



Project Study Report (PSR)
Short Street Improvements Project

Approved:

David Grah
Director of Public Works

26 MAR 07

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, lack of right of way for standard improvements, and curb returns not accessible to disabled.

2. Location

This project is located in Bishop on Short Street from Main Street to Sneden Street, a distance of about 760 feet. See project map.

3. Scope

This project will:

- Remove and replace pavement about 35 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 gutter
- Remove existing deteriorated sidewalk or sidewalk that does not comply with Americans with Disabilities Act (ADA) requirements
- Construct continuous ADA compliant sidewalk on at least one side of street
- Construct ADA compliant curb ramps
- Improve intersections with Sneden Street as necessary to address drainage problems and grade issues
- Consider acquiring additional right of way from adjoining properties

- Consider constructing sidewalk improvements on private property to allow more street and sidewalk width
- Consider bulb-outs at intersection at Sneden to provide enhanced pedestrian refuge, traffic calming, and context sensitive elements.

4. Street Classification

The City of Bishop General Plan classifies this portion of Short Street as a Local Commercial 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 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
- Construction noise and dust
- Unclear property lines and rights
- Elevation differences at back of sidewalk
- Inconvenience during construction

6. Traffic Data

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

7. Roadway Geometry

The width of the current street, measured curb to curb or curb to edge of pavement varies from about 35 feet to about 40 feet. There is little sidewalk and what sidewalk exists varies from about 2 feet wide to 8.5 feet wide, including some sidewalk built on adjoining property.

There are businesses on both sides of the street, apartments on one side, and a trailer park on the other. There is very little off-street parking and parking is extensive on the street. Both businesses and residences generate significant pedestrian traffic.

Standard City of Bishop lane, shoulder, and sidewalk widths in commercial zones are 12, 8, and 10 feet respectively on a standard 60 foot wide right of way. The right of way on Short Street is 45 feet wide with significant improvements such as large buildings on or near the right of way line.

Widening the right of way to 60 feet would require the demolition of many significant structures in downtown Bishop and would adversely impact the community's limited housing stock. As a result narrower-than-standard lanes, shoulders, sidewalks, and right of way are anticipated for this project (see cross section). 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, and experiences flooding during rain, snow melt, and irrigation.

Existing curb is not continuous nor does it include a gutter in many 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. There is little sidewalk and much 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:

Element	Cost	Start	Finish
Environmental Analysis	\$46,000	August 2007	March 2009
Project Design	\$69,000	August 2008	May 2010
Right of Way Acquisition	\$50,000	January 2010	May 2010
Construction	\$459,000	September 2010	November 2010
Total	\$624,000		

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

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

14. Consistency with Planning

This project is consistent with the Bishop General Plan.

