



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="09"/>	<input type="text" value="Inyo"/>	<input type="text" value="395"/>	<input type="text"/>	<input type="text" value="117.1"/>	<input type="text"/>	<input type="text" value="118.1"/>	<input type="text" value="36680"/>	<input type="text"/>	<input type="text"/>

Includes Multiple Locations (Complete Page 2 of this Form)

MPO:

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

In Inyo County in and near the City of Bishop from See Vee Lane to Barlow Lane. Constructing curb, gutter, and sidewalk; bringing driveways and curb ramps up to current ADA standards; installing three signal; installing audible pedestrian signals; overlaying and restriping the facility to correct the roadway crown, increase median width, shoulder widths, and adding bike lanes; and widening the bridge to conform with existing ADA standards

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



Additionally, because most of this segment does not have sidewalks, pedestrians and bicycles do not have a defined area for travel and are spread over a wide area. Existing sidewalks, bridge, and curb ramps in the project area are not ADA compliant.

PA&ED / M200	<input type="text" value="04/01/2020"/>	R/W Cert / M410	<input type="text" value="05/01/2022"/>	CCA / M600	<input type="text" value="12/01/2023"/>
PS&E / M380	<input type="text" value="04/01/2022"/>	RTL / M460	<input type="text" value="05/01/2022"/>	END Project / M800	<input type="text" value="06/01/2024"/>

	Capital (\$1,000) (Escalated to FY of Programming)	
	FY	Cost
R/W	<input type="text" value="2021/22"/>	<input type="text" value="\$1,949"/>
Construction	<input type="text" value="2021/22"/>	<input type="text" value="\$3,398"/>
Total Capital		<input type="text" value="\$5,347"/>

	Support (\$1,000)	
	FY	Cost
PA & ED	<input type="text" value="2018/19"/>	<input type="text" value="\$934"/>
PS & E	<input type="text" value="2019/20"/>	<input type="text" value="\$1,468"/>
R/W	<input type="text" value="2019/20"/>	<input type="text" value="\$958"/>
Construction	<input type="text" value="2021/22"/>	<input type="text" value="\$861"/>
Total Support		<input type="text" value="\$4,221"/>

Legislative District Numbers (Separate multiple Districts with a comma)	
State Assembly	<input type="text" value="34"/>
State Senate	<input type="text" value="18"/>
Congressional	<input type="text" value="25"/>

Approved Denied

CAPITAL CONSTRUCTION COST ESCALATION RATE

District SFP (Print)	<input type="text" value="Cedrik Zemitis"/>	District SFP (Sign)		Phone	<input type="text" value="760 872-0250"/>
District Director (Print)	<input type="text" value="Brent L. Green"/>	District Director (Sign)		Phone	<input type="text" value="760 872-0602"/>
SHOPP Exec. (Print)	<input type="text"/>	SHOPP Exec. (Sign)	<input type="text"/>	Phone	<input type="text"/>

Asset Management Pilot Project Nomination:

Meadow Farm

INY -395-117.13/118.01

August 10, 2015

This pilot project proposes the use of asset management principles to address the overall transportation needs of a major transportation project on US Highway 395 in Inyo County from post-mile 117.13 to 118.01 (See attachment #1).

