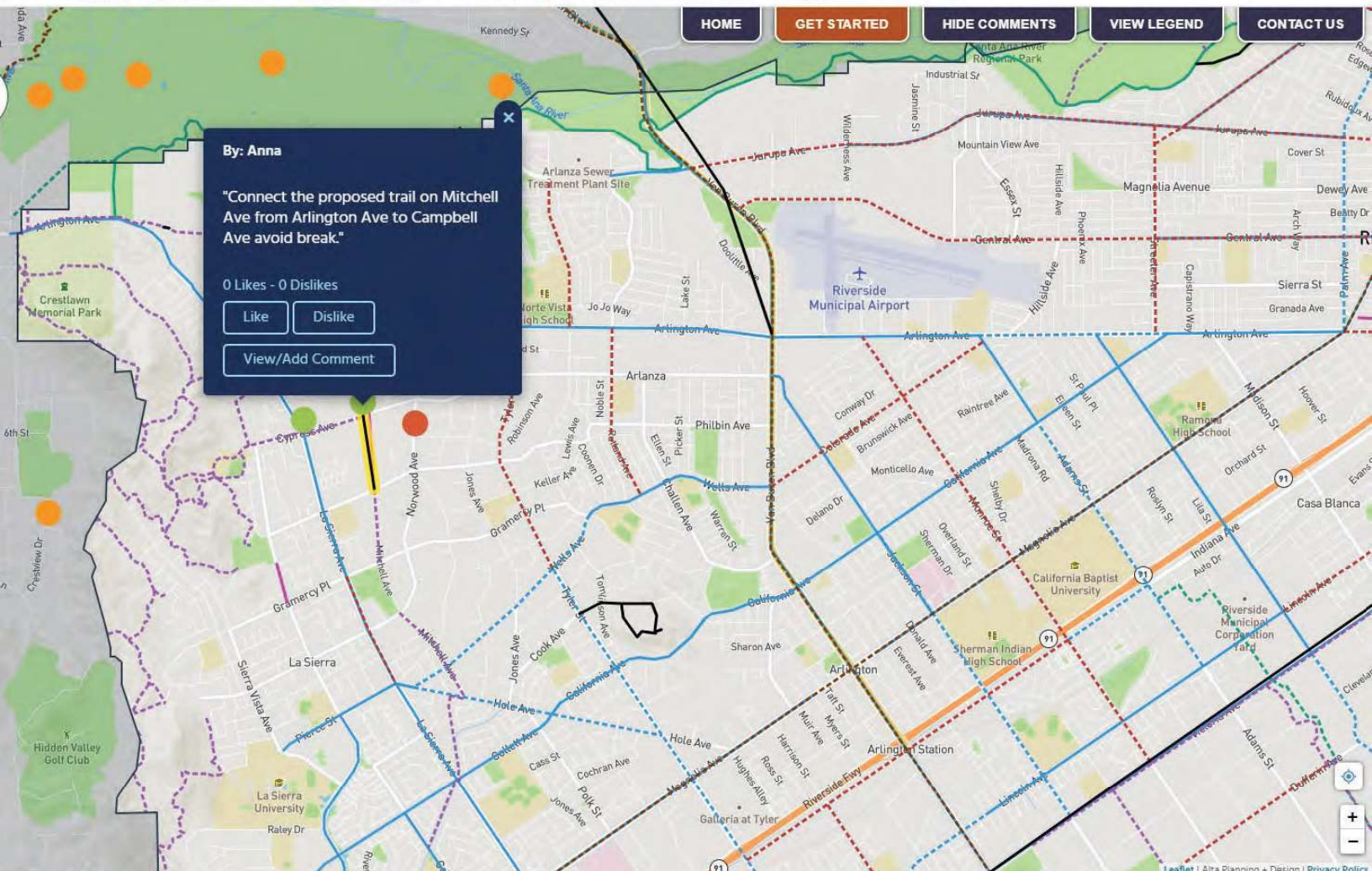
By: Anna

"Connect the proposed trail on Mitchell Ave from Arlington Ave to Campbell Ave avoid break."

0 Likes - 0 Dislikes

[Like](#) [Dislike](#)

[View/Add Comment](#)



WHICH TRAILS IS YOUR PRIORITY?
¿CUAL SENDEROS ES TU PRIORIDAD?



TEXT YOUR VOTE TO
(951) 987-5782/
TEXTE SU VOTO AL
(951) 987-5782

Call or Text: 1-951-228-0022 Survey: tinyurl.com/riversidePACTsurvey Public Input Map: tinyurl.com/riversidePACT



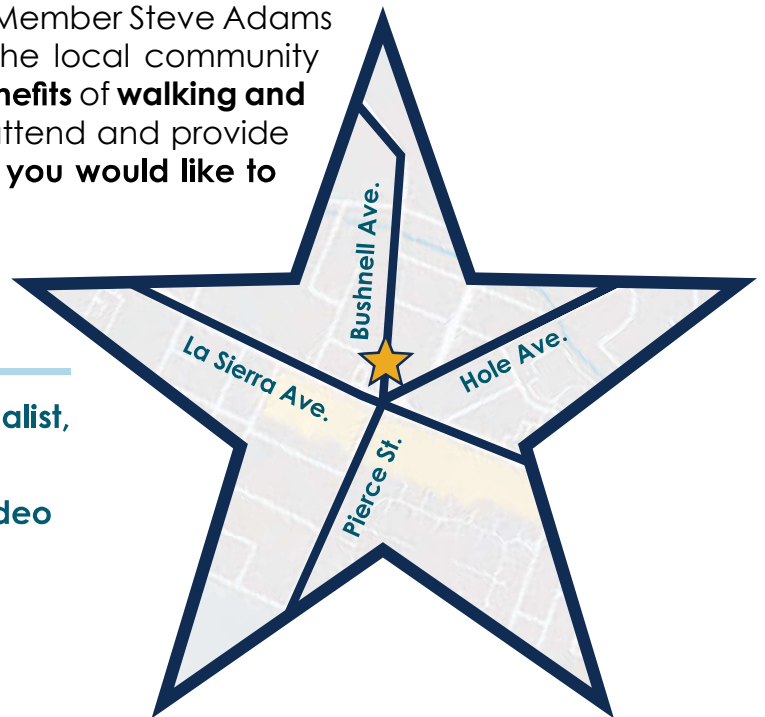
Saturday, March 16, 2019

11 a.m. - 2 p.m. • Bushnell Ave. and Bogart Ave.

Join Council Member Jim Perry, Council Member Steve Adams and the City of Riverside as we bring the local community together to experience and learn the **benefits of walking and active transportation**. We invite you to attend and provide feedback on the kind of **developments you would like to see in your community**.

Activities Include:

- A Special Demonstration by X Games Medalist, Samarria Brevard
- Games & Prizes • Open Streets • Bike Rodeo
- Bicycle Demo • Community Visioning
- Stream Mobile (La Sierra Library)
- Art Installations & More!



For more information, visit: RiversideCA.gov/PublicWorks



CONECTANDO 5 PUNTOS

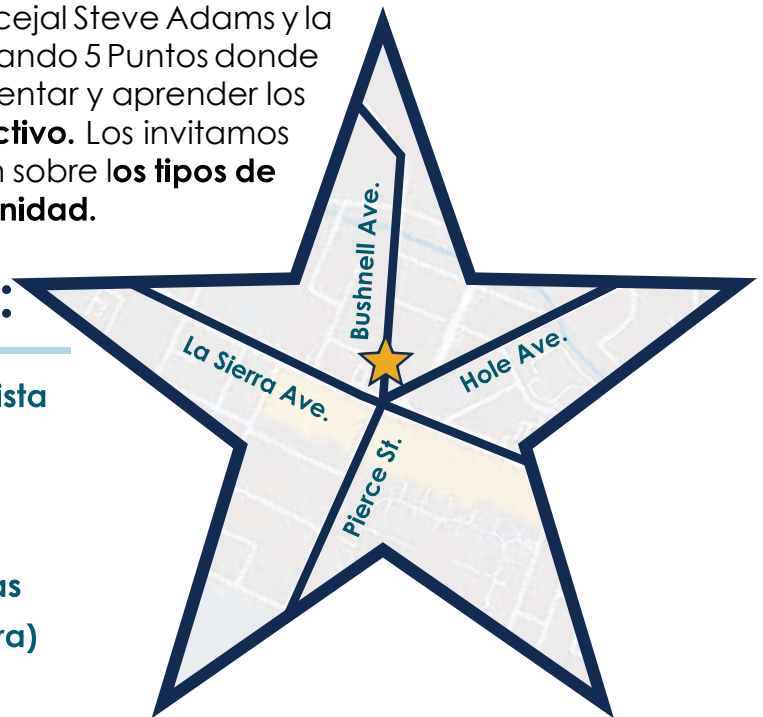
Sábado, 16 de marzo de 2019

11 a.m. - 2 p.m. • Intersección de la avenida Bushnell y Bogart

Acompaña el Concejal Jim Perry, el Concejal Steve Adams y la ciudad de Riverside en el evento Conectando 5 Puntos donde tendremos oportunidades para experimentar y aprender los **beneficios** de **caminar y el transporte activo**. Los invitamos a asistir y proporcionar retroalimentación sobre **los tipos de desarrollo que gustaría ver en su comunidad**.

Actividades Incluyen:

- Una demostración especial de la medallista de X Games, Samarra Brevard
- Juegos y Premios • Calles Abiertas
- Demostración de Bicicleta Eléctrica
- Visión comunitaria • Rodeo de Bicicletas
- Automobil STREAM (Biblioteca de La Sierra)
- Instalaciones de Arte y Más



Para obtener más información, por favor visite: RiversideCA.gov/PublicWorks





MYRA
LINN
PARK

New signal
&
New lights
in the park



CALIFORNIA

COOK







KREW
CERTIFIED TRADEMARK
NO ELEVEN

ROCKWELL
WATERGATE
TO BELIEVE
POSITIVE
#CHILL

CONCRETE FIVE POINTS
CONCRETE FIVE POINTS

CONCRETE FIVE POINTS
CONCRETE FIVE POINTS















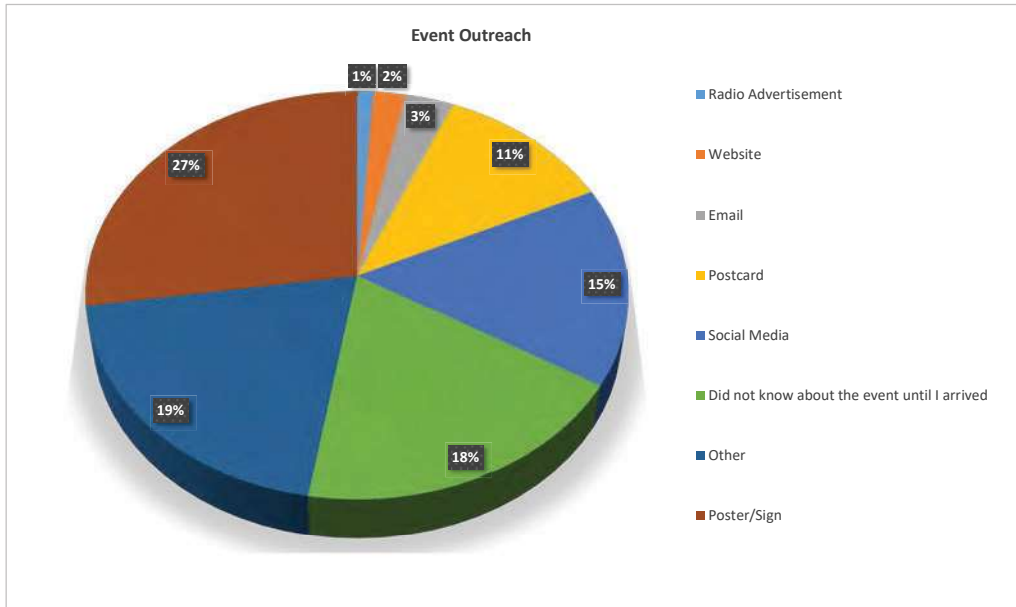




on paper. Some survey respondents did not respond to certain questions, marked multiple answers for questions that asked for one in the data where the responses for some questions may not add up to the total survey responses, or add up to more than the did not answer the question are not graphed.

