Status Update for CIP# BP12PW01
SR29 Undercrossing / Mixed-Use Pathway

Bicycle and Trails Advisory Commission
July 14, 2022 – Special Meeting
Project Programming

City of Napa Bicycle Plan

Chapter 9 of the Napa Countywide Bicycle Plan

Existing “unofficial” multiuse path
- Alternative to overpasses
- School route
- Seasonal
Existing Conditions

SR29 as East-West Barrier
Existing Conditions

Dirt Pathway
Existing Conditions

Unstable Surfaces – Seasonally Inaccessible
Existing Conditions

Low Clearance
Existing Conditions

Low Clearance
Existing Conditions

Path Between (E) Structural Elements

Caltrans Highway Bridge Structure
Existing Conditions

Caltrans Highway Bridge Structure

Path Between (E) Structural Elements
Existing Conditions

Public Access and Connectivity

- City Owned Parcel
- Private Parcel
- Existing Informal Dirt Pathway
- Parcel Access on D Street Alley by Existing Easements
Project Goals

- Provide a critical link for portions of the City’s active transportation infrastructure network on either side of State Route 29 consistent with the City’s General, Bicycle, and Pedestrian Plans.

- Provide formalization of public use.

- Provide an ADA compliant Class 1 mixed-use pathway facility.
December 17, 2013

Sylvia Fung
Chief, Office of Local Assistance
Culver City – District 4
115 Grand Avenue
Oakland, CA 94623-0660

Dear Ms. Fung,

As the Chairman of the City of Napa Bicycle and Trails Advisory Commission, I want to convey my very strong support for the funding of this project. A safe and convenient crossing of the Highway 29 Freeway is one of the most important long term goals of our Bicycle and Trails Network. This underpass is the only possible place for pedestrians, bicyclists, and wheelchair users to safely cross this freeway in the area, and without it, the City of Napa has extremely limited connectivity between all of those neighborhoods west of the Freeway and Napa Downtown and the City Center. As it stands today, the Freeway divides Napa in half for families who do not drive.

Both Lincoln Avenue to the North, and First Street to the South, have serious safety concerns for pedestrians and cyclists. There are numerous merging lanes, on-ramps, steep grades, and high speed traffic that makes using those crossings a nightmare for anyone not in a car. We must resolve this issue if we ever hope to create a city that is friendly to non-motorized traffic—pedestrians, cyclists, and wheelchair users.

There is currently an existing use trail under the freeway at Napa Creek—one that is used heavily enough to appear on Google Earth. It is critical that this use trail be formalized into an MUT that allows pedestrians, cyclists, and wheelchair users to cross the freeway without forcing them to use this very complicated and dangerous series of intersections and overpasses at First Street and Freeway Drive, Highway 29, and California Boulevard, or the similarly dangerous intersection at Lincoln Avenue, Solano Avenue, Highway 29, and California Boulevard.

The proposed pedestrian underpass would solve all of these problems at a single stroke. It is clearly listed on the prioritized list of key projects for the City of Napa that we have developed as part of our work on the Bicycle and Trails Advisory Commission for Napa.

Please help us move this project forward.

Thank you,

John King
Chairman
Napa City BTC

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December 17, 2013

Sylvia Fung
Chief, Office of Local Assistance
Culver City – District 4
115 Grand Avenue
Oakland, CA 94623-0660

Re: Hwy 29 Undercrossing in Napa

Dear Ms. Fung,

The Napa County Bicycle Coalition strongly supports the project to provide a safe bicycle and pedestrian undercrossing of the Highway 29 freeway that divides the City of Napa by improving the existing Napa Creek underpass.

The City of Napa has extremely limited non-motorized connectivity between neighborhoods west of Highway 29 and the downtown area to the east where most services are centered. Over the past decades, walkers and bikers from the west side of town have created a use trail under the freeway at Napa Creek. While this makeshift solution obviously works for a very younger people, it is not acceptable to anyone else. It is urgent that this use trail be upgraded to a permanent trail so that pedestrians, cyclists, and wheelchair users from the west side of town may cross Highway 29 without using the dangerous overpasses at First Street, or the similarly dangerous overpass at California Boulevard.

Making the Napa Creek underpass a formal MUT would solve the problem at a modest cost, particularly as compared to the cost of upgrading the existing overpasses in town.

We ask you to support the underpass as a permanent part of the walking and biking infrastructure of Napa. Thank you for your consideration and time.

Sincerely,

[Signature]

Mike Gunderson
Executive Director
Napa County Bicycle Coalition
Funding Opportunities

- Bicycle Transportation Account (BTA) – $25,000
- Transportation Development Act (TDA) – $72,000
- Transportation Fund for Clean Air (TFCA) - $161,000
- Active Transportation Program (ATP) - $531,000
  - Construction Only – Allocation at CTC August Meeting

- TOTAL GRANT FUNDING = $789,000
Project Workplan - CALTRANS

- Project Initiation Document (PID)

**PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (PA&ED)**
- Preliminary Engineering and Project Report
- Environmental Studies and Environmental Document (IS/MND)

**PLANS, SPECIFICATIONS, & ESTIMATES (PSE)**
- Base Maps and Plan Sheets
- Environmental Impact Mitigations
- Structures PSE
- Permits
- Contract Bid Documents

**RIGHT OF WAY (ROW, R/W)**
- ROW Engineering
- Utility Relocations
- ROW Certification
Project Workplan - CALTRANS

CONSTRUCTION
- Contract Administration
- Structural Inspections
- Contract Change Order Administration
- Resolution of Contract Claims
- Final Report(s)

POST-CONSTRUCTION
- Final Invoices
- Construction Management Review
- As-Built and Record Drawings
- Audits
- Project Specific Maintenance Agreement
CEQA INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