16. Proposed Funding

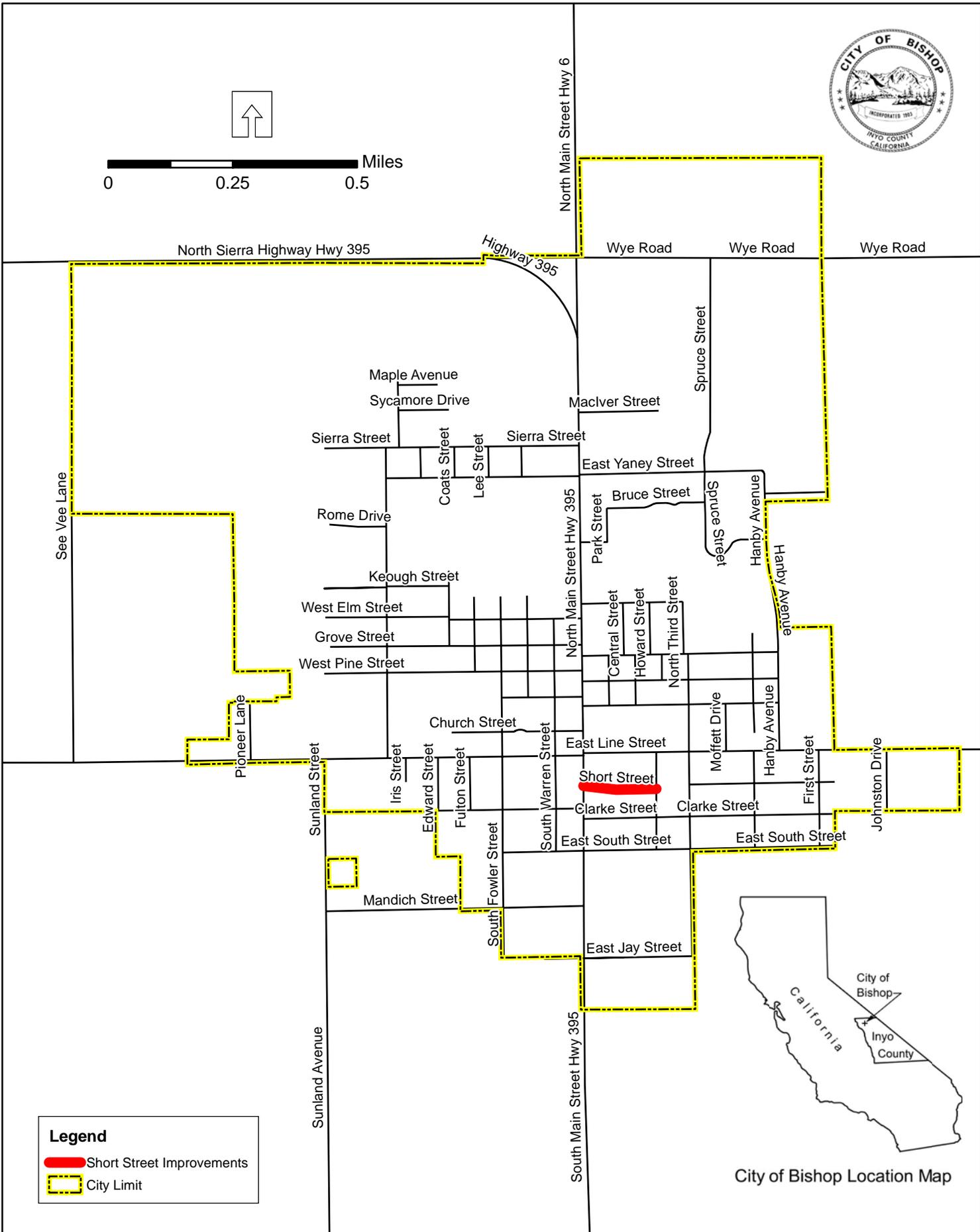
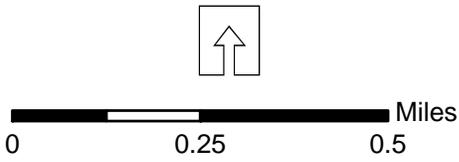
Funding for this project is proposed to be state-only Regional Transportation Improvement Program (RTIP) funds in the 2007 State Transportation Improvement Program (STIP) Augmentation.

17. Attachments

- Project Map
- Typical Short Street Section

18. Report Preparation

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



City of Bishop Location Map

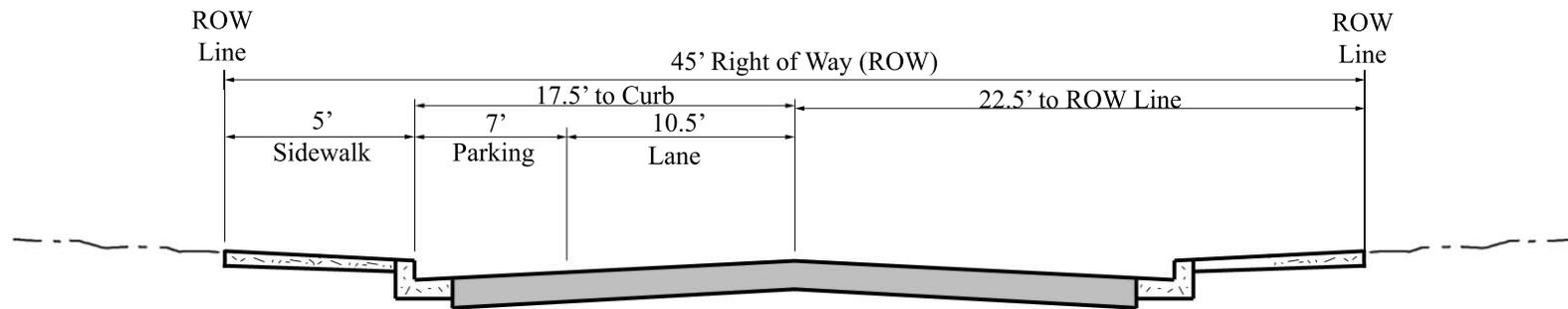
Legend

-  Short Street Improvements
-  City Limit

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Short Street Improvements Project

City of Bishop



City of Bishop Short 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%