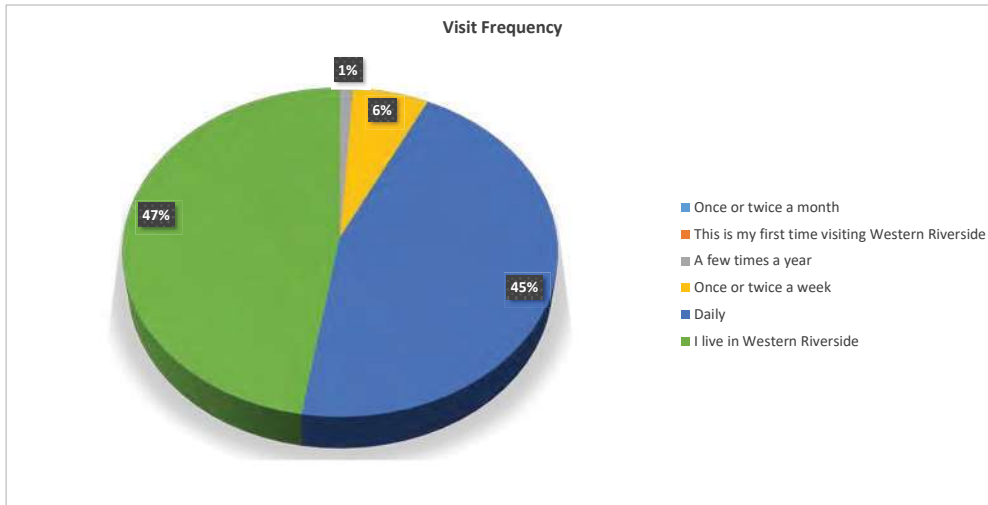
g Five Points

1	1%
2	2%
4	3%
10	11%
15	15%
18	18%
19	19%
26	27%
95	97%
3	3%



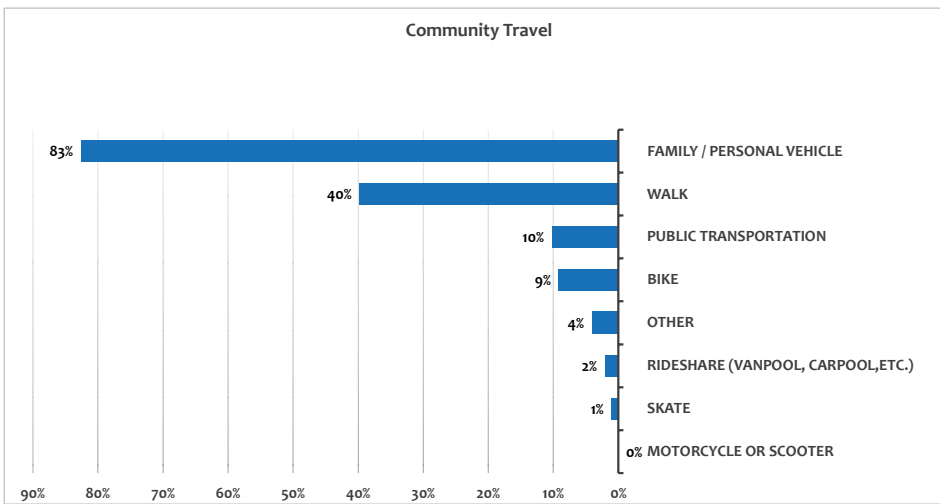
Western Riverside?

0	0%
0	0%
1	1%
6	6%
44	45%
46	47%
1	1%
97	99%



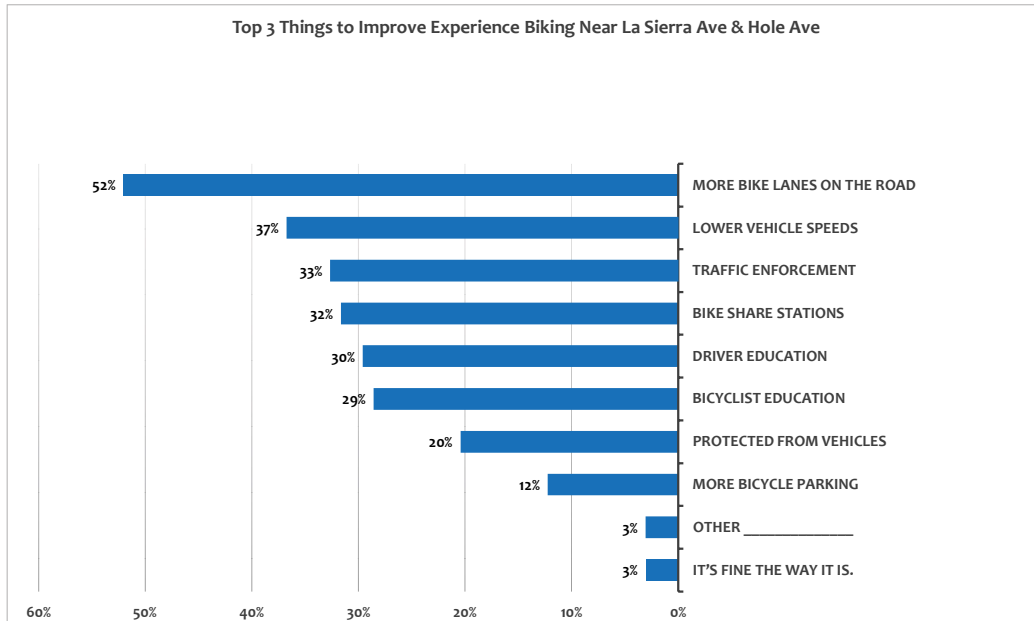
How do you travel to your community?

0	0%
1	1%
2	2%
4	4%
9	9%
10	10%
39	40%
81	83%
97	99%
1	1%



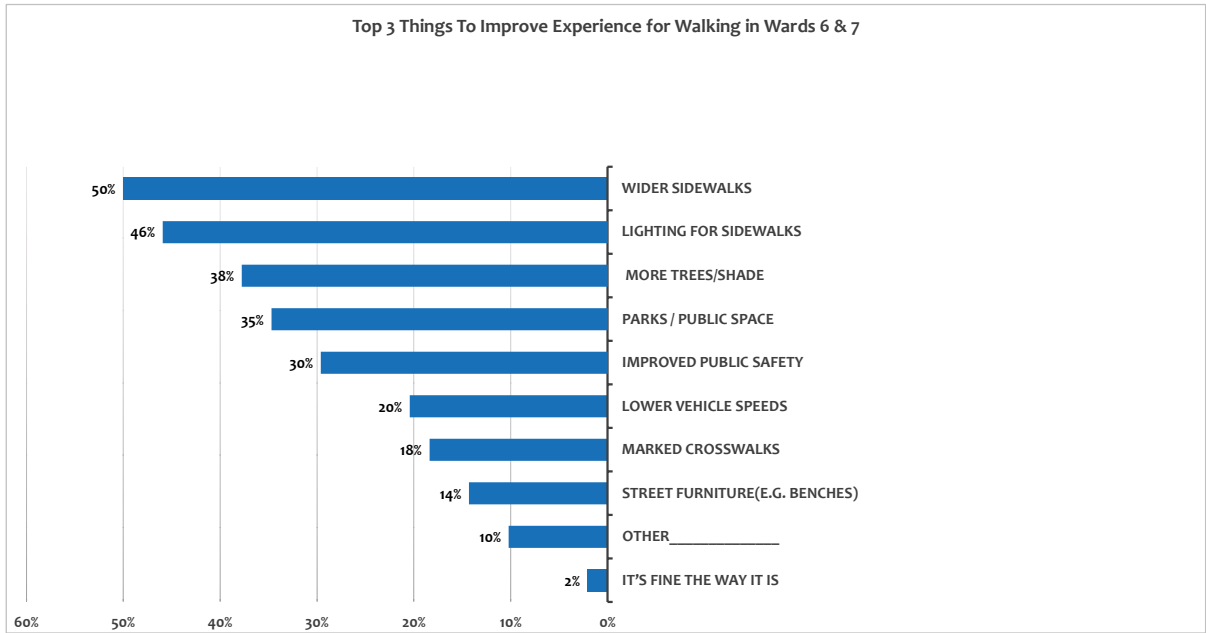
elow that would
g on La Sierra

3	3%
3	3%
12	12%
20	20%
28	29%
29	30%
31	32%
32	33%
36	37%
51	52%
97	99%
1	1%



elow that would
ng in Ward 6 and

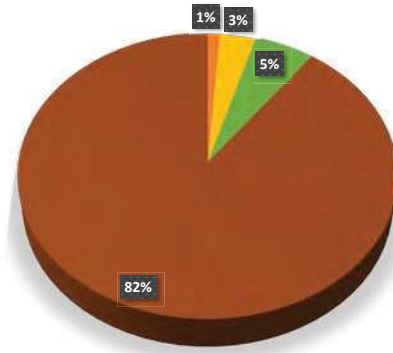
2	2%
10	10%
14	14%
18	18%
20	20%
29	30%
34	35%
37	38%
45	46%
49	50%
97	99%
1	1%



and community to
transportation
opportunities,

1	1%
3	3%
5	5%
80	82%

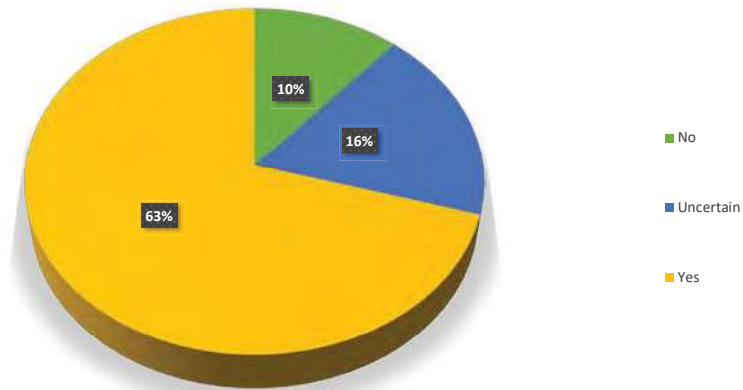
Importance of Making it Easy to Bike, Walk or Have Public Transportation Between Destination to Having a Good Community



from where you
bike, or have public
r job and home

10	10%
16	16%
62	63%
88	90%
10	10%

Ability to Walk, Bike or Have Public Transit Between Job and Home Influence Relocation



could best use the
essed on this survey
play, dining or

1%

1%

1%

59%

60 62%

38 39%

tions here, we
neighborhood needs

munity would like to see things like:

2%

4%

4%

4%

6%

8%

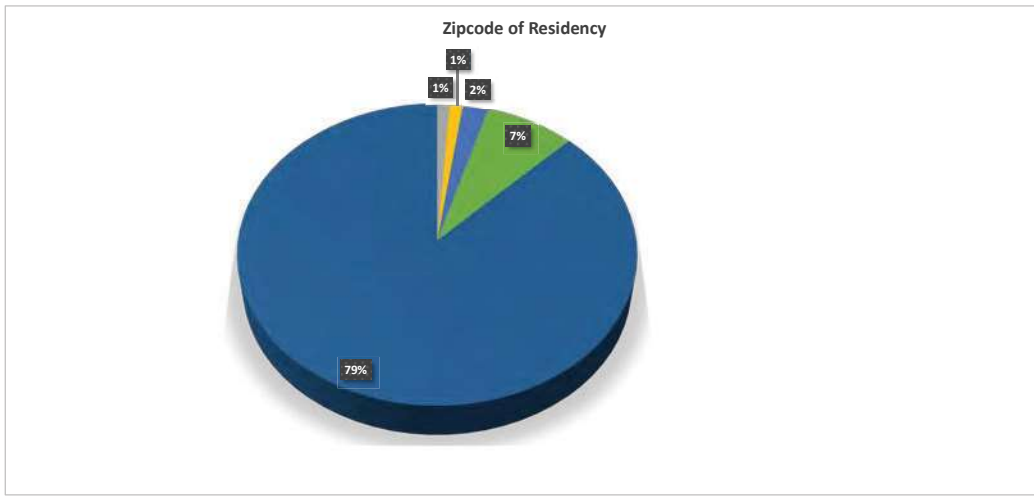
12%

39 40%

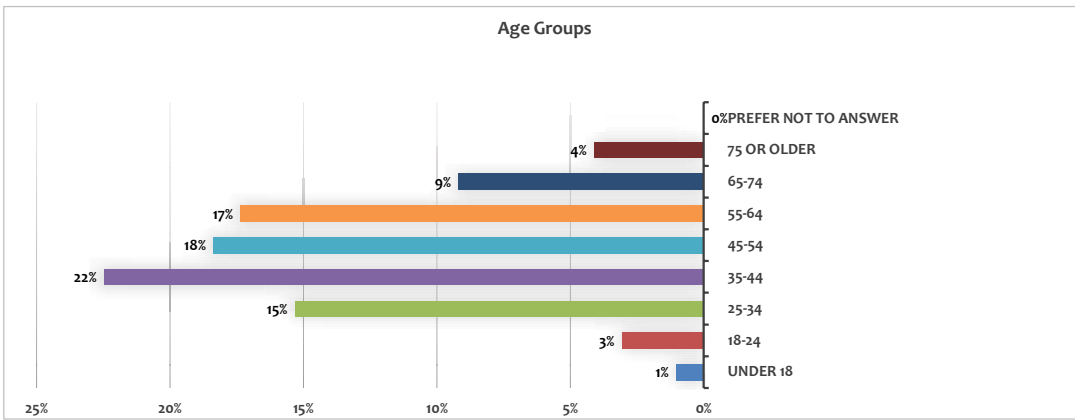
59 60%



1	1%
1	1%
2	2%
7	7%
77	79%
88	90%
10	10%



1	1%
3	3%
15	15%
22	22%
19	18%
17	17%
9	9%
4	4%
0	0%
90	92%
8	8%



RIVERSIDE

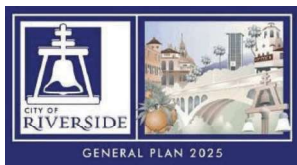
GENERAL PLAN 2025 EXECUTIVE SUMMARY



GENERAL PLAN 2025

City of Riverside
Community Development Department
3900 Main Street
Riverside, CA 92522
(951) 826-5371
www.riversideca.gov

November 2007



INTRODUCTION

How We Work

Riversiders pursue the American Dream. We focus on creating economic development opportunities that provide high-skilled, high-paid employment for all members of our community.

How We Play

Riverside is an oasis. The City combines trees, water and the arts to create a distinctive, comfortable gathering place that enriches the lives of residents and visitors alike.

How We Live

We empower neighborhoods. We listen to each other and pay attention to the details because they matter. Neighborhoods enable the City and residents to work together to solve the needs of all.

How We Get Around

Riverside has responded to the traffic challenge by becoming a more self-contained city. Residents have easy access to an efficient, multi-option transportation system that enables them to meet their needs within the community.

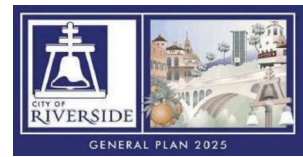
How We Learn

Excellence in education is the key to economic growth. Riversiders work together to achieve quality education at all levels.

These themes and values were reinforced by the community during 2003-2004 as City staff and consultants worked with the General Plan Citizens' Advisory Committee to develop the objectives and policies that build upon the vision and provide the structure for each of the General Plan elements. Outreach efforts to the community included, but were not limited to:

- Thirteen meetings with a twenty-plus-member Citizens' Advisory Committee consisting of residents and local business people
- Three meetings with an Arts and Culture Committee, which was instrumental in preparation of the Arts and Culture Element
- Three meetings with the Market/Magnolia Subcommittee to define specific objectives and strategies for this historic boulevard that extends the length of the City

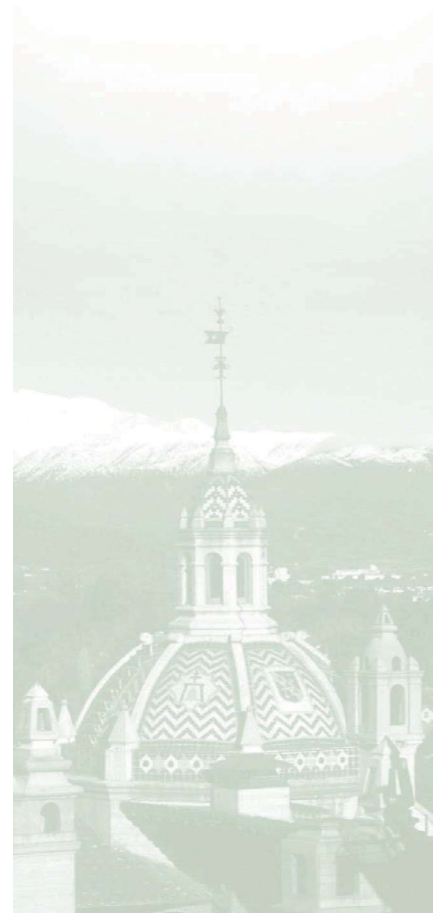
INTRODUCTION

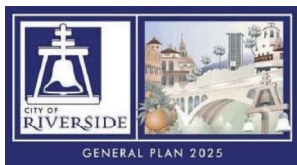


- Three meetings with the Education Subcommittee and its representatives from all of Riverside's educational institutions and organizations, which was instrumental in preparation of the Education Element
- Focused discussions with stakeholder groups, such as business and development interests, recreation enthusiasts, environmental groups, social service providers
- Meetings with each Division of the Greater Riverside Chamber of Commerce to overview the Program and encourage broad community participation
- A series of joint study sessions with the City Council and City Planning Commission prior to formal public hearings
- Two Citizens' Congress sessions for the entire community, which attracted over six hundred participants
- Public hearings before the Planning Commission and City Council



September 2003 Citizens' Congress





INTRODUCTION

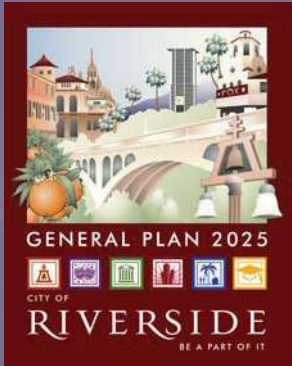
TABLE H
COMMUNITY INPUT

Community Meeting	Year	Number of Meetings	Number of Attendees	Number of Comments Received
Visioning Riverside	2002	7	1300	5000
<i>Visioning Interviews</i>	2002	41	41	246
City Council Appointed Committees				
Technical Advisory Committee (TAC)	2003	6	25	87
Citizen Advisory Committee (CAC)	2003-2004	13	42	159
Art Subcommittee	2003	4	19	107
<i>Arts Interviews</i>	2003	14	14	126
Education Subcommittee	2003	3	14	35
Magnolia/Market Subcommittee	2003	3	20	26
<i>Magnolia/Market Specific Plan Workshop</i>	2004	1	120	88
Topic Group Meetings				
Youth	2003	1	18	37
Environmental/Open Space	2003	1	12	30
Recreational Interests/Libraries	2003	1	4	19
Public Safety	2003	1	4	32
Zoning/Subdivision	2003	1	12	32
Counties/Cities	2003	1	2	12
Social Services	2003	1	9	47
Neighborhoods	2003	1	7	19
Economic Development	2003	1	0	0
City Council/City Planning Commission Workshops	2003-2004	4	6	0
Citizens' Congress 1	2003	1	360	1529
Citizens' Congress 2	2004	1	200	103
Chamber Task Force Meetings	2003-2004	6	30	60
City Planning Commission Workshops	2004-2005	7	11	11
City Planning Commission Hearings	2004-2005	18	557	557
Over 6000 Notices mailed – phone calls received in response to the mailout	2003-2004		1230	1230
Letters to the Planning Commission	2003-2005		263	263
TOTALS		138	4320	9855

CITIZEN'S CONGRESS SUMMARY

RIVERSIDE GENERAL PLAN PROGRAM

OCTOBER 2003



CITIZENS' CONGRESS SUMMARY

- Coordinate with UCR expansion plans down University Avenue
- People have a problem with police response time/delays. Suggest more patrols for visibility and/or priority response time.
- Home for the homeless
- Need a town center
- Corner grocery stores

NEIGHBORHOOD:
LA SIERRA

Question 1: What are the assets of your neighborhood?

- Community trail, park, and water

Question 2: What is missing?

- La Sierra County Center needs an upgrade. Don't like Ralph's and grocery shopping options.
- Nice restaurants, nice convenient shops, and movie theater nearby. Need something like University Village at UCR
- Would like to see live theater near Park Sierra (restaurants)
- Would like a general hospital closer than the one in Moreno Valley
- Stop street racing on Mobley Avenue between Mull and Cook, and racing on Cook and Jones
- Slow down speed on streets
- Would like speed bumps
- Lightbulb repair on street post
- Convenient walking access from Metrolink Station. Freeway access on Park Sierra Avenue.
- Alternative entertainment area closer to La Sierra and convenient access via Metrolink

NEIGHBORHOOD:
LA SIERRA SOUTH

Question 1: What are the assets of your neighborhood?

- Victoria Area – Prop “R” and Measure “C”
- We're still somewhat rural and want to keep it that way! Please.
- Live in Greenbelt, protected by Prop R Measure
- Don't build apartments here

Question 2: What is missing?

- Need grade separation on Magnolia Avenue entering Home Gardens
- Traffic – adequate roads/infrastructure – reasonable growth – infrastructure can't keep up with it
- Two lane roads in both directions to support all the new housing
- Need parks – Cross Street and Victoria



CITIZENS' CONGRESS SUMMARY

- Transit-Oriented Development near La Sierra Metrolink, like Orenco Station in Hillsboro, OR
- Do something with vacant land across from Metrolink: park/mixed use



CITIZENS' CONGRESS SUMMARY

- Development on RCC property? Arizona School evacuation plan uses top of hill on RCC property, what happens if developed?
- Orange groves

NEIGHBORHOOD:
LA SIERRA HILLS

Question 1: What are the assets of your neighborhood?

- Great area

Question 2: What is missing?

- Need cheaper homes
- Need more signals for schools
- Need more schools for housing
- Lake, hills

NEIGHBORHOOD:
LA SIERRA ACRES

Question 1: What are the assets of your neighborhood?