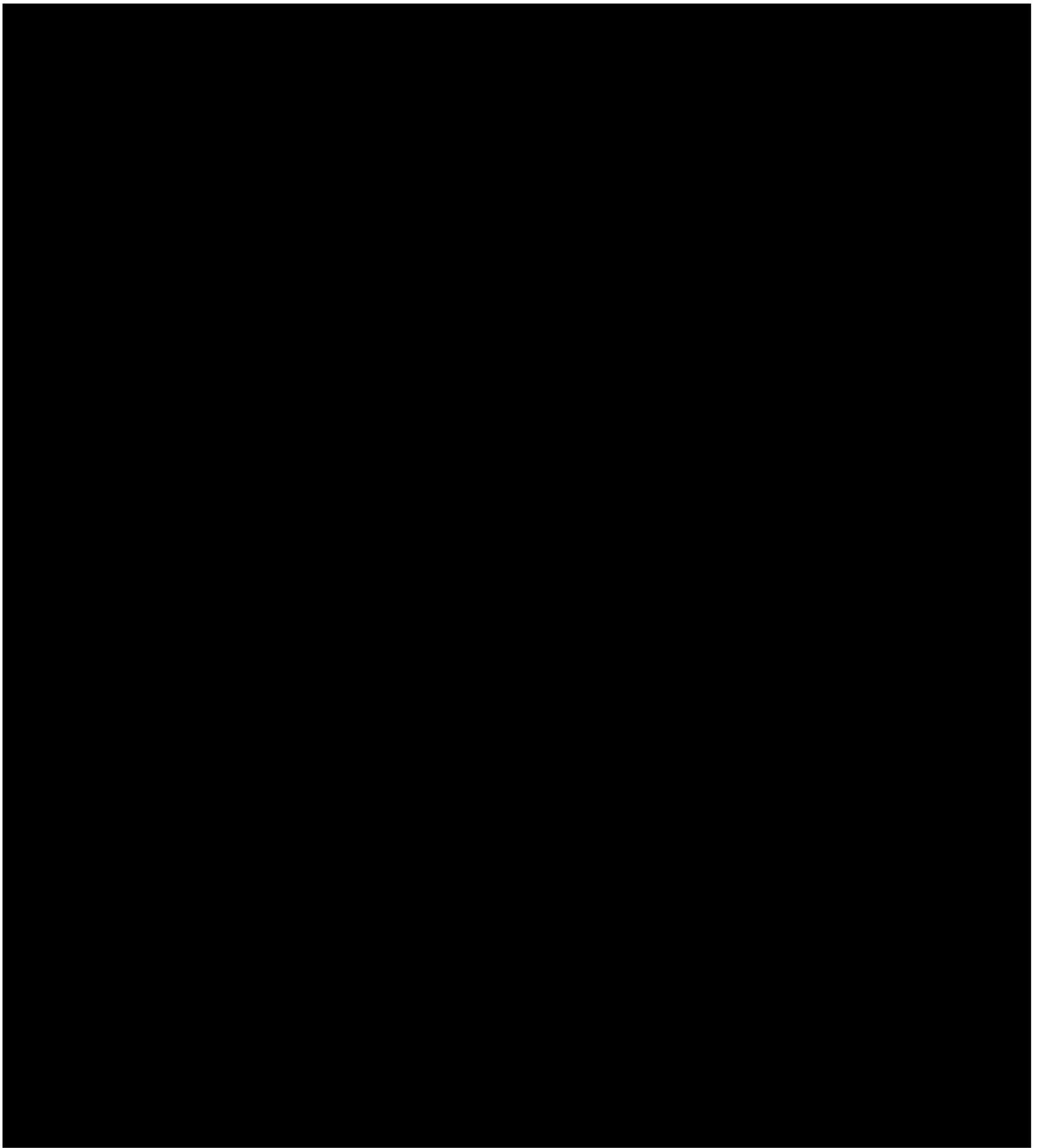
Project Background

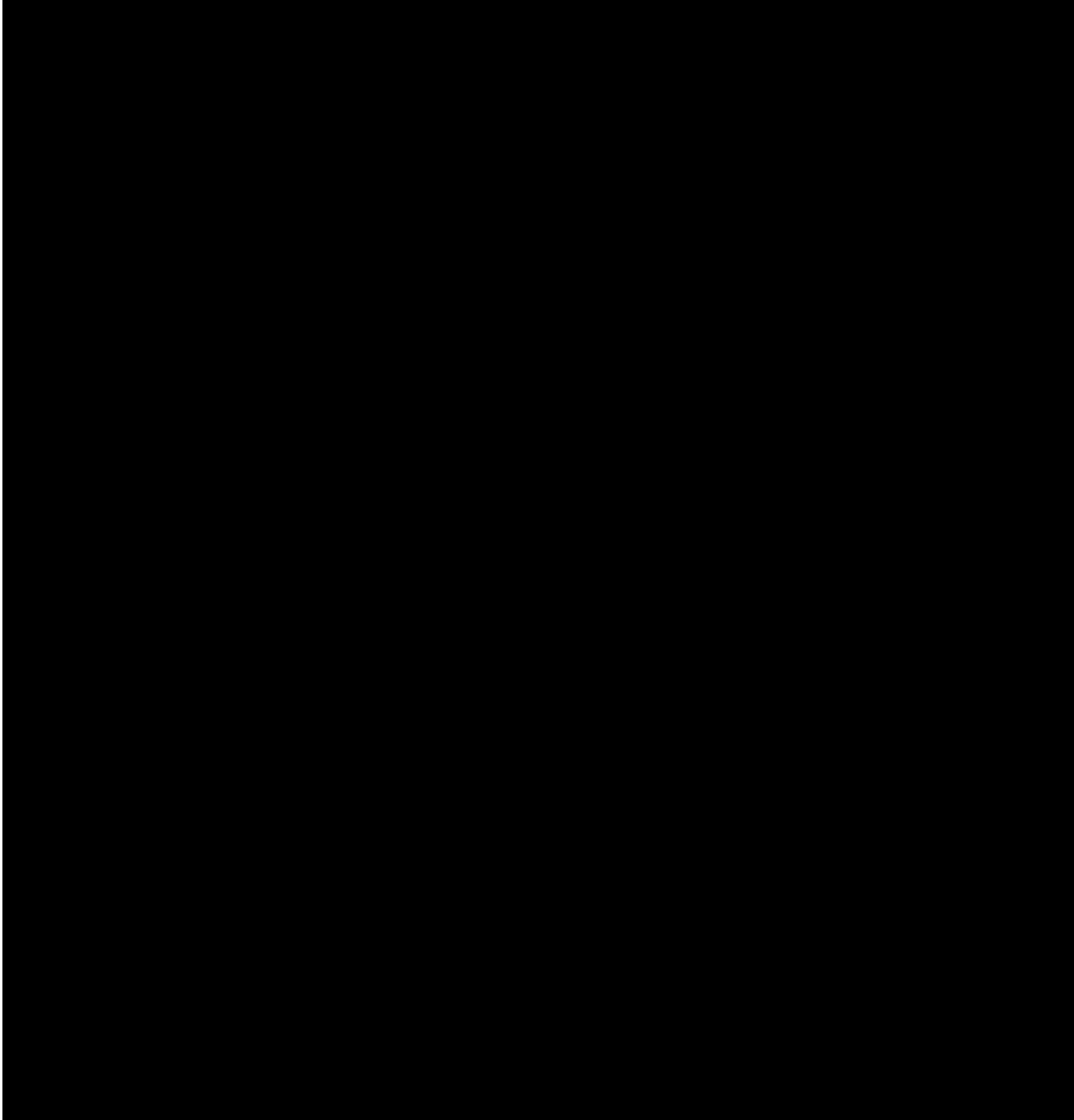
US 395 is the major element of the transportation corridor connecting the Eastern Sierra region (Inyo and Mono Counties) and western central Nevada to the southern California region. This transportation corridor has been identified in previous California planning studies as one of five major recreational corridors serving all of southern California and one of eleven major regional transportation corridors in California.

US 395 through the project limits is commonly referred to as North Sierra Highway. Development along the project corridor is mostly commercial and includes businesses of several kinds, including restaurants, gas stations, antique stores, and other retail businesses. The area is also the most densely populated in Inyo County with residential areas including, mobile home parks, multi-unit dwellings, and single unit dwellings.

In 2008, a Feasibility Study Report (FSR) for Meadow Farms Operational Improvements Project was completed and proposed operational improvements along North Sierra Highway in and near the City of Bishop. The project will address safety, multimodal use, access control, pavement, and Americans with Disabilities Act (ADA) standards. The operational improvements include, constructing curb, gutter, and sidewalk; bringing driveways and curb ramps up to current ADA standards; installing three signals; installing audible pedestrian signals; overlaying and restriping the facility to correct the roadway crown, increasing median width, increasing shoulder widths, and adding bike lanes; and widening the bridge to conform with existing ADA standards.

The original intent was to fund all of the improvements at the same time. Due to a lack of a comprehensive funding source, the district had to break components into smaller, program-specific projects. Currently the ADA portion of the project is in the district's 10-year SHOPP and PID development plan for the 2018 SHOPP, and the signal is in the district's Minor candidate list awaiting funding.





