



SHOPP Asset Management Pilot Request Form

SHOPPCPR: Ver 3 11/14
 Submittal Date

Division of Transportation Programming
 State Highway Operation and Protection Program (SHOPP)

Project Manager
 Phone

Dist	County	Route	Prefix	PM	Prefix	PM	EA	PPNO	Project ID
<input type="text" value="04"/>	<input type="text" value="Alameda"/>	<input type="text" value="185"/>	<input type="text"/>	<input type="text" value="3.7"/>	<input type="text"/>	<input type="text" value="5.7"/>	<input type="text" value="TBD"/>	<input type="text"/>	<input type="text" value="TBD"/>

Includes Multiple Locations (Complete Page 2 of this Form)

MPO:

Project Location/Description (Include the nearest city, town or landmark)

In Alameda County, in the City of San Leandro along State Route 185 between Hesperian Boulevard (PM 3.7) and Davis Street (PM 5.7) - Repave and re-stripe existing asphalt concrete pavement, install and/or upgrade curb ramps and sidewalks to current ADA standards and install Pedestrian Hybrid Beacons (PHBs).

Need for project and proposed improvements (Elaborate using PID language)

This project proposes to preserve and extend the life of existing pavement and to improve ride quality, to upgrade existing curb ramps and/or install new curb ramps where they are missing within project limits to meet current ADA standards, and to install PHBs at uncontrolled intersections to improve pedestrian safety within crosswalk and reduce the potential and/or the severity of accidents.

Note: This Pilot Request Form is to secure resources to develop PID funded from multiple programs. The schedule and estimate shown here are conceptual only. The development and approval of the PID will serve as the programming document.

PA&ED / M200
 PS&E / M380

R/W Cert / M410
 RTL / M460

CCA / M600
 END Project / M800

	Capital (\$1,000) (Escalated to FY of Programming)	
	FY	Cost
RW	2019/20	\$150,000
Construction	2020/21	\$5,612,000
Total Capital		\$5,762,000

	Support (\$1,000)	
	FY	Cost
PA & ED	2018/19	\$800,000
PS & E	2019/20	\$1,200,000
RW	2019/20	\$100,000
Construction	2020/21	\$1,200,000
Total Support		\$3,300,000

Legislative District Numbers (Separate multiple Districts with a comma)	
State Assembly	<input type="text" value="18"/>
State Senate	<input type="text" value="9, 10"/>
Congressional	<input type="text" value="13"/>

Approved Denied

CAPITAL CONSTRUCTION COST ESCALATION RATE

District SFP (Print)	<input type="text" value="DOANH NGUYEN"/>	District SFP (Sign)		Phone	<input type="text" value="(510) 286-6293"/>
District Director (Print)	<input type="text" value="BIJAN SARTIPI"/>	District Director (Sign)		Phone	<input type="text" value="(510) 286-5900"/>
SHOPP Exec. (Print)	<input type="text"/>	SHOPP Exec. (Sign)	<input type="text"/>	Phone	<input type="text"/>

Asset Management Pilot Project Nomination

ALA – 185 - 3.7/5.7

August 14, 2015

1. INTRODUCTION

As part of the California Department of Transportation (Caltrans) ongoing asset management implementation, a new asset management pilot program is being created in the SHOPP. The goal of the asset management pilot program is to evaluate the multi-objective projects' contributions toward each of Caltrans five strategic goals relative to the proposed cost of the projects. These goals are Safety and Health, Stewardship and Efficiency, Sustainability, System Performance and Organizational Excellence. Selected projects will be eligible for planning resources and will be programmed in the 2018 SHOPP under the pilot program for delivery in a conventional manner.

2. INITIATING OFFICE/INITIATOR

This candidate project is being initiated following the needs identified within the project limits that meets the qualifications for the pilot program. The identified needs within the limits of the candidate project are within three programs:

- 1) CAPM Program (201.121)
- 2) ADA Curb Ramp Program (201.378) and
- 3) Safety Improvement Program (201.010)

3. BACKGROUND

State Route 185 (SR 185) is a 10.5-mile long primary arterial that runs through the Cities of Hayward, San Leandro, Oakland, and into unincorporated areas within Alameda County. It includes sections of Mission Boulevard in Hayward, East 14th Street in San Leandro and International Boulevard in Oakland. A portion of the route is in the process of being relinquished to the City of Hayward. Historically, SR-185 was a main county highway accessing a variety of commercial land uses. However, since the implementation of the regional freeway system in the 1960s, the Corridor's importance as a regional connector has decreased and many of the commercial strip areas and auto-oriented uses are out of date. Much of the existing commercial and residential building stock was built in the 1940s and 1950s.

Within the project limits, SR 185 is a 4-lane conventional divided highway. The highway is divided with a two-way left turn lane over a major portion of the project limits. The surrounding area consists of land uses including: retail, commercial, light industrial and multiple and single family residential. It is a densely populated urban area along the entire length of the corridor.

