



**Project Study Report (PSR)**  
**West Pine 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 West Pine Street from Home Street to Main Street, a distance of about 2050 feet. See project map.

**3. Scope**

This project will:

- Remove and replace pavement 40 feet wide
- Remove existing curb, deteriorated curb and gutter or curb and gutter on poor grade and replace with curb and gutter
- Construct concrete cross gutters
- Remove existing deteriorated sidewalk that does not comply with Americans with Disabilities Act (ADA) requirements
- Construct continuous ADA compliant sidewalk. Sidewalk will be 5 feet wide in residential zones and 10 feet wide in commercial zones.
- Construct ADA compliant curb ramps
- Remove trees that conflict with proposed sidewalk
- Provide replacement trees

- Improve intersections with Hobson Street, Schley Street, North Fowler Street, Hammond Street, and North Warren Street as necessary to address drainage problems and grade issues (improvements at North Warren Street in conjunction with North Warren Street Improvements project)
- Consider storm water treatment at inlets to storm drains
- 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 West Pine Street as a Local Residential Street in residential zones and a Commercial Street in commercial zones. Zoning at the east end of the project near Main Street is commercial. On the south side of the street commercial zoning extends from the alley between North Fowler Street and Hammond Street to Main Street. On the north side of the street, the commercial zoning extends from the alley between Hammond Street and North Warren Street to Main Street. The remainder of the zoning is residential. 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 June 2009.

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

Potential Issues:

- Parking impacts to adjoining properties
- Business and driveway access
- Removal of mature shade trees
- Construction noise and dust
- Water quality at storm drains in North Fowler Street and in Main Street
- Scheduling construction for during high school summer break
- Inconvenience during construction

**6. Traffic Data**

Current Estimate Average Daily Traffic:	1000
% Trucks:	5
Current Design Hourly Volume:	400

**7. Roadway Geometry**

This project will not change the width or alignment of the existing street. 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 flooding during rain, snow melt, and irrigation.

Existing curb is not continuous nor does it include a gutter in most locations. This hinders drainage and promotes the growth of weeds along the curb face. In some locations curbs and sidewalks 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, flooding could become more severe, 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:

<b>Element</b>	<b>Cost</b>	<b>Start</b>	<b>Finish</b>
Environmental Analysis	\$124,000	August 2007	June 2009
Project Design	\$186,000	August 2008	January 2010
Right of Way Acquisition	\$5,000	March 2009	January 2010
Construction	\$1,238,000	June 2010	September 2010
<b>Total</b>	<b>\$1,553,000</b>		

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**

Coordination will be required with Caltrans for construction near Main Street. A Caltrans encroachment permit may be required if work is required on Caltrans right of way.

**14. Consistency with Planning**

This project is consistent with the Bishop General Plan.

**16. Proposed Funding**

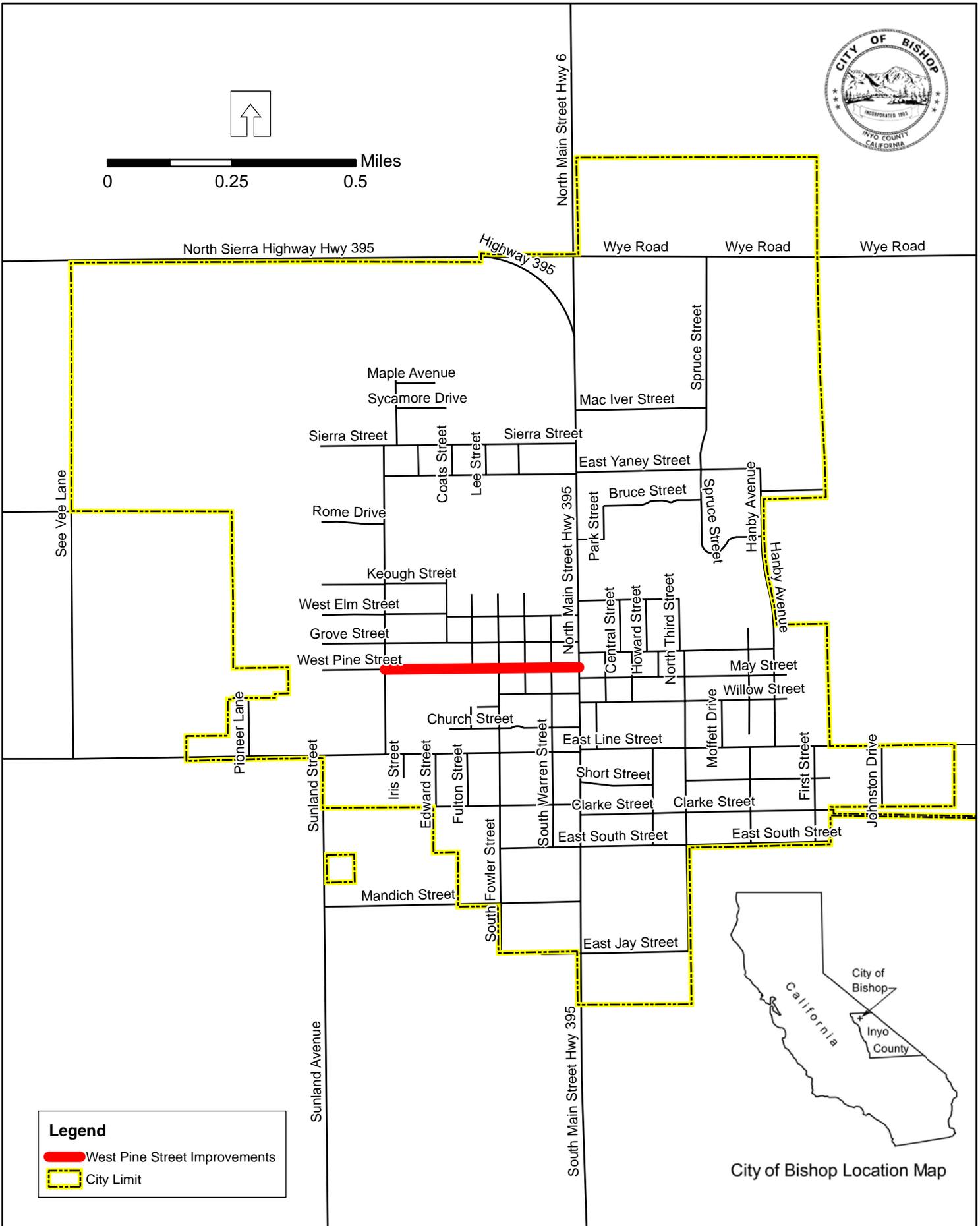
Funding for this project is proposed to be state-only Regional Transportation Improvement Program (RTIP) funds in the 2007 State Transportation Improvement Program (STIP) Augmentation.