Currently drivers may not be aware of the urban nature and high turn rate through the project limits as many of the driveways through this area are undefined and difficult to see. Also, buildings, utility poles and other objects are located within the 20-foot clear zone normally required for a conventional highway without curbs. If the proposed sidewalk is constructed, driveways will be clearly delineated and the objects located within the clear zone will fall behind the new curb, gutter and sidewalk. The new curb will give drivers a greater visual and physical cue of the edge of

shoulder. Heightened awareness of access points and clearly delineated edge of shoulder and curb should encourage drivers to comply with the safe driving speed, and thereby improve the safety for all users through the project limits. Installing curb and gutter has an 11 % reduction factor in all collisions. There is a 20 % reduction in all collisions at an intersection with installation of new signal (minimum 5 collisions in a year).

The only existing crosswalk within the project area is at the signalized intersection at Barlow Lane. With the construction of the signal at See Vee Lane, another protected crossing opportunity would be made available. 507 school aged children (Inyo County Census Tract 000100) live in proximity to the proposed facility and potentially would use it to access the Bishop schools, located 1 mile away. 21% of school children walk/bike/skate to school according to a Bishop Unified School District survey from 2014. Class II bicycle lanes also lead to the project limits. The project would provide for a continuation of these lanes and link to a Class I facility that provides access to schools and downtown.

Stewardship and Efficiency Needs

The following SHOPP related needs exist within the project limits of INY 395 117.13-118.01:

Program 361 (ADA Curb Ramp and Pedestrian Infrastructure): The existing pathways include missing curb ramps, non-compliant curb ramps, and driveway openings with no ADA compliant pathways around or through them, and gaps in ADA compliant pathways where there is no sidewalk.

Program 361, 015 (Collision Severity Reduction): Installation of sidewalks, curb and gutter, and associated driveways will reduce the number of vehicle conflict points by decreasing and specifying the locations that side traffic may access US 395 and US 395 traffic may access businesses. These improvements should specifically reduce the number of "Broadside" accidents, related to "Failure to Yield" and "Improper Turn". The sidewalks and driveways will bring the facility up to ADA standards.

Program 361, 310 (Operational Improvements), 315 (Transportation Management System): A three way traffic signal will be installed at the intersection of See Vee Lane and US 395. Three audible pedestrian signals will be installed at this location as well.

Program 361, 110 (Bridge Rehabilitation): Bridge 48-0016 will be widened to provide standard shoulders and ADA access. With the widening bridge rail and drainage will be upgraded. The current bridge configuration is a barrier to ADA access.

Program 121 (Pavement Rehabilitation): An overlay will be performed to correct the roadway crown, facilitate restriping and extend pavement life. The existing asphalt roadway width does not provide for the minimum current design standard for lane width, center turn lane width nor

shoulder width for a conventional highway segment. The project will restripe the segment to current standards and provide a consistent cross section, while adding a bike lane.

Current and New Assets

Asset	Total Quantity	Pre-Project Condition			Post- Project Condition		
		Good	Fair	Poor	Good	Fair	Poor
Pavement	4.7 lane miles	0	4.7	0	4.7	0	0
Bridge	1	0	1	0	1	0	0
Driveways	27	0	0	27	27	0	0
Curb Ramp	8	0	0	0	8	0	0
Sidewalks	3160 feet	0	0	0	3160	0	0
Bike Lanes	1.9 miles	0	0	0	1.9		
Signals	3 each	0	0	0	3	0	0
Loop Detectors	22 each	0	12	0	22	0	0
Audible Ped signal	7 each	0	0	0	7	0	0

Sustainability, Livability and Economy

The proposed project is located in a very active commercial corridor, with the most dense population nodes for the entire county bordering it. Many segments of the population that this project would serve are underserved or disadvantaged. The south side of the corridor is the Bishop Paiute Reservation and on the north side are some the largest mobile home parks that offer affordable housing to many seniors and low income households, as well as the largest housing tract in Inyo County. Given the location of this large population node and the Bishop Unified School District’s location approximately a mile away, there is potential for increased walking and biking trips to school with established pedestrian infrastructure (proposed project) and a signalized intersection with staging for protected crossings.

System Performance

This project focuses on the preservation, maintenance and operation of the existing system. The project will address safety, multimodal users, access control, pavement, and ADA. The operational improvements include, constructing curb, gutter, and sidewalk; bringing driveways and curb ramps up to current ADA standards; installing three signals; installing audible pedestrian signals;

overlaying and restriping the facility to correct the roadway crown, increasing median width, increasing shoulder widths, and adding bike lanes; and widening the bridge to conform with existing ADA standards. This will provide for all modes of transportation to safely use the system. This section of US 395 currently operates at a Level of Service A.