4. PURPOSE AND NEED

This candidate project proposes to preserve and extend the life of the existing pavement and to improve ride quality and to upgrade existing curb ramps and/or install new curb ramps where they are missing within project limits to meet current ADA standards. The proposed project will also install Pedestrian Hybrid Beacons (PHBs) at uncontrolled intersections to improve pedestrian safety within crosswalk and reduce the potential and/or the severity of accidents.

5. PROPOSED IMPROVEMENT

The pavement on SR 185 within the City of San Leandro is in poor condition with moderate to severe distress and with bad ride throughout. The last resurfacing in this segment of SR 185 was completed in 1995. The pavement rehabilitation (2R) strategy proposed will properly address this need.

The proposed project treats 8.0 lane miles of pavement, of which 6.9 lane-miles (87%) are distressed: which is the existing condition of the pavement that triggers the need for a pavement 2R rehabilitation. The rehabilitation strategy proposed is to remove 0.25 feet of pavement and replace it with 0.25 foot rubberized Hot Mix Asphalt, providing for increased resistance to crack propagation, and replace failed sections of the pavement down to the base. With this strategy, the life of the existing pavement will be extended approximately 20 years.

6. ASSETS AND STRATEGIC OBJECTIVES INCLUDED

The scope of work on the existing flexible pavement in both the northbound and southbound directions of the travelled way is to resurface existing AC pavement and to repair localized failed AC pavement. The District's accessibility investigations also found that most of the curb ramps and sidewalks within this project limits do not comply with the Design Information Bulletin (DIB) 82-03. The installation of PHBs is to enhance night-time visibility and reduce the number and severity of night-time collisions and improve maintenance worker safety on SR185 within the project limits.

PHBs support the concept of "Complete Streets," per DD-64-R1, a transportation policy and design approach that calls for transportation facilities to be planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of "Complete Streets."

Existing streetscape elements (e.g., street lighting) will be taken into consideration during initial project phase so that PHBs will be compatible with surrounding environment per DP-22 Context Sensitive Solutions – transportation solutions that improve mobility and safety while complementing and enhancing community values

*using 3% per year escalation rate.

Note: This Pilot Request Form is to secure resources to develop PID funded from multiple programs. The schedule and estimate shown in this document are conceptual only. The Project Initiation Document (PID) will serve as the programming document and will address the scope, cost and schedule of this candidate project in more detail.

TENTATIVE SCHEDULE:

Project Milestones		Scheduled Delivery Date (Month/Year)
PROGRAM PROJECT	M015	07/2018
PROJECT PA&ED	M200	10/2019
PROJECT PS&E	M380	02/2021
RIGHT OF WAY CERTIFICATION	M410	03/2021
READY TO LIST	M460	04/2021
CONTRACT AWARD	M495	10/2021
CONTRACT APPROVAL	M500	12/2021
CONTRACT ACCEPTANCE	M600	06/2023
END PROJECT	M800	06/2025

9. STRATEGIC GOALS FOR NOMINATION PROCESS

Based on the assets chosen as determined by the needs expressed in the conceptual project scope, this project satisfies four strategic goals required for the nomination process as set by Caltrans to achieve its Asset Management Program goals.

a) SAFETY AND HEALTH:

This project proposes to improve public safety on SR185 within the project limits by installing PHBs at uncontrolled intersection by enhancing night-time visibility and by reducing the number and severity of night-time collisions.

Pedestrian countdown signal heads, accessible pedestrian signals (APS), and pedestrian-activated push buttons are included in the PHB system and will be installed at each end of the crosswalk. A standard stop line will be installed for each approach to the crosswalk and R10-23 (Crosswalk Stop on Red) signs will be mounted adjacent to the PHB face on each major street approach. A Pedestrian (W11-2) warning sign with an AHEAD (W16-9P) supplemental plaque may be placed in advance of the PHB, thus enhancing Crosswalk Safety.

Minimum 4-foot ADA sidewalk width will be maintained in project area. All pedestrian facilities will comply with DIB 82-05. Nonstandard curb ramps directly impacted by the construction of the PHB foundation will be upgraded to 2010 ADA Standards. Thus, maximizing active transportation access on state facilities.

b) STEWARDSHIP AND EFFICIENCY:

The project will reduce the segment's distressed lane-miles from the present 6.9 to zero.

c) SUSTAINABILITY, LIVABILITY AND ECONOMY:

The pavement, in its present condition, is distressed throughout the limits of the proposed project, with poor ride quality and elevated ambient noise. The proposed resurfacing will alleviate these adverse conditions and provide a smooth ride surface and reduce the ambient noise emanating from it to improve Livability.

d) ORGANIZATIONAL EXCELLENCE:

The project will serve to improve partnership with the local agency, the City of San Leandro, building upon prior collaborations to improve the City's downtown area. The project will complement and compound the benefits to be derived from the upcoming Bus Rapid Transit Project (BRT) that will run on Route 185 north of Davis Street.

10. RECOMMENDATION

In an effort to promote asset management, this project is a potential candidate with multiple State-owned physical assets associated with the State Highway System to receive funds by FY18/19 to initiate Project Planning.

11. ATTACHMENTS

Attachment 1: Project Location Map PM 3.75/5.73

Attachment 1: Project Location Map (ALA – 185 - 3.7/5.7)