**17. Attachments**

- Project Map
- Typical Commercial Street Section
- 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

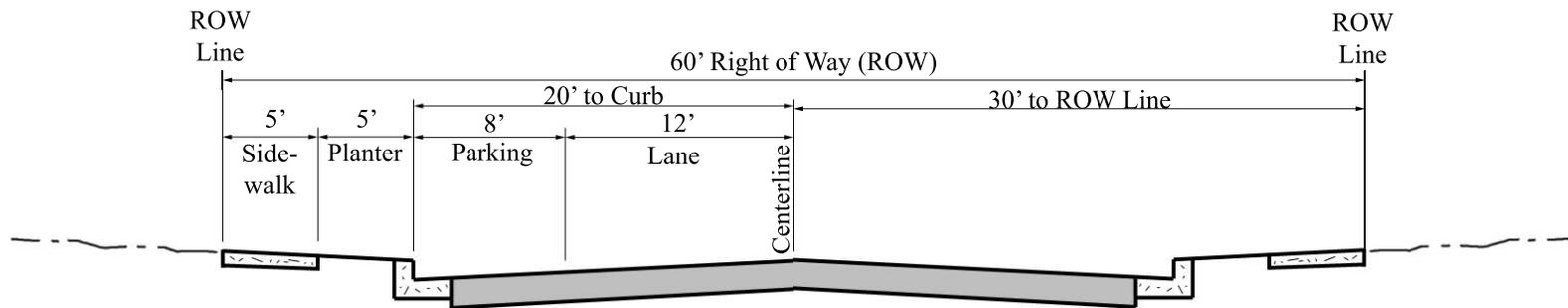
**Legend**

- West Pine Street Improvements
- City Limit

# West Pine Street Improvements Project

City of Bishop

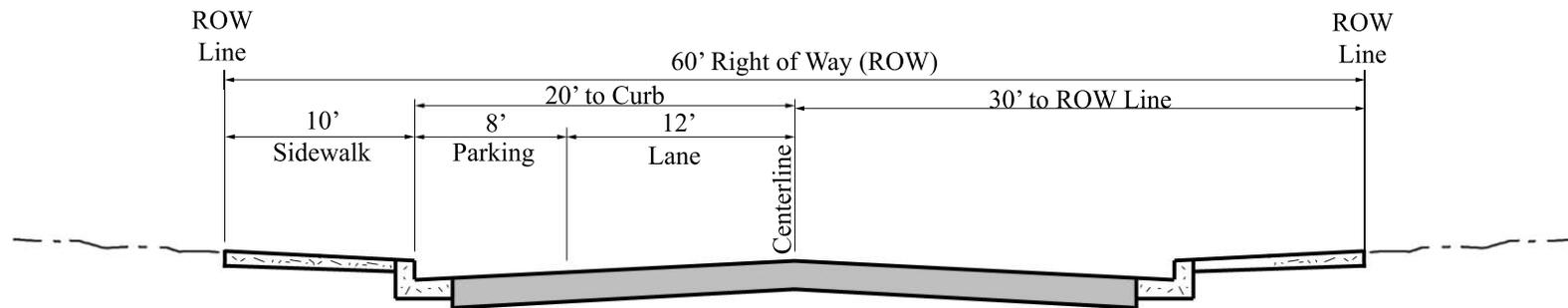
FILE: \\illeraq\server\RAD\CompanyFiles\01-Jobs Active\364-01 Bishop - GIS Development\Bishop GIS2-Map Documents\Bishop GIS.mxd



## 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%



## City of Bishop Commercial 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 slope is 2%