To improve the safety of this segment of US 395, this project proposes the installation of sidewalks, curb and gutter, and associated driveways throughout the entire project length. The construction of driveways will reduce the number of vehicle conflict points by reducing and specifying the locations that side traffic may access US 395 and US 395 traffic may access businesses. This should allow through traffic on US 395 better opportunity to avoid accidents associated with vehicles turning onto US 395. These improvements should specifically reduce the number of “Broadside” accidents, related to “Failure to Yield” and “Improper Turn”. Access management strategies that reduce traffic conflict points such as are being proposed in this project can reduce all these types of accidents.

Table 7: Traffic Count Data

	Current Year 2014	Construction Year 2024	10 year 2034	20 Year 2044
Actual Number	13100	13770	14550	15300
Peak Hour	1500			
Peak Month ADT	15400			
Trucks (% of AADT)	5.4			
Growth Rate (% per year)	0.5			

US 395 is identified as a High Priority Corridor on the National Highway System. These corridors are identified by the Office of Strategic Development and are the top corridors for mobility funding. US 395 is included in the Subsystem of Highways for the Movement of Extra Legal Permits Loads (SHELL) system, and is a Federal Surface Transportation Assistance Act (STAA) route that authorizes use by larger trucks and gives them access to facilities off the route.

Organizational Excellence

Caltrans has worked closely with Inyo County, the City of Bishop and the Bishop Paiute Tribe in the planning of this area and this corridor is an emphasis for many agencies. The Inyo County Regional Transportation Plan states one of its priorities as “signalizing the See Vee/US 395-intersection and defining access along the North Sierra Highway corridor with sidewalks and driveways.” Appendix 5A of the Inyo County Collaborative Bikeways Plan identifies the project area as having a need for a

Class II or III bicycle facility and identifies it as a Medium Priority. The Bishop Reservation Pedestrian and Bicycle Safety Plan proposes sidewalks in the project location. One of the stated objectives is “Objective PB.A: Provide a continuous pedestrian circulation network along all streets within and adjoining to the Reservation.”

In 2015, Inyo County along with the City of Bishop received a Sustainable Transportation Planning Grant from Caltrans which will be completed in 2018. The City of Bishop and Inyo County will develop a Sustainable Corridor Plan for North Sierra Highway to better integrate multimodal transportation, effectuate the streetscape utilizing community-developed design themes, and improve air quality and safety. This is an “opportunity to energize local transit, walking, and bicycle use for more safe and efficient transportation in the region. The Plan will be developed through extensive public outreach and stakeholder engagement, and will support broader planning in the area, including on the Bishop Paiute Reservation and the Tri-County Fairgrounds.”

Funding Plan

Currently the ADA and Bridge portion of the project have conceptual approval under the 361 program for the 2018 SHOPP cycle, a PID is being developed this fiscal year (15/16). The signal portion of the project is on the district’s Minor candidate list and would be funded next fiscal year. The district is looking for 100% funding from the asset management pilot program.

	Total Need (\$ 1,000)
PA&ED	\$934
PS&E	\$1,468
Right of Way Support	\$958
Right of Way Capital	\$1,949
Construction Support	\$861
Construction Capital	\$3,398
Total Project Cost	\$9,568

Schedule

The schedule is assuming programing in the 2018 SHOPP. The district would be able to accelerate the schedule if funding is made available sooner.

Program Project	7/1/18
Begin Environmental	8/1/18
PA&ED	4/1/20

Project PS&E to DOE	1/1/22
Right of Way Certification	5/1/22
Ready to List	5/1/22
Fund Allocation	6/30/22
Headquarters Advertise	8/1/22
Award	10/1/22
Approve Contract	11/1/22
Contract Acceptance	12/1/23
End Project	6/1/24

Recommendation

To be a more effective pilot project, it is proposed to program this project in the 16/17FY as soon as the PID is completed.

