



Project Study Report (PSR)

South Second Street Improvements Project

Approved:

David Grah
Director of Public Works

26 MARCH 2007

Date

This PSR is prepared and intended to meet state requirements.

1. Problems

This project is to address deteriorated pavement, poor drainage, no or deteriorated curb and gutter, lack of sidewalk, and curb returns not accessible to disabled.

2. Location

This project is located in Bishop on South Second Street from South Street to East Line Street, a distance of about 1020 feet. See project map.

3. Scope

This project will:

- Remove and replace pavement 40 feet wide
- Improve roadway grade
- Remove existing curb, deteriorated curb and gutter or curb and gutter on poor grade and replace with curb and gutter
- Construct concrete cross gutters
- Construct continuous Americans with Disabilities Act (ADA) compliant 5 foot sidewalk
- Construct ADA compliant curb ramps
- Remove trees that conflict with proposed sidewalk
- Provide replacement trees
- Construct concrete cross gutters
- Improve intersections with South Street, Clarke Street, and Short Street as necessary to address drainage problems and grade issues

- Consider bulb-outs at intersections to provide enhanced pedestrian refuge, traffic calming, and context sensitive elements.

4. Street Classification

The City of Bishop General Plan classifies Sneden Street as a Local Residential Street. This city street is not on the National Highway System.

Federal-aid Classification

<input type="checkbox"/>	Urban Principal Arterial	<input type="checkbox"/>	Rural Principal Arterial
<input type="checkbox"/>	Urban Minor Arterial	<input type="checkbox"/>	Rural Minor Arterial
<input type="checkbox"/>	Urban Collector	<input type="checkbox"/>	Rural Major Collector
<input checked="" type="checkbox"/>	Urban Local (ineligible)	<input type="checkbox"/>	Rural Minor Collector (ineligible)
<input type="checkbox"/>	Rural Local (ineligible)		

5. Environmental

CEQA: A California Environmental Quality Act (CEQA) Negative Declaration (ND) is anticipated for this project March 2008.

NEPA: Since no Federal funds are anticipated, no National Environmental Policy Act (NEPA) document is anticipated.

Potential Issues:

- Removal of mature shade trees
- Construction noise and dust
- Inconvenience during construction

6. Traffic Data

Current Estimate Average Daily Traffic:	500
% Trucks:	5
Current Design Hourly Volume:	100

7. Roadway Geometry

This project will not change the width or alignment of the existing street. A slight grade change is anticipated to improve drainage. Curb returns will use a 10 foot radius, unless bulb-outs at intersections are used.

8. Bridges

There are no bridges on this project.

9. Condition of Existing Facility

The existing pavement is deteriorated, has extensive cracking, is lifted extensively in some areas by tree roots, and experiences ponding during rain, snow melt, and irrigation. The grades along the street are very flat and this, coupled with no gutter, missing, poor, and displaced curbs, contributes to street ponding.

Existing curb is not continuous nor does it include a gutter. This hinders drainage and promotes the growth of weeds along the curb face. In some locations curbs are significantly displaced from nearby trees. The existing trees are not species approved as street trees in the City of Bishop. There is little sidewalk and some of the sidewalk that exists is not ADA-compliant. Curb ramps are not ADA-compliant.

10. Pavement Rehabilitation

The pavement work will provide a service life of at least 10 years. A standard pavement section used throughout the city is anticipated. This pavement section will be verified using materials tests and Caltrans processes. This project is consistent with the City of Bishop Pavement Management Plan.

11. Consequences of Not Doing Project

If this project is not constructed pavement will continue to deteriorate, ponding will become more severe (leading to potential health concerns), and pedestrians and disabled will continue to not be served on this street. If this project is not constructed the public's investment in assets will not be protected and public liability related to deteriorated pavement, water ponding, freezing, displaced curbs, and lack of pedestrian and disabled accessibility will increase.

12. Costs and Schedule

Project costs and schedule are estimated as follows:

Element	Cost	Start	Finish
Environmental Analysis	\$66,000	August 2007	March 2008
Project Design	\$99,000	August 2007	May 2008
Right of Way Acquisition	\$5,000	March 2008	May 2008
Construction	\$658,000	September 2008	November 2008
Total	\$828,000		

Costs are March 2007. Costs and schedule are based on state funding. If federal processes are involved, additional costs and additional time will be required. Support costs should be escalated at 3% per year and capital costs should be escalated at 5% per year.

13. Other Agencies

No significant involvement by other agencies is anticipated.

14. Consistency with Planning

This project is consistent with the Bishop General Plan.

