

Ready to Go Bicycle/Pedestrian TE Projects for ARRA on State Highways

Name of Project	Location of Project	Brief Description of Project	State Highway	District	Estimated Cost
City of South Lake Tahoe Bicycle Trail Rehabilitation	South Lake Tahoe, CA	These bike trails are part of a master bike trail plan to interconnect the city of South Lake Tahoe by bicycle and allow safe bicycle access to schools, work areas, recreation areas etc	Highway 50	1	\$544,500
Hwy 255 in Arcata bicycle and pedestrian improvements	Hwy 255 in Arcata at F to K Street.	Widen pedestrian and bike lanes, restripe for traffic calming, add intersection treatments, new sidewalks, other bicycle infrastructure.	Hwy 255 in Arcata	1	\$600,000
Hwy 299 shoulder treatments and rumble strips and striping for bicycle safety	Hwy 299 in Humboldt County	Install rumble-warning areas for warning to cyclist and pedestrians. Install shoulder treatments as necessary for cyclist safety, Install striping and signage, and other bicycle infrastructure.	Hwy 299	1	\$400,000
Hwy 101 at Mad River Bridge, pedestrian/bike enhancements	Hwy 101 at Mad River (near Arcata)	Expands the safe approaches and exits to the bridge, includes underpass/overpass; Expands the lighting, signage, and striping; Enhances the pedestrian and biking safety connecting into McKinleyville.	Hwy 101	1	\$850,000
Hwy 299 bicycle alternative routes, A M trail.	Hwy 299 near Blue Lake	Expand trail elements on Hwy 299. Fund mitigated elements of trail as result of recent bike/ped deaths on the corridor; Install bike/pedestrian trail enhancements; Enhance existing AM trail under crossing.	Hwy 299	1	\$1,200,000
Elk Grove Creek/ State Route 99 Trail Overcrossing Project	City of Elk Grove, at State Route 99, a proposed overcrossing structure over Highway 99 between Route 99/Laguna Blvd and Route 99/Elk Grove Boulevard	The Elk Grove Creek / State Route 99 Trail Overcrossing Project will extend the existing Class I Bikeway and pedestrian path and construct a pedestrian/bike overcrossing over State Route 99. It will extend an existing trail from east of Laguna Springs Drive to SR-99. From there, the trail will continue over the proposed pedestrian/bike bridge, and continue onward to the creek adjacent to Emerald Park Drive.	State Route 99	3	\$6,000,000

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Folsom/Placerville Rail Trail	Project limits are between the Humbug-Willow Creek Trail and Hwy 50/City limits.	Project is a Class I bike trail that runs parallel to the inactive rail line that extends from downtown Folsom to Placerville. This project will complete the Class I trail within the Folsom City Limits, including a portion of trail under U.S. Highway 50.	US Highway 50	3	\$650,000
US Highway 50 / Missouri Flat Road Interchange Improvements Phase 1B	Placerville	The bike path portion of the project would create a bike facility connecting the Missouri Flat Road commercial and retail area to the Incorporated portions of Placerville at Forni Road/Placerville drive, which includes residential, commercial and government center facilities. The connection will bridge a major physical barrier (Weber Creek Canyon) and provide for significant improvements to bicycle connectivity between the two otherwise physically separated areas.	Hwy 50	3	\$4,000,000
HOV Gap Closure Project; multi-use trail	Highway 101 through San Rafael	The HOV gap closure project includes a Class I multi-use pathway within the state highway system that will connect the San Rafael Transit Center with the Terra Linda area of San Rafael including the Marin County Civic Center.	Highway 101	4	\$2,100,000
Ralston 101 bicycle pedestrian overcrossing	Belmont, CA off 101 and Ralston	Project has been planned for ten years and connects Belmont to the Bay Trail.	State Highway 101	4	\$8,185,000
Interstate 580 Trail Undercrossing	Dublin/Pleasanton	Construct a concrete trail undercrossing that will connect Dublin and Pleasanton along the Alamo Canal under Interstate 580 and the BART railway. The entire project will be 713-feet in length.	Interstate 580	4	\$1,020,000
State Park Road Bike/Pedestrian Bridge and Path	Benicia	Bike/Ped bridge that will create a connection for the major residential areas of Benicia and Vallejo to Benicia State Recreation Area	an overcrossing of I-780	4	\$4,395,000
Drainage improvements to facilitate pedestrian access to Cold Spring School	East Valley Road and Cold Springs Road	Improve drainage so that kids can walk along the highway and do not have to wade through puddles	Hwy 192 in Santa Barbara	5	\$200,000