Attachments:

Attachment #1: Project Location



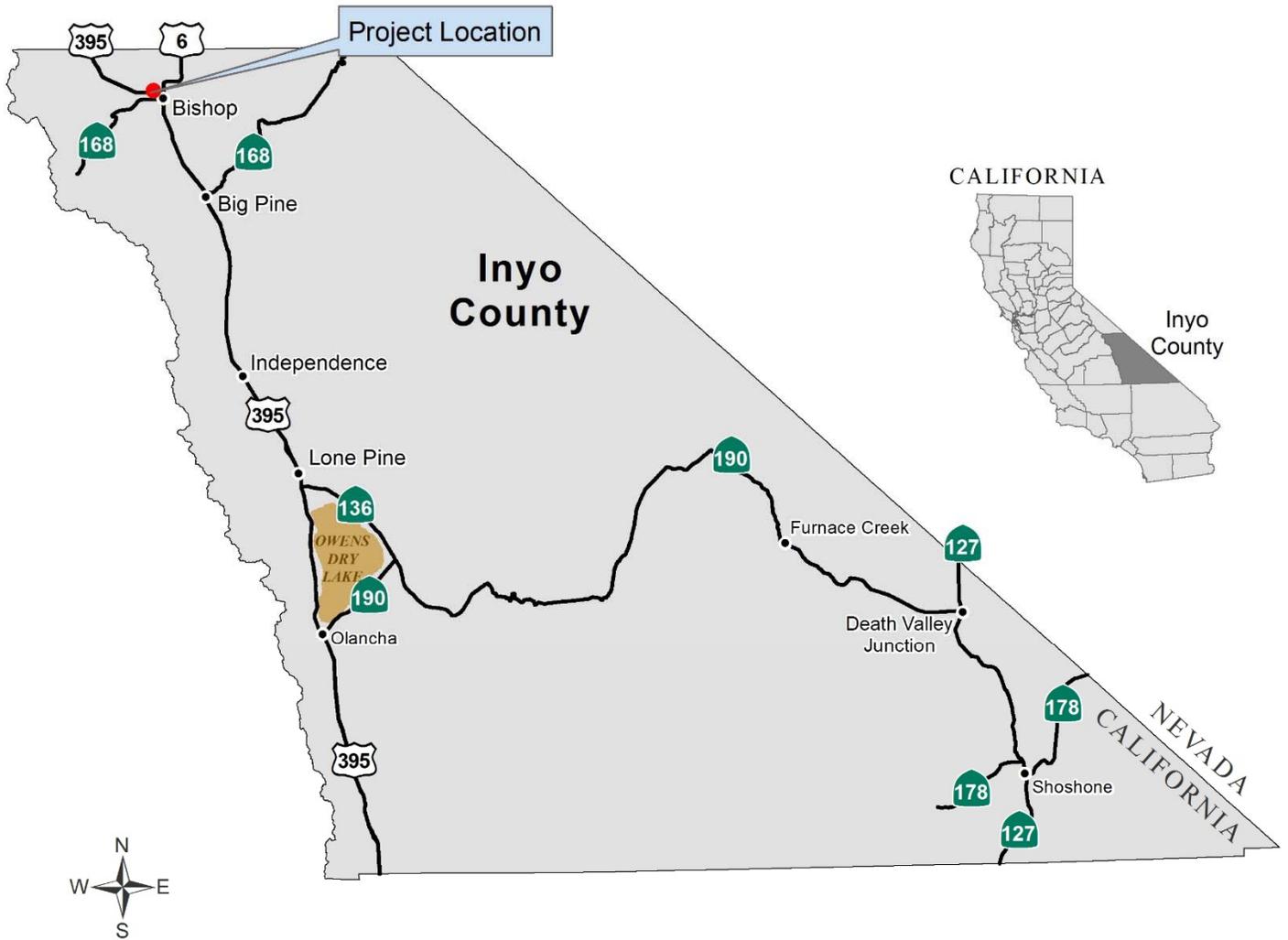
Attachment #3: Bridge and Existing Sidewalk