No responses

Question 2: What is missing?

- No sidewalks on Norwood. Bad street conditions. Lack of code enforcement
- Bicycle paths and sidewalks; need to have access to shopping and mall without using a vehicle
- Need parks. Street median planters would be nice too.
- Upscale restaurants in general area
- Bad condition of City property: Norwood and Gramercy maintenance yard
- Work on idea of regional park overlooking Hidden Valley Wildlife area instead of 750 homes
- Dumpy, unkempt; needs code control and resident's cooperation

NEIGHBORHOOD:
**SYCAMORE
CANYON/CANYON
SPRINGS**

Question 1: What are the assets of your neighborhood?

- You are threatening the future use of March Field by allowing expansion in flight pattern

Question 2: What is missing?

- In the rush to develop, make sure wildlife corridors are preserved

NEIGHBORHOOD:
ARLINGTON SOUTH

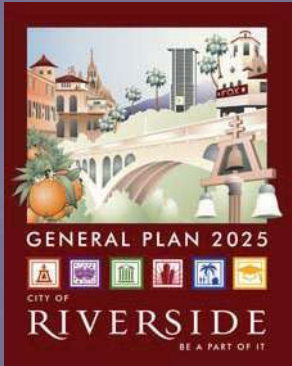
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- Nurseries are o.k.
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CITIZENS' CONGRESS SUMMARY

RIVERSIDE GENERAL PLAN PROGRAM

DATE OF EVENT: JUNE 12, 2004

On June 12, 2004, over 200 Riverside residents attended the second Citizens' Congress General Plan festival held on the beautiful California Baptist University campus. Riversiders came to learn of the Bold Moves proposed in the update General Plan, proposals that reflect residents' hopes for their City's future, as they have expressed over the past year as part of the General Plan program. Participants viewed a presentation by Mayor Ron Loveridge, Planning Director Ken Gutierrez, and the General Plan consultant team that illustrated how Riverside plans to grow smarter, balancing its desire to preserve the resources that distinguish Riverside with the need to accommodate new residents over the next 20 years. The key themes presented illustrated Riverside's vision:



- ❖ *The City will grow, but will grow smarter. City will shape growth rather than let growth shape the City.*
- ❖ *Growth will respect and enhance Riverside's natural and historic resources.*
- ❖ *Traffic will increase, even with no growth in the City of Riverside – but will be managed more effectively.*
- ❖ *Riverside grows as a major regional employment center.*
- ❖ *Riverside remains a preeminent regional education center.*
- ❖ *Riverside's stature as the region's cultural center is enhanced.*
- ❖ *Riverside continues to move toward cleaner air.*



Attendees learned of Riverside's vision for mixed-use districts at key locations along Magnolia Avenue and University Avenue, and at strategic locations in other neighborhoods, where residential living and commercial services work together to create vibrant centers. The concept of *Riverside Park* showed the City's goal to complete and enhance the ring of open space surrounding Riverside, and to connect the open spaces with landscaped travelways. The presenters identified the City's desire to strengthen partnerships with its educational and arts institutions to encourage joint use of facilities and programs toward the ends of offering Riversiders a broader

Create activities for teens like off-road trails and skateboard parks that they do not have to pay to get in.

AIR QUALITY

We have the dirtiest air in America – clean it up!

TRAFFIC/TRANSPORTATION

Madison should not be used as a thoroughfare for the “Overlook Parkway” as mentioned, it is a residential community. How would people be able to go to church?

When are you planning to widen Washington Street? I have 800 feet of frontage on the side of Washington where it will be widened. Please contact me before finalizing your plans so that we can work together on doing it right.

I don't see an integrated transportation plan – just streets.

Fix Van Buren and Magnolia Area.

Put shade over bus stops; people are getting skin cancer.

Reduce speeds on City streets to allow business districts visible to passerby and safer for vehicles and pedestrians (30 mph in blks. 75-100 comm. – 35 mph 80-80ft. collect and arterial – 40 mph 100-110 ft arterial – 45-50 mph 120-140 ft arterials).



Need lights at 3rd and Vine underpass.

The City streets are full of pot holes and deep cracks and chunks. We need competent street work.

Overlook shouldn't go through Madison/Casa Blanca.

Measure A designation of Central Avenue in front of Sierra Middle School as a major arterial needs to be changed at the RCTC.

Now that the proposed utilities customer services center is coming into the Casa Blanca area and there is only one entrance, is there going to be speed bumps installed on Emerald Street?

The City is developing these plans around the primary idea of our visible beauty and history/heritage (see our City logo). Reduce speed limits within the City to improve street/pedestrian safety and allow people to enjoy the visible beauty of all of our City.

A multi-modal transportation hub (i.e. trains, buses, etc.) is needed, perhaps located at the Metrolink Station, perhaps using the old movie theater.

We need to plan out the car: more bikes/walking.

We need to keep our bus station open for safety of inner-City and/or inner-state travelers. It's unsafe for people traveling through to stand on street.

Putting Overlook through from Canyon Crest Drive to Madison will not increase traffic on Victoria Avenue; it will reduce traffic. I live on Washington and work at UCR – currently I must use Victoria to get to work. If you put Overlook through I will not have to travel on Victoria.

Transit needs to run later, especially in Eastside.

Railroad crossing signs (old ones) on Magnolia and Merrill: they need painting and repair. We don't want them removed.

Traffic speed is too high on residential streets. (All streets with 25% residential use between intersecting streets or city blocks max speed 30 mph – All streets >26% residential along City blocks max speed 25mph – All streets >75% residential maximum use, stop signs and speed bumps.)



Review safety of allowing large semi-trailers to go westbound on Alessandro. If one of those trucks lost its brake, the potential to take out a large part of a neighborhood exists.

Metrolink routes need to run later out of Los Angeles.

Save Victoria Avenue: no through traffic.

Overlook needs to go through now! We are wasting gas and making smog and clogging Victoria.

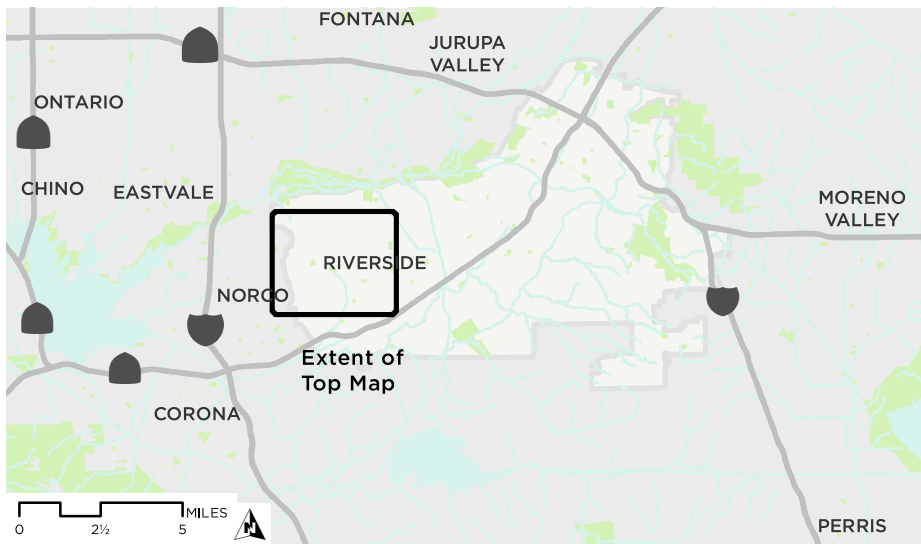
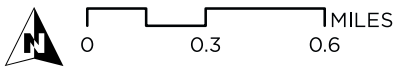
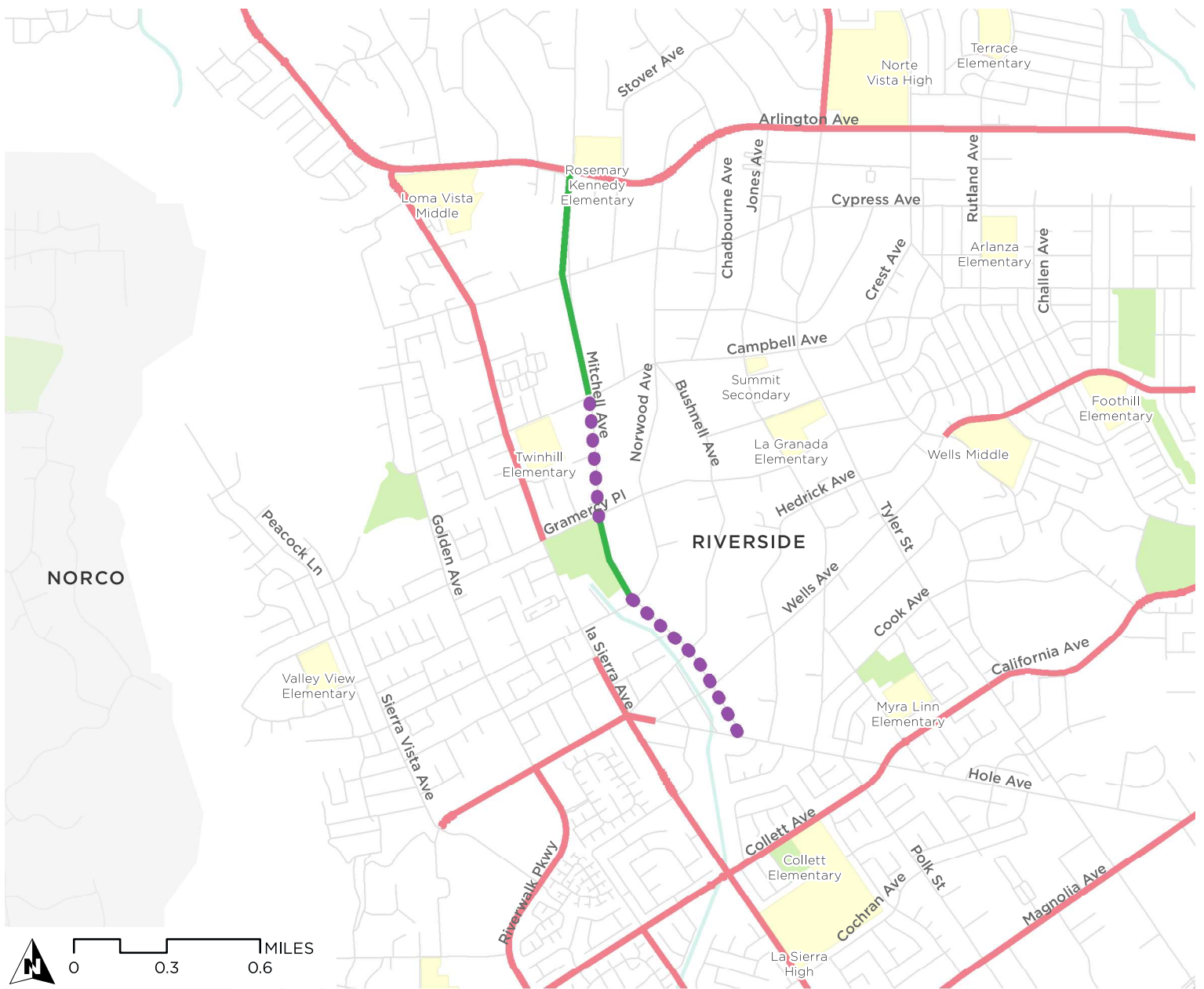
The Magnolia underpass needs to be #1 on priority, or partner with railroad to go under all the streets.