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Safe Hiking & Biking on Hwy 227	Hwy 227, Arroyo Grande to San Luis Obispo	Multi-use safe path for hikers, bicyclist on Hwy 227.	Hwy 227	5	\$350,000
Bob Jones Trail	Hwy 101, San Luis Obispo City to Avila Beach	Need to complete the middle section that connects from San Luis Obispo to Avila Beach up to a Class 2 Trail. San Luis Obispo City section is complete, but ends. Avila Beach has a 1.5 mile section completed and has been in use for years. This is a very popular use multi use trail.	Hwy 101	5	\$650,000
Safe Routes to School Sidewalk Gap Closure on SR 137	North side of SR 137 (Tulare Ave.), west of Hwy. 99, where it passes through downtown Tulare.	Approximately 1,900 LF section of missing sidewalk and ADA-compliant curb ramps directly across from Wilson Elementary and Tulare Union High School on the north side of SR 137. SR 137 is part of the walking route to school for students at these two schools.	SR 137	6	\$110,000
Oakhurst River Parkway	Eastern Madera County	The trail currently connects four schools, library, community park, several churches, Boys & Girls Club with the town of Oakhurst. There are four pedestrian bridges that cross the Fresno River, Oak Creek and China Creek. We have used many partners and grants to develop the Parkway trail. We are an unincorporated town but Madera County Board of Supervisors has supported our Grant request. Although the trail is used extensively by the community to not have to walk on the road ways, improvements would increase the use even more. Lighting is needed in some areas to improve the safety of using the trail at night. Hwy 41 is the Southern route into Yosemite National Park.	Hwy 41	6	\$50,000

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Arroyo Seco Greenway Project	Along the Arroyo Seco river and the Pasadena Freeway near downtown Los Angeles	This project, when complete, will connect Pasadena and the San Gabriel Valley to downtown Los Angeles through a bikeway along the Arroyo Seco River. While the bikeway will travel next to a beautiful stream and have recreational benefits, it is primarily for commuting and congestion relief. The first phase now being planned, the Confluence Gateway, will connect with the Los Angeles River Bike Trail and extend to the Gold Line transit station at Avenue 26 and to Pasadena Avenue. Future phases will go 12 miles to Pasadena and connect to downtown LA.	immediately adjacent to the Arroyo Seco Parkway, aka the Pasadena Freeway, CA-110	7	\$12,000,000
City Project #06-03 Gene Autry Trail Gateway Landscape Project	Corner of Gene Autry and Vista Chino, Palm Springs CA	Landscape, Trail, and Gateway signage for a vacant parcel to create a new passive park. This project will provide off street trail connection from neighborhoods to schools, and a 1.72 acre passive park landscaped with water efficient and/or native desert plants and state of the art drip irrigation.	State Highway 111	8	\$2,220,000
Wardlow Wash Trail Environmental Assessment	The Wardlow Wash area is located at the western edge of urban Corona south of the junction of State Highways 91 and 71.	The trail will include a mixture of Class I, II and III bicycle lanes, pedestrian access and a portion will be accessible for equestrian use. Caltrans TE funds would be used to complete the next phase in the planning process, which is to complete the Environmental Assessment. Major trail linkages include access to the Prado Dam, the Santa Ana River Trail (SART), and the Chino Hills State Park. The trail system will also connect to the Foothill Parkway Extension, which would extend access from the 15 Freeway to the SR-91 and the Santa Ana River Trail. The Wardlow Wash will be the only venue for Corona residents to connect to the SART south of the 91 Freeway. This trail system will also link users to the West Corona Metrolink rail station.	The project is located near the 91 and 71 State Highway System	8	\$164,000
California Route 66 Marathon© Project	Route 66 Corridor within San Bernardino County's East and West Valley,	Entails Clean and Green/Healthy Lifestyles into its development, and will incorporate bike paths, bike stations, and safe pedestrian paths along the route.	Route 66	8	\$6,125,000