Attachment #4: Current Paved Shoulder

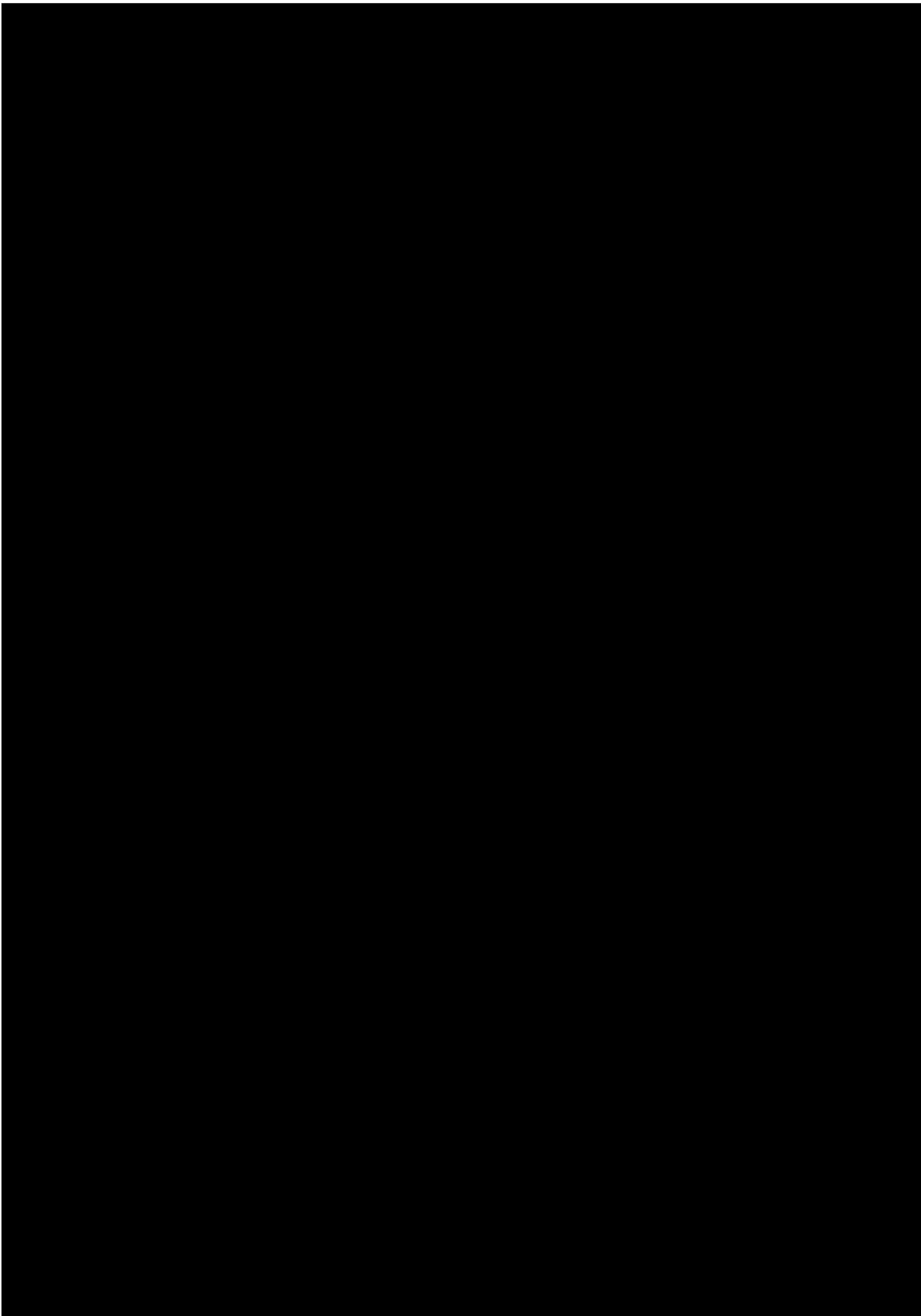
Attachment #5: Lack of Defined Access

Attachment #6: Letter of Support from Inyo County

Attachment #7: Letter of Support from the City of Bishop



Attachment #1 Project Location





*Attachment #3 Bridge and
Sidewalk*



Attachment #4 Paved shoulder



Attachment #5 Lack of defined access



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001

Clint Quilter
Executive Director

August 12, 2015

Caltrans District 9
Planning, Modal Programs, and Local Assistance
500 South Main Street
Bishop CA 93514

Subject: Letter in Support of FY 15-16 Asset Management Pilot Program Meadow Farms Project

I understand that Caltrans intends to submit an application to the Asset Management Pilot Program for the Meadow Farms Project on US 395, North Sierra Highway Corridor, from See Vee Lane to just east of Pa Ha Lane. This project has the potential to lead to tangible and sustainable improvements for