Enhance traffic enforcement on Central Avenue.

No heavy traffic through the Greenbelt; Adams Street needs to be saved.

ATTACHMENT 3

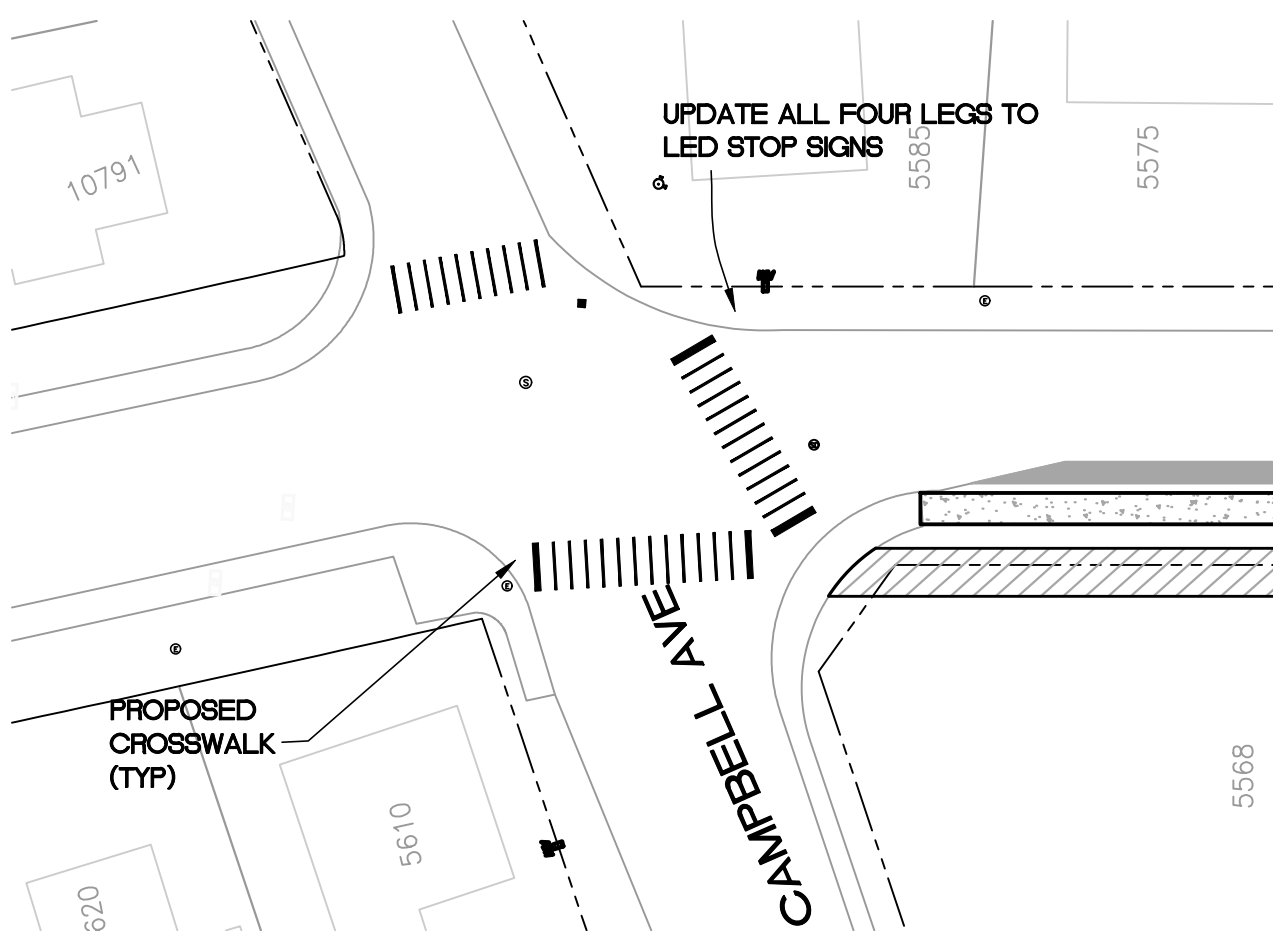
ORIGINAL PLANS WITH CHANGES RELINED



**MITCHELL AVENUE SIDEPATH
ACTIVE TRANSPORTATION GRANT
PROJECT AREA
Riverside, CA**

Project Locations
●●●●● Project Locations

Existing Bikeways
— Bicycle Lane
— Shared-Use Path



UPDATE ALL FOUR LEGS TO
LED STOP SIGNS

PROPOSED
CROSSWALK
(TYP)

CAMPBELL AVE

10791

5585

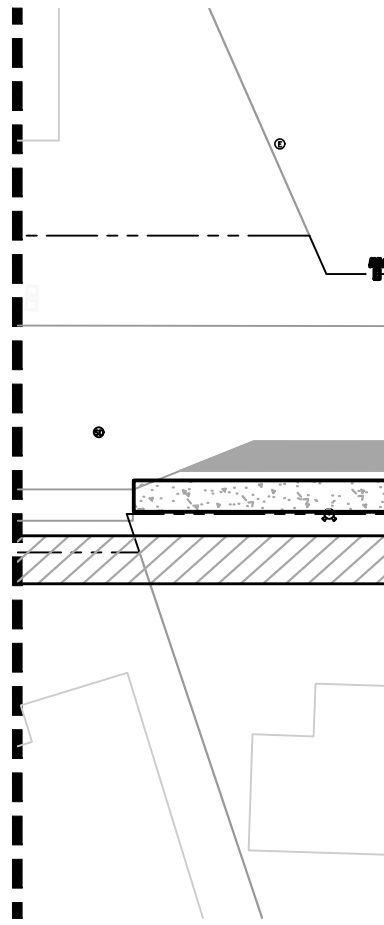
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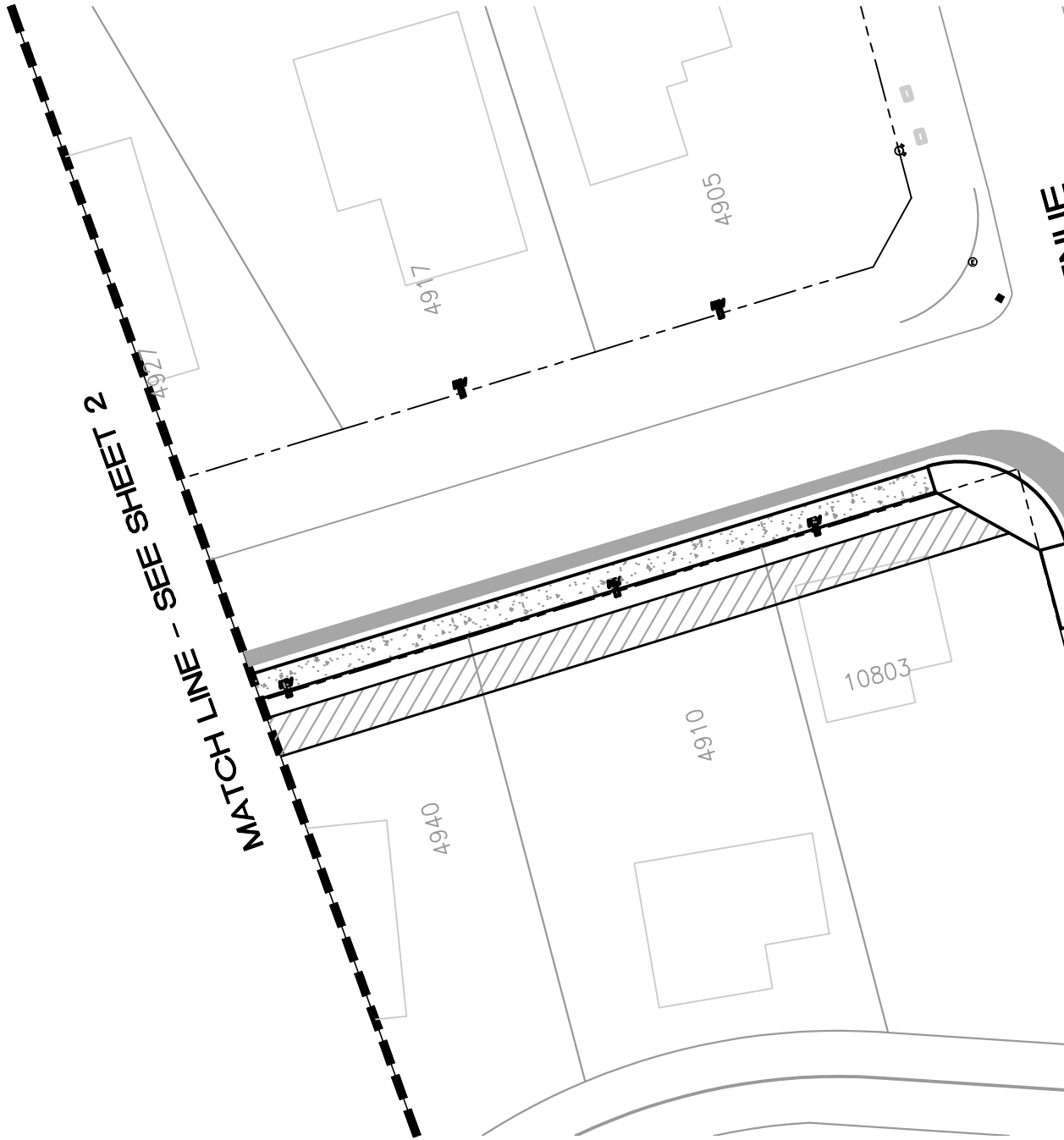
5610