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Mission Valley Link Under State Route 163	Mission Valley Link Under State Route 163 San Diego	This project will connect the bike paths on either side of State Route 163 on the north side of the San Diego River, which will provide a badly needed connection between Fashion Valley and Hazard Center for non-motorized users. The project is currently 70% designed and permitted, and was fully funded by the San Diego River Conservancy and the State Coastal Conservancy until the State bond funding freeze. It will need \$1.4 million for construction to break ground late summer 2009. Other funds in the project include \$400,000 in federal transportation dollars.	State Route 163	11	\$1,400,000
Ash Street Bicycle Path Undercrossing at Highway 78	Along Highway 78 in the City of Escondido at the Ash Street/Highway 78 Bridge where it crosses the Escondido Creek Flood Control Channel, between Washington Avenue on the north and East Valley Parkway on the south.	Class I bicycle path undercrossing at Highway 78. This would allow a grade separated crossing of this busy highway and allow the convenient, safe and uninterrupted continuation of the existing Class I bicycle path. The existing bike path is a regional link that runs east to west through the entire City of Escondido and links directly to the Escondido Transit Center, Sprinter light-rail line and Escondido to Oceanside rail trail, which also is a regional bicycle and commuter link.	State Route 78	11	\$2,044,406

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Lake Hodges Bikeway Access Phase Two: West Bernardo Bike Path/Cantilever	San Diego County, City of San Diego, West Bernardo Drive	The first phase of the Lake Hodges Bikeway Access Project was construction of the Lake Hodges Bicycle Pedestrian Bridge, a 990-foot-long, 12-foot-wide stress-ribbon style bridge. This \$10.5 million phase will be complete in May 2009, using a combination of government funds and private donations. The second phase (this TE stimulus package) would be a 2,600 linear foot Class I bike path and trail connection from the southern bridge abutment along the shoulder of West Bernardo Drive to the Bernardo Bay trail staging area and the Rancho Bernardo Community Park. A 690-foot section of the Class I bike path would cantilever over the lakeshore on a concrete slab transitioning to the bike path along West Bernardo Drive. The Bike Path would tie directly into the south abutment of the Bridge, enabling bicyclists and pedestrians to continue from the bridge to the community park and natural area on West Bernardo Drive in an aesthetic and safe Class I facility off the main road. A portion of this project is located within the State Right-of-Way, and that is the portion we are seeking State TE Stimulus funds for.	Adjacent to I-15	11	\$600,000
Los Cerritos Wetlands Authority Recreation Access Trail Improvements	Access is provided through Pacific Coast Highway and Westminster Avenue	Access is provided through Pacific Coast Highway and Westminster Avenue and the San Gabriel River Bike Trail, additionally several bike trails surround the property which are classified: Class I are off road paved bike paths completely separated bi-directional right-of-way designated for bicycles; Class II are on-roads striped bike paths striped lane for one-way bike travel on a roadway and Class III are on-road bike routes (signage only) on designated streets as preferred routes through high demand corridors as defined by the City of Los Angeles.	Hwy 1	7; 12	\$679,800
			TOTAL	=	\$56,537,706