Project Study Report (PSR)

Hanby Street Improvements Project

Approved:

26 MARCH 2007

David Grah
Director of Public Works

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 Hanby Street from East Line Street to East Pine Street, a distance of about 1110 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
- Improve intersections with East Line Street, Willow Street, May Street, and East Pine 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 Hanby Street as a Residential Collector Street. This city street is not on the National Highway System.

Federal-aid Classification

☐	Urban Principal Arterial	☐	Rural Principal Arterial
☐	Urban Minor Arterial	☐	Rural Minor Arterial
☐	Urban Collector	☐	Rural Major Collector
☒	Urban Local (ineligible)	☐	Rural Minor Collector (ineligible)
☐	Rural Local (ineligible)		

5. Environmental

CEQA: A California Environmental Quality Act (CEQA) Negative Declaration (ND) is anticipated for this project March 2009.

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

Potential Issues:

- Parking impacts to adjoining properties
- Removal of mature shade trees
- Construction noise and dust
- Inconvenience during construction

6. Traffic Data

Current Estimate Average Daily Traffic:	2,000
% Trucks:	5
Current Design Hourly Volume:	500

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 are used at intersections.

8. Bridges

There are no bridges on this project.

9. Condition of Existing Facility

The existing pavement is deteriorated, has extensive cracking, and experiences flooding during rain, snow melt, and irrigation. The grades along the street are very flat and this, coupled with no gutters, missing, poor, and displaced curbs, contributes to street flooding.

Existing curb is not continuous nor does it include a gutter. This hinders drainage and promotes the growth of weeds along the curb face. There are no concrete cross gutters at intersections. 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 will continue, 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	$67,000	August 2007	March 2009
Project Design	$101,000	August 2008	May 2010
Right of Way Acquisition	$5,000	January 2010	May 2010
Construction	$670,000	September 2010	November 2010
Total	**$843,000**		

Costs are March 2007. Right of way and construction costs include support. 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**

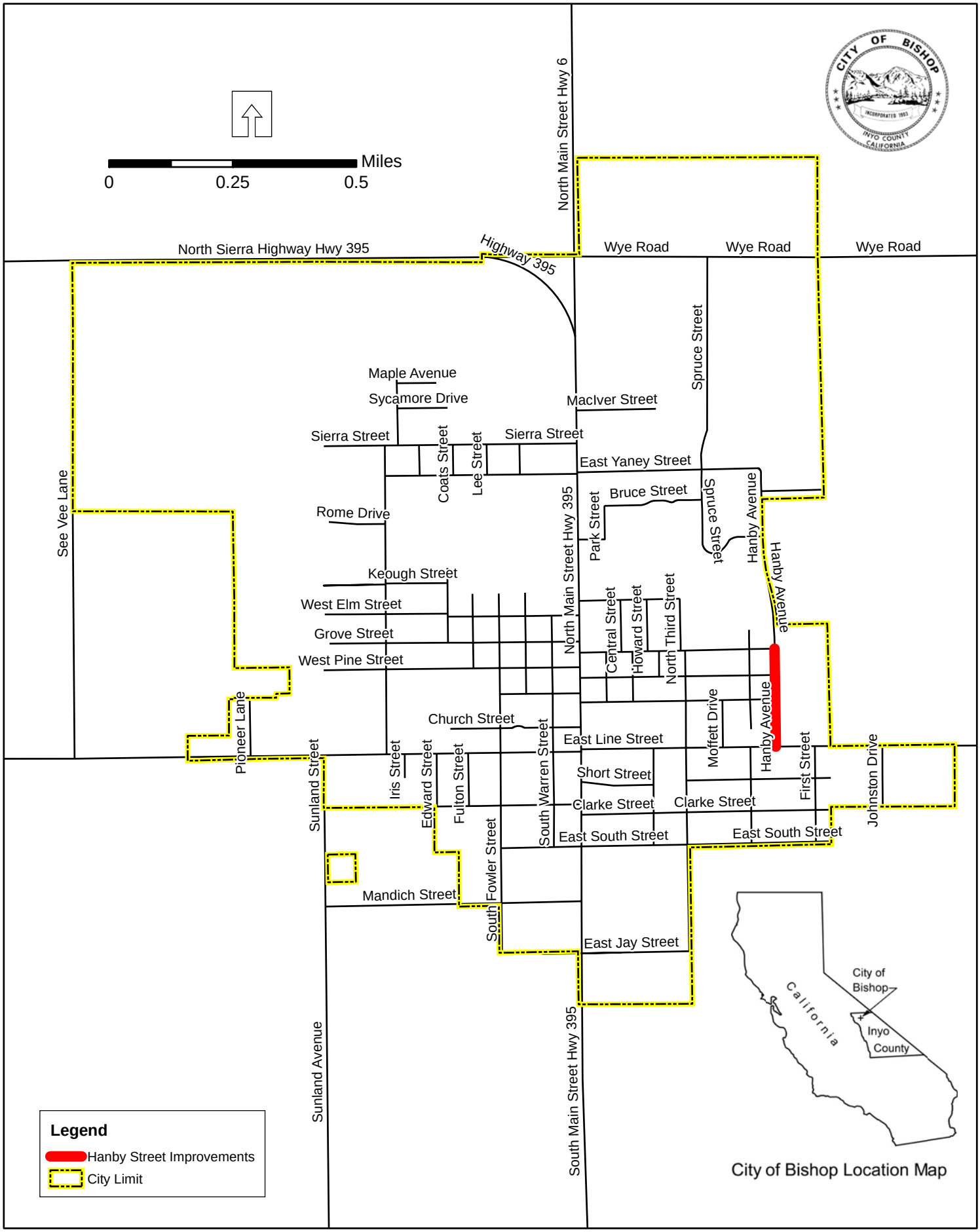
Funding for this project is proposed to be state-only Regional Transportation Improvement Program (RTIP) funds in the 2007 State Transportation Improvement Program (STIP) Augmentation.

17. **Attachments**

- Project Map
- Typical Residential Street Section

18. **Report Preparation**

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



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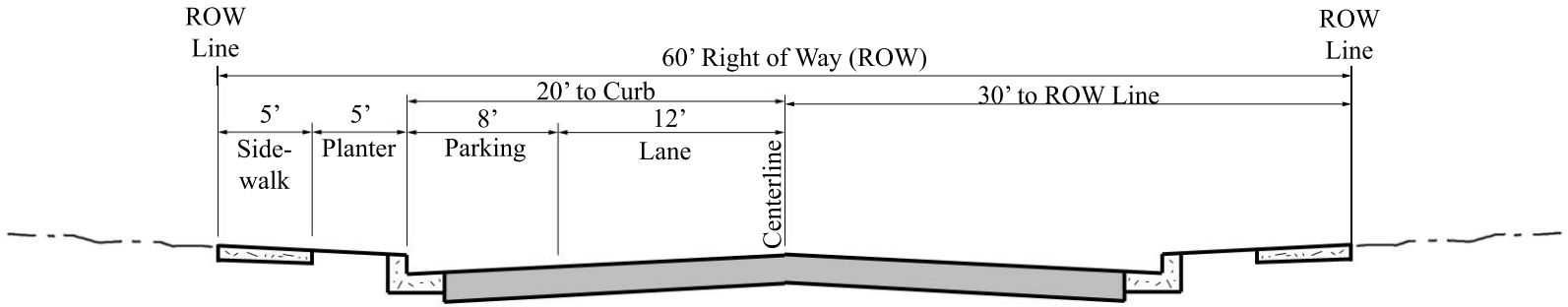
City of Bishop



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 monolithicly
*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%