620

5568

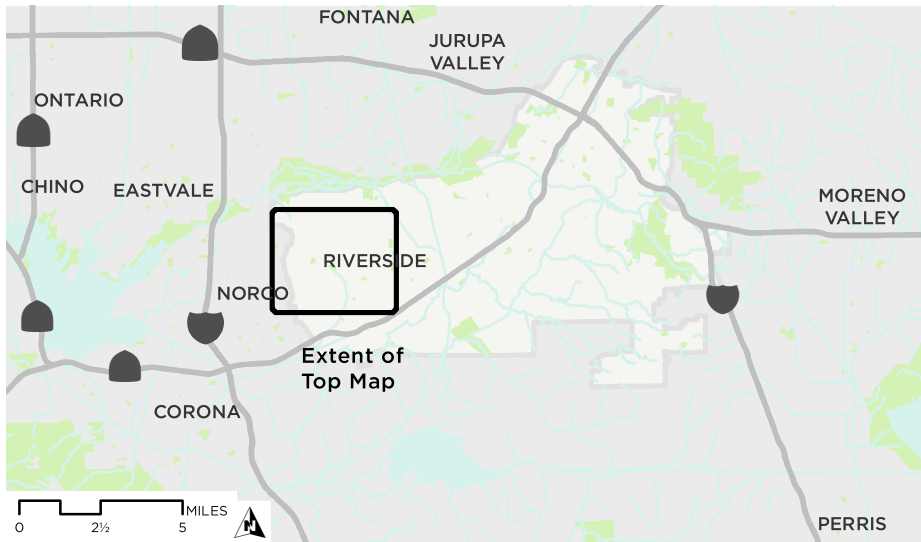
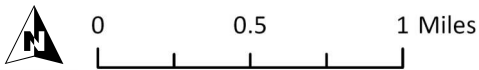
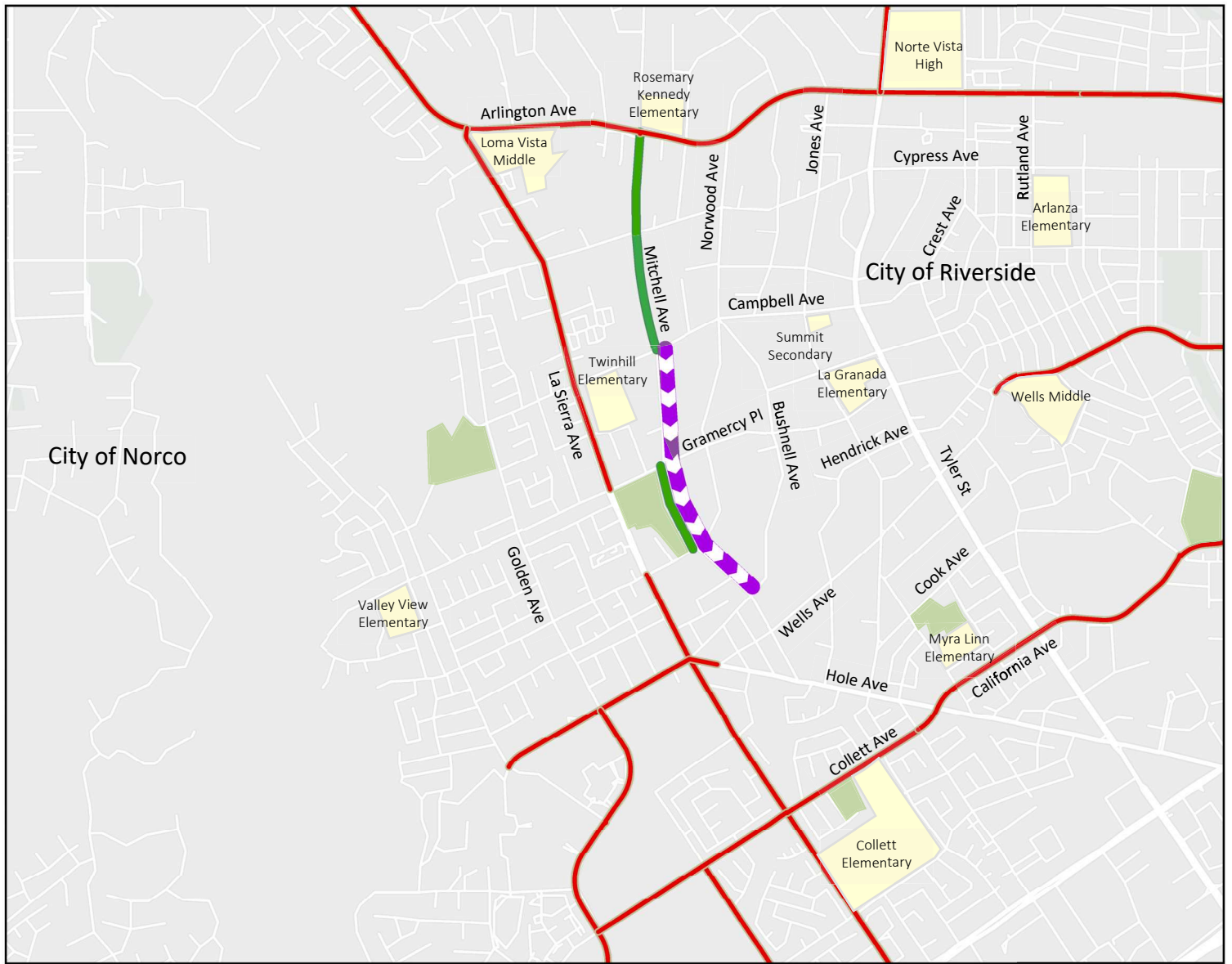
MATCH LINE - SEE SHEET 1






ATTACHMENT 4

REVISED PLANS

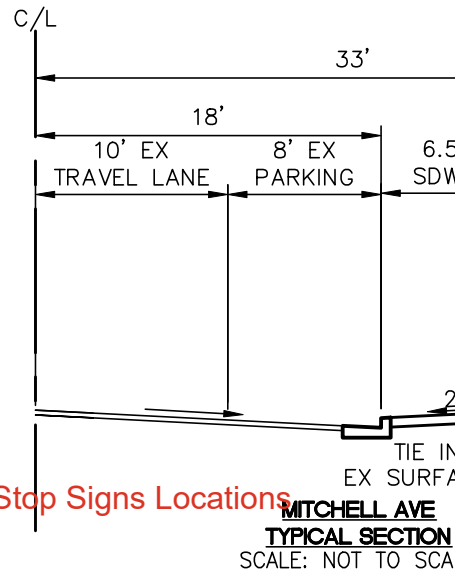
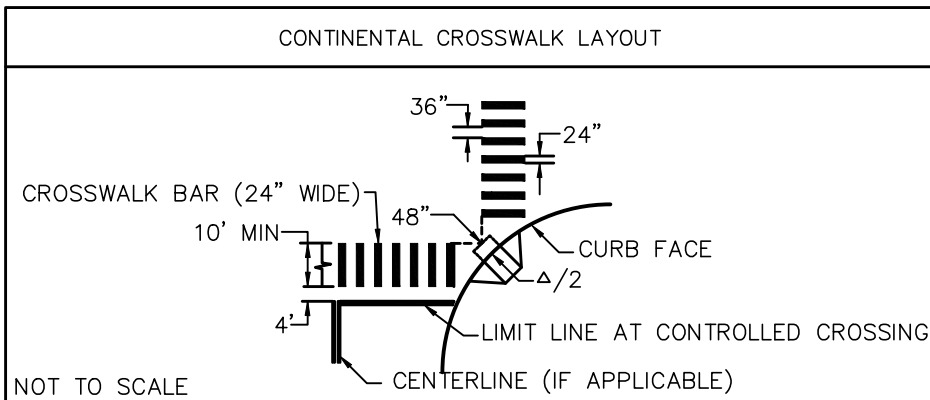


**MITCHELL AVENUE SIDEPATH
ACTIVE TRANSPORTATION GRANT**
PROJECT AREA
Riverside, CA

Project Location
 Proposed sidewalk on easterly Side of Mitchell Ave

Existing Bikeways
 Bicycle Lane
 Shared-Use Path

Adjoining Segment of Five Points Neighborhood
Safety Improvements Project



Crosswalks and LED Stop Signs Locations

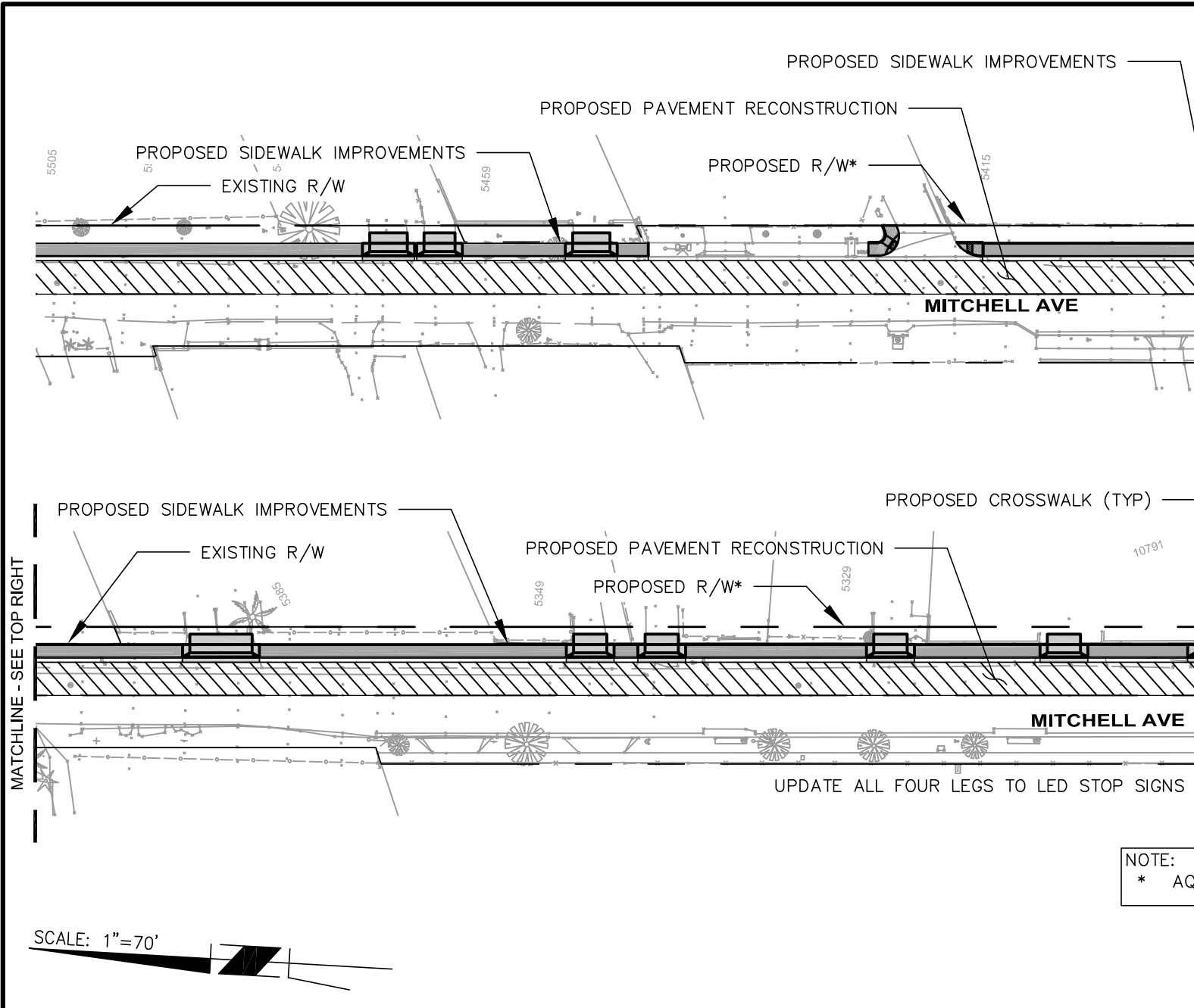
SCALE: 1"=500'

• CITY OF RIVERSIDE, CALIFORNIA •

MITCHELL AVE PROJECT EXTENTS

SCALE: 1"=500' DRAWN BY: GM DATE: 1/31/2025

PEDESTRIAN SAFETY IMPROVEMENT PLANS: MITCHELL AVE



● CITY OF RIVERSIDE, CALIFORNIA ●

TYPICAL STREET IMPROVEMENTS

SCALE: 1"=70'