STATE ROUTE 29/NAPA CREEK BICYCLE PATH PROJECT

NAPA, CALIFORNIA

Addendum to 2015 Initial Study / Mitigated Negative Declaration

State Route 29/Napa Creek Bicycle Path Project, SCH No. 2015032030

City of Napa
17 May 2022

FOR DEPARTMENT USE ONLY

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Assigned to:

NOTIFICATION OF LAKE OR STREAMBED ALTERATION
Design Engineering Evaluation Report

For Project Approval

On Route 29
Between 11.65
And 11.72

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereeto, and find the data to be complete, current and accurate:

Julie McDaniel, Deputy District Director,
Right of Way and Land Surveys

APPROVAL RECOMMENDED:

Aaron Wang
Aaron Wang, PE, Project Manager

PROJECT APPROVED:

Helema (Lenka) Culk-Caro
Deputy District Director, Design

June 16, 2022

Appendix 1 – Preparation Guidelines for Design Engineering Evaluation Report
Article 2 – Outline

Mandatory Requirements:

- A final environmental document or a signed Categorical Exemption/Categorical Exclusion Determination Form; see Standard Environmental Reference for guidelines
- Location map
- Appropriate project detail maps or layout sheets to show existing conditions and proposed improvements
- Typical sections
- Right of way data sheet
- Storm water data report
- Initial Site Assessment

Additional Attachments: The following additional attachments should be included, when appropriate:

- Geotechnical report (including log of test borings)
- Photographs
- Traffic Management Plan
- Traffic Impact Report
- Intersection Control
- Cost estimate
CITY OF NAPA
DEPARTMENT OF PUBLIC WORKS

PROJECT PLANS FOR CONSTRUCTION ON AND ADJACENT TO

STATE HIGHWAY
IN NAPA COUNTY
IN NAPA

AT STATE ROUTE 29
TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2016

INDEX OF PLANS

SHEET
No.
1
2–3
4
5
6
7
8
9
10
11–14
15
16
17–18
19

DESCRIPTION
TITLE AND LOCATION MAP
TYPICAL CROSS SECTIONS
PROJECT CONTROL
LAYOUT PLAN
PROFILE
PAVING PLAN
TREE REMOVAL PLAN
CONSTRUCTION DETAILS
GRAZING CONTOUR PLAN
DRAINAGE PLANS
UTILITY PLAN
SIGN AND STRIPING PLAN
EROSION CONTROL PLANS
ELECTRICAL PLAN

INDEX OF WALL 1 PLANS

SHEET
No.
20–21
22
23
24
25
26
27

DESCRIPTION
GENERAL PLANS
INDEX TO PLANS
RETAINING WALL DETAILS No.1
RETAINING WALL DETAILS No.2
RETAINING WALL DETAILS No.3
SUB HORIZONTAL GROUND ANCHOR DETAILS
LOG OF TEST BORINGS

INDEX OF WALL 2 PLANS

SHEET
No.
28
29

DESCRIPTION
RETAINING WALL 2 PLAN AND PROFILE
RETAINING WALL 2 DETAILS

THE STANDARD PLANS NOT APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS DECK.

NAPA

LOCATION OF CONSTRUCTION
PM 11.67

BEGIN CONSTRUCTION
"STATION” “T” 0+77.58

END CONSTRUCTION
STATION “T” B+34.26

THE CONTRACTOR SHALL POSSESS THE CLASS(CS) OR APPLICABLE LICENSE(S) AS SPECIFIED IN THE "NOTICE TO BIDDERS".
Plans, Specifications, & Estimates
Plans, Specifications, & Estimates

Line and Curve Data

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(Note: Standard design speed not met for these curves)
Plans, Specifications, & Estimates

NOTES:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. FOR PAVEMENT STRUCTURAL SECTIONS, SEE TYPICAL SECTIONS.

LEGEND:
- 3" HMA (TYPE A)
- 6" CLASS 2 AB
- 4" CLASS 2 AB
- 12" COMPACTED SUBGRADE
- 4" PCC WITH NO. 4 BIRS @ 18" O.C. EACH WAY
- 4" CLASS 2 AB
- SCARIFY 8", MOISTURE CONDITIONED AT 10% RELATIVE COMPACTION
- 4" MINOR CEMENT (RIGID CONSTRUCTION)
- 12" COMPACTED SUBGRADE
Plans, Specifications, & Estimates
Plans, Specifications, & Estimates
Plans, Specifications, & Estimates
Plans, Specifications, & Estimates
Plans, Specifications, & Estimates
**Plans, Specifications, & Estimates**

NOTE:

1. To avoid conflicts with existing bridge and piles, contractor may adjust ground anchors locations horizontally provided the horizontal distance to adjacent ground anchors not greater than 8'-0", and not less than 5'-0".

2. Remove upper portion of existing storm drain manhole and cap, see drainage plans.

3. Field verify the location of Exit 42' PP and modify inclination of the anchor at Sts 11+62.50 to avoid conflicts if necessary. The modified inclination angle of the ground anchor must not be greater than 15°.

### DEVELOPED ELEVATION

**CURVE DATA**

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Plans, Specifications, & Estimates
Connection to California Blvd

CONSTRUCTION PLANS FOR
NAPA CREEK CONDOMINIUMS
NAPA CALIFORNIA
ENG 14-0020

INTENT AT TIME OF PROJECT INITIATION DOCUMENTS
Connection to California Blvd
Anticipated Delivery Schedule

KEY MILESTONES

- ATP Construction Grant Allocation – August 22, 2022
- City of Napa Advertisement – September 2022
- City of Napa Contract Award at City Council – October 2022
- Construction Activities Substantially Complete – Summer 2024
QUESTIONS