16. Proposed Funding

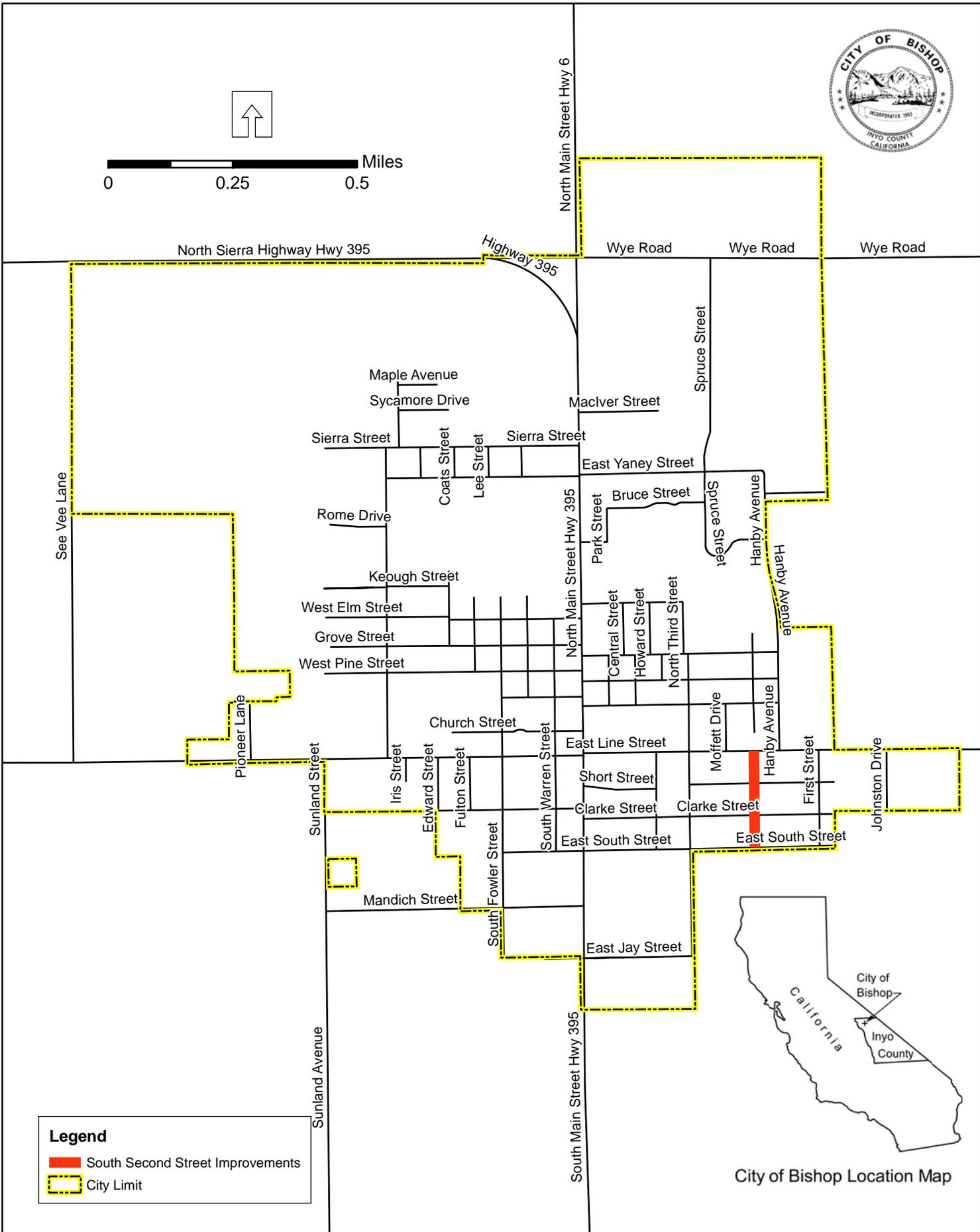
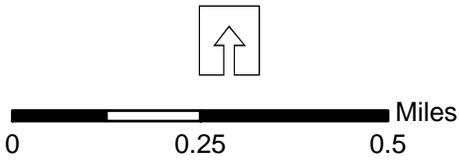
Funding for this project is proposed to be state-only Regional Transportation Improvement Program (RTIP) funds in the 2007 State Transportation Improvement Program (STIP) Augmentation.

17. **Attachments**

- Project Map
- Typical Residential Street Section

18. **Report Preparation**

This report was prepared by the City of Bishop Department of Public Works.



City of Bishop Location Map

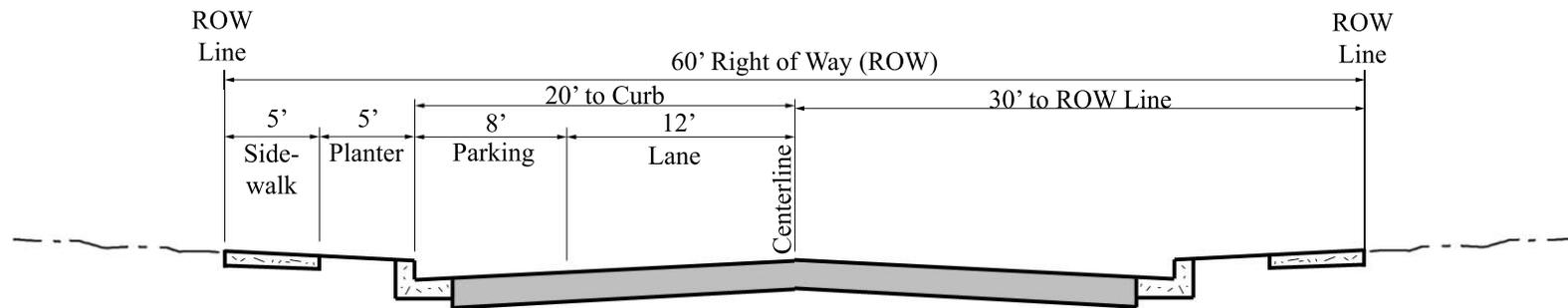
Legend

-  South Second Street Improvements
-  City Limit

South Second Street Improvements Project

City of Bishop

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City of Bishop Residential Street Section

Notes:

- *Pavement is 4 inches asphalt concrete over 8 inches aggregate base
- *Curb and gutter is Caltrans A2-6 over 6 inches aggregate base
- *Sidewalk is 4 inches concrete over 4 inches aggregate base
- *Sidewalk and curb are poured monolithically
- *Driveways follow Caltrans standard plan A87A
- *Residential driveways are over 4 inches aggregate base
- *Commercial driveways are over 8 inches aggregate base
- *Pavement and sidewalk cross slopes are 2%