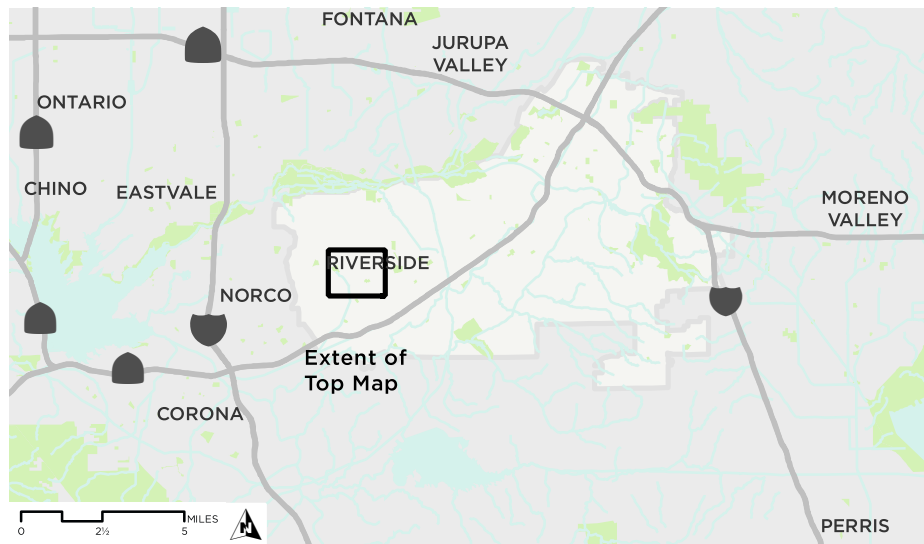
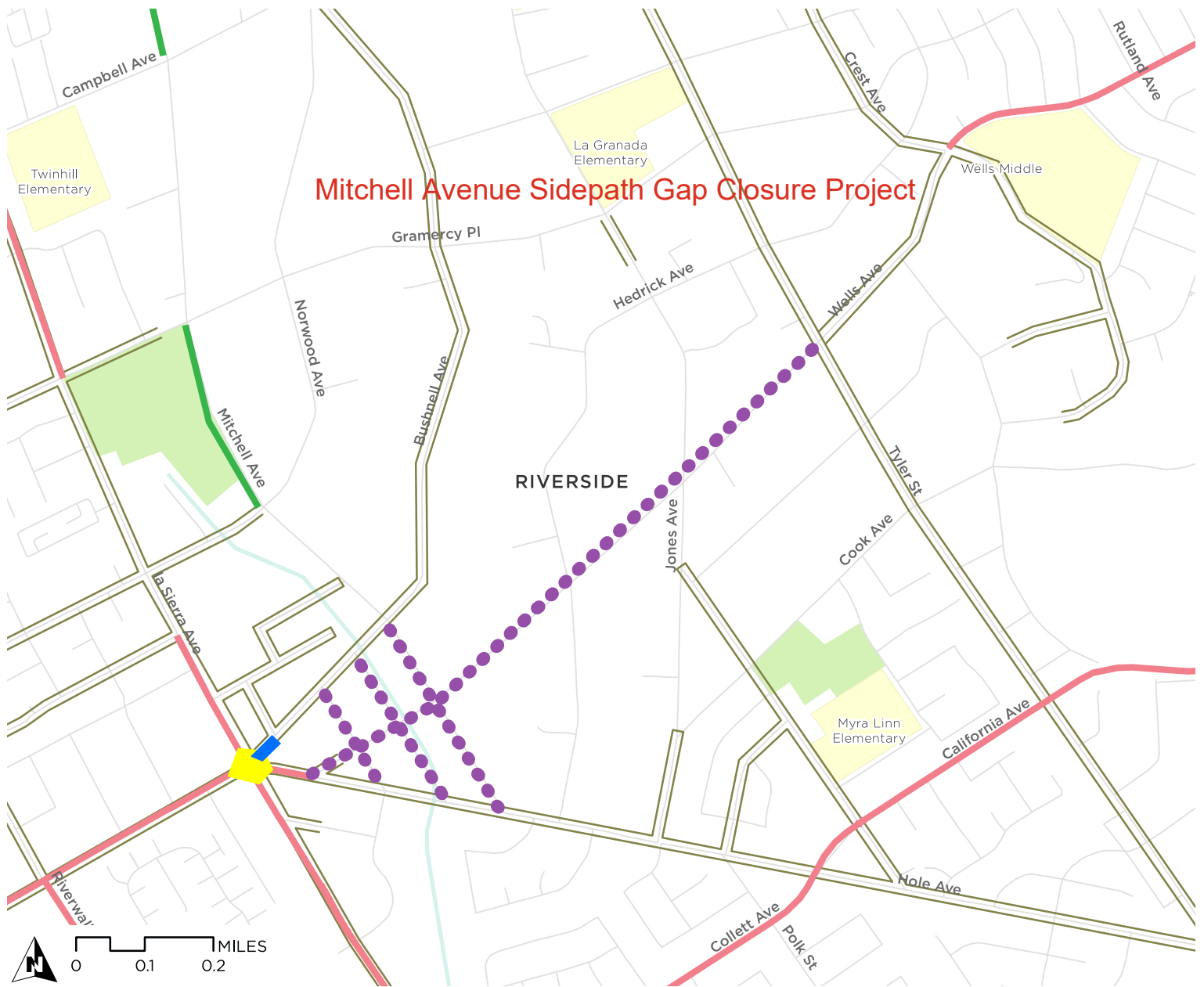
DRAWN BY: GM DATE: 1/31/2025

PEDESTRIAN SAFETY IMPROVEMENT PLANS: MITCHELL AVE

ATTACHMENT 5

**PROJECT MAP - FIVE POINTS NEIGHBORHOOD PEDESTRIAN
SAFETY IMPROVEMENTS PROJECT**

Mitchell Avenue Sidewalk Gap Closure Project



FIVE POINTS NEIGHBORHOOD PEDESTRIAN SAFETY IMPROVEMENTS
ACTIVE TRANSPORTATION GRANT
 PROJECT AREA
 Riverside, CA

- Project Locations**
- New Sidewalk
 - Intersections Improvements
 - Pedestrian Plaza

- Existing Facilities**
- Bicycle Lane
 - Shared-Use Path
 - Existing Sidewalk

ATTACHMENT 6

ORIGINAL ENGINEER'S ESTIMATE WITH CHANGES REDLINED

Detailed Project Estimate and Total Project Costs- Cycle 6

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

Project Information:

Agency:	City of Riverside	Date:	6/13/2022
Project Description:	Mitchell Avenue Trail		
Project Location:	Mitchell Avenue between Campbell and Hole		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Nathan Mustafa	License #:	83654

Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
2	Traffic Control	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
3	Stormwater Protection Plan	1	LS	\$75,000.00	\$75,000	100%	\$75,000				
4	Contract Administration / Job Site Mgmt.	1	LS	\$250,000.00	\$250,000	100%	\$250,000				
5			LS					100%			
6			LS					100%			
7			LS					100%			
8			LS					100%			
9			LS					100%			
10			LS					100%			
General Construction Items											
11	Clearing and Grubbing	1	LS	\$318,000.00	\$318,000	100%	\$318,000				
12	Concrete Curb and Gutter per City Std 200	3490	LF	\$53.00	\$184,970	100%	\$184,970				
13	Concrete Driveway per City Std 302	5720	SF	\$13.00	\$74,360	100%	\$74,360				
14	Concrete Pedestrian Ramp, City Std 304	8	EA	\$4,770.00	\$38,160	100%	\$38,160				
15	Concrete Sidewalk per City Std 325	25113	SF	\$11.00	\$276,243	100%	\$276,243				
16	Existing Chain Link Fence & Gates	2905	LF	\$106.00	\$307,930	100%	\$307,930				
17	New/Relocate Existing Wood Fence	150	LF	\$53.00	\$7,950	100%	\$7,950				
18	Masonry Pilasters & Wrought Iron Fence	1	LS	\$121,900.00	\$121,900	100%	\$121,900				
19	Remove Class I Tree and Roots	13	EA	\$530.00	\$6,890	100%	\$6,890				
20	Remove Class II Tree and Roots	20	EA	\$1,060.00	\$21,200	100%	\$21,200				
21	Remove Class III Tree and Roots	19	EA	\$1,590.00	\$30,210	100%	\$30,210				
22	Water Service to relocated WM	45	EA	\$318.00	\$14,310	100%	\$14,310				
23	Concrete Driveway Match-up	5660	SF	\$16.00	\$90,560	100%	\$90,560				
24	Concrete Decorative Driveway	320	SF	\$22.00	\$7,040	100%	\$7,040				
25	Remove and Replace Mailbox	29	EA	\$64.00	\$1,856	100%	\$1,856				
26	Install Vinyl Fence	10182	LF	\$24.00	\$244,368	100%	\$244,368				
27	Construct 10' wide DG Trail	45464	SF	\$4.00	\$181,856	100%	\$181,856				
28	Construct 6" mow curb	10182	LF	\$16.00	\$162,912	100%	\$162,912				
29	Unclassified Excavation	3610	CY	\$53.00	\$191,330	100%	\$191,330				
30	Asphalt Concrete - DGAC	290	TON	\$128.00	\$37,120	100%	\$37,120				
31	Crushed Aggregate Base	225	CY	\$53.00	\$11,925	100%	\$11,925				
32	Relocate Sign & Post	18	EA	\$80.00	\$1,440	100%	\$1,440				
33	Install LED Stop Signs	16	EA	\$5,300.00	\$84,800	100%	\$84,800				
34	Install High Visibility Crosswalk	6	EA	\$10,600.00	\$63,600	100%	\$63,600				
35	Storm Drain Lateral and Catch Basin	5	EA	\$31,800.00	\$159,000	100%	\$159,000				
36	Relocate Water Meter	45	EA	\$4,240.00	\$190,800	100%	\$190,800				
37	Relocate Fire Hydrant	7	EA	\$5,300.00	\$37,100	100%	\$37,100				
38	Adjust and/or Relocate Electric Vault	4	EA	\$10,600.00	\$42,400	100%	\$42,400				
39								100%			
40								100%			
41								100%			
42								100%			
43								100%			
44								100%			
45								100%			
46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:					\$3,335,230		\$3,335,230				
Construction Item Contingencies (% of Construction Items):				15.00%	\$500,285		\$500,285				
Total (Construction Items & Contingencies) cost:					\$3,835,515		\$3,835,515				

Detailed Project Estimate and Total Project Costs- Cycle 6

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

Project Information:

Agency:	City of Riverside	Date:	6/13/2022
Project Description:	Mitchell Avenue Trail		
Project Location:	Mitchell Avenue between Campbell and Hole		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Nathan Mustafa	License #:	83654

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs	
Preliminary Engineering (PE)				
Environmental Studies and Permits(PA&ED):	\$ 159,000	\$159,000		
Plans, Specifications and Estimates (PS&E):	\$ 795,000	\$795,000		"PE" costs / "CON" costs
Total PE:	\$ 954,000	\$954,000		25% 25% Max
Right of Way (RW)				
Right of Way Engineering:	\$ 106,000	\$106,000		
Acquisitions and Utilities:	\$ 2,410,100	\$2,410,100		
Total RW:	\$ 2,516,100	\$2,516,100		
Total Pre-Construction Costs (PE+RW):	\$3,470,100	\$3,470,100		
Construction Engineering (CE)				
Construction Engineering (CE):	\$ 159,000	\$159,000		"CE" costs / "CON" costs
Total Construction Costs:	\$3,994,515	\$3,994,515		4% 15% Max
Total Project Cost:	\$7,464,615	\$7,464,615		

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

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

Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)
29-31	These items are intended to be eligible, a small amount of AC work is required to install the new sidewalk; vehicle capacity will not be added

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ATTACHMENT 7

REVISED ENINGEER'S ESTIMATE

Detailed Project Estimate and Total Project Costs- Cycle 6

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

Project Information:

Agency: City of Riverside	Project Description: Mitchell Avenue Trail	Date: 1/24/2025
Project Location: Mitchell Avenue between Campbell Ave and Bushnell Ave		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Edward Lara		License #: 63753

Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$75,000.00	\$75,000	100%	\$75,000				
2	Traffic Control	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
3	Stormwater Protection Plan	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
4	Contract Administration / Job Site Mgmt.	1	LS	\$250,000.00	\$250,000	100%	\$250,000				
5			LS					100%			
6			LS					100%			
7			LS					100%			
8			LS					100%			
9			LS					100%			
10			LS					100%			
General Construction Items											
11	Clearing and Grubbing	1	LS	\$375,000.00	\$375,000	100%	\$375,000				
12	Concrete Curb and Gutter per City Std 200	3800	LF	\$85.00	\$323,000	100%	\$323,000				
13	Concrete Driveway per City Std 302	10600	SF	\$20.00	\$212,000	100%	\$212,000				
14	Concrete Pedestrian Ramp, City Std 304	8	EA	\$4,770.00	\$38,160	100%	\$38,160				
15	Concrete Sidewalk per City Std 325	16100	SF	\$14.00	\$225,400	100%	\$225,400				
16	Replace Chain Link Fence and Post	1300	LF	\$110.00	\$143,000	100%	\$143,000				
17	Replace Wrought Iron Fence	100	LF	\$250.00	\$25,000	100%	\$25,000				
18	Replace Wrought Iron Fence atop Block Wall	500	LF	\$300.00	\$150,000	100%	\$150,000				
19	Replace Block Wall	150	LF	\$400.00	\$60,000	100%	\$60,000				
20	Construct Retaining Wall (3ft Height Max)	100	LF	\$300.00	\$30,000	100%	\$30,000				
21	Construct Retaining Wall (6ft Height Max)	90	EA	\$600.00	\$54,000	100%	\$54,000				
22	Reconstruct ADA Accessible Walkway	1	LS	\$25,000.00	\$25,000	100%	\$25,000				
23	Reconstruct Chain Link Sliding Gate	19	EA	\$2,500.00	\$47,500	100%	\$47,500				
24	Reconstruct Wrought Iron Sliding Gate	6	EA	\$5,000.00	\$30,000	100%	\$30,000				
25	Reconstruct Vinyl Fence	200	LF	\$40.00	\$8,000	100%	\$8,000				
26	Remove Class I Tree and Roots	5	EA	\$2,700.00	\$13,500	100%	\$13,500				
27	Remove Class II Tree and Roots	10	EA	\$5,500.00	\$55,000	100%	\$55,000				
28	Remove Class III Tree and Roots	2	EA	\$5,500.00	\$11,000	100%	\$11,000				
29	Remove and Replace Mailbox	44	EA	\$300.00	\$13,200	100%	\$13,200				
30	Adjust Water Meter	17	EA	\$400.00	\$6,800	100%	\$6,800				
31	Relocate Sign & Post	5	EA	\$100.00	\$500	100%	\$500				
32	Install LED Stop Sign	17	EA	\$3,600.00	\$61,200	100%	\$61,200				
33	Install High Visibility Crosswalk	5	EA	\$1,000.00	\$5,000	100%	\$5,000				
34	Storm Drain Lateral and Catch Basin	6	EA	\$32,000.00	\$192,000	100%	\$192,000				
35	Relocate Water Meter	18	EA	\$1,500.00	\$27,000	100%	\$27,000				
36	Relocate Fire Hydrant	6	EA	\$5,300.00	\$31,800	100%	\$31,800				
37	Install Street Light System	1	EA	\$530,800.00	\$530,800	100%	\$530,800				
38	Relocate Power Pole	1	EA	\$7,500.00	\$7,500	100%	\$7,500				
39	Relocate Manhole	1	EA	\$5,000.00	\$5,000	100%	\$5,000				
40	Adjust Manhole to Grade	12	EA	\$750.00	\$9,000	100%	\$9,000				
41	Adjust Gate Valve, ETS Gas Valve, or Cleanout Cover to Grade	25	EA	\$350.00	\$8,750	100%	\$8,750				
42	Relocate Gate Valve, ETS Gas Valve, or Cleanout Cover.	1	EA	\$1,500.00	\$1,500	100%	\$1,500				
43	Unclassified Fill	500	CY	\$50.00	\$25,000	100%	\$25,000				
44	Unclassified Excavation	500	CY	\$53.00	\$26,500	100%	\$26,500				
45	Asphalt Pavement - DGAC (4" Thick Section)	1900	TON	\$125.00	\$237,500	100%	\$237,500				
46	Construct Compacted Aggregate Base Material (7" Thick)	1800	CY	\$45.00	\$81,000	100%	\$81,000				
47	Cold Milling, Type CM3 (Full Depth Removal)	73300	SF	\$5.50	\$403,150	100%	\$403,150				
48	Construct Asphalt Rubber Aggregate Membrane	82525	SF	\$0.60	\$49,515	100%	\$49,515				
49	Removal of Unsuitable Base and/or Subgrade Material	1800	CY	\$55.00	\$99,000	100%	\$99,000				
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:					\$4,072,275		\$4,072,275				
Construction Item Contingencies (% of Construction Items):				15.00%	\$610,841		\$610,841				
Total (Construction Items & Contingencies) cost:					\$4,683,116		\$4,683,116				

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 159,000	\$159,000	
Plans, Specifications and Estimates (PS&E):	\$ 795,000	\$795,000	
Total PE:	\$ 954,000	\$954,000	
Right of Way (RW)			
Right of Way Engineering:	\$ 240,000	\$240,000	
Acquisitions and Utilities:	\$ 1,160,000	\$1,160,000	
			"PE" costs / "CON" costs 20% 25% Max

Detailed Project Estimate and Total Project Costs- Cycle 6

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

Project Information:

Agency:	City of Riverside	Date:	1/24/2025
Project Description:	Mitchell Avenue Trail		
Project Location:	Mitchell Avenue between Campbell Ave and Bushnell Ave		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Edward Lara	License #:	63753
Total RW:	\$ 1,400,000	\$1,400,000	
Total Pre-Construction Costs (PE+RW):	\$2,354,000	\$2,354,000	
Construction Engineering (CE)			"CE" costs / "CON" costs
Construction Engineering (CE):	\$ 159,000	\$159,000	3% 15% Max
Total Construction Costs:	\$4,842,116	\$4,842,116	
Total Project Cost:	\$7,196,116	\$7,196,116	ATP Eligible Costs Non-participating Costs

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

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

Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)
40-49	These items are intended to be eligible, a small amount of AC work is required to install the new sidewalk; vehicle capacity will not be added

ATTACHMENT 8

EXISTING PHOTOGRAPHS



Looking North Existing sidepath on Mitchell Avenue just north of Campbell Avenue. The northern segment of the existing path runs north from Campbell Avenue north to Arlington Avenue.



Looking south on Mitchell Avenue from the Campbell Avenue intersection. The first sidepath gap extends 0.37 miles south from Campbell Avenue south to Gramercy Place. Sidewalks are inconsistent, and mostly absent.



Looking south on Mitchell Avenue. Some homeowners have added asphalt along the street for parking. Fencing is set back to the property line in most instances.



Looking south on Mitchell Avenue towards the intersection with Gramercy Place.



Looking at the north east corner of Mitchell Avenue and Gramercy Place. This will be the proposed location of a curb ramp.



Looking at the south east corner of Mitchell Avenue and Gramercy Place, adjacent to La Sierra Park. This will be the proposed location of a curb ramp and the continuation of the sidepath gap closure towards Bushnell Avenue.



Looking south on Mitchell Avenue. The stretch between Gramercy Place and Norwood Avenue has sidewalk, curb and gutter on the east side in some places.



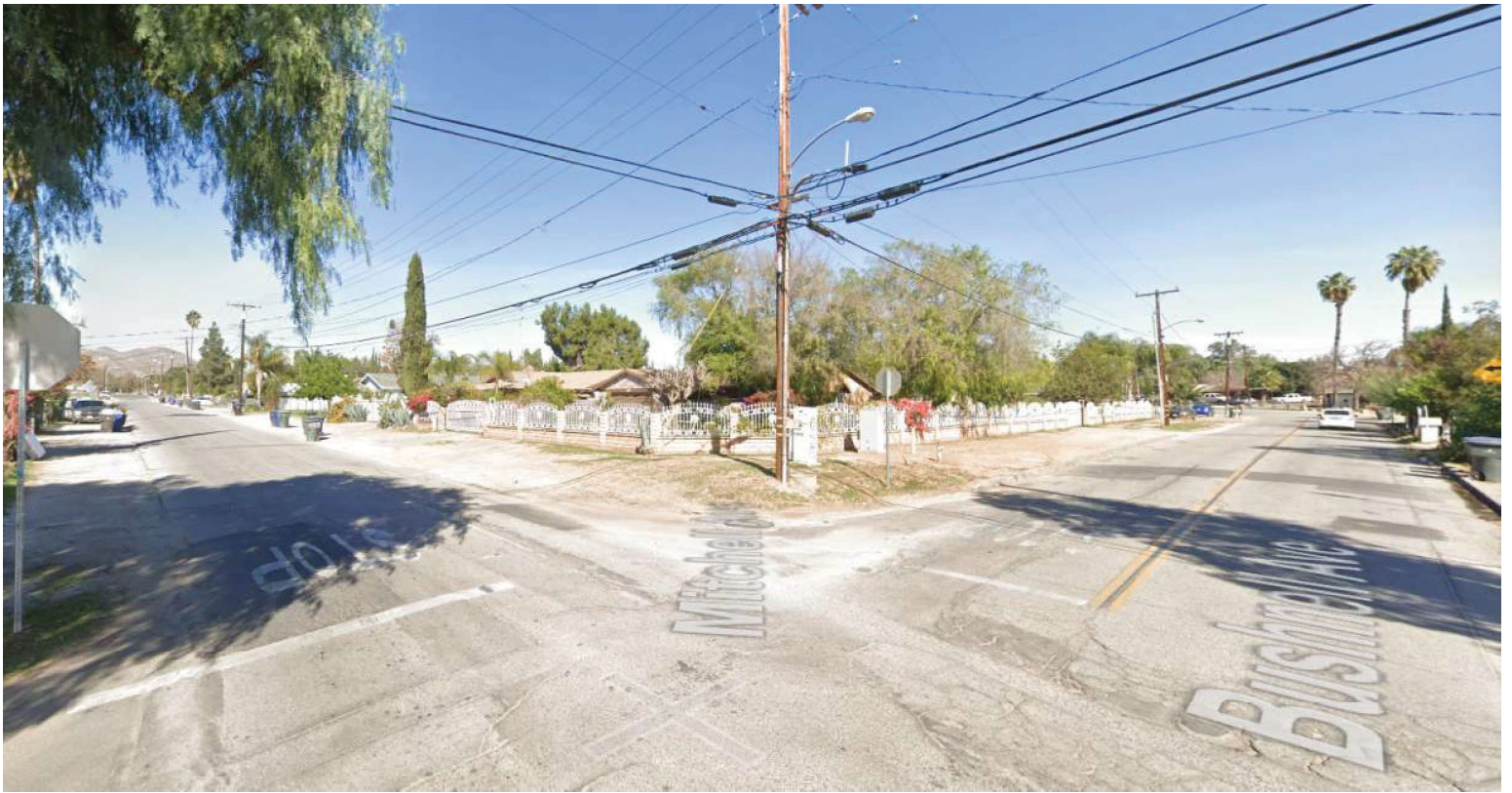
Looking at the north east corner from the intersection of Mitchell Avenue and Norwood Avenue. Improvements to the sidewalk or curb ramp would not be need at this location.



Looking at the south east corner from the intersection of Mitchell Avenue and Norwood Avenue. Improvements to the sidewalk or curb ramp would not be need at this location.



Looking at the south on Mitchell Ave towards Bushnell Avenue. A portion of the east side of Mitchell Avenue will require no sidewalk or curb and gutter improvements as they have already been built out. The rest of the stretch will require improvements.



Looking at the north east corner from the intersection of Mitchell Avenue and Bushnell Avenue. This would be the extent of this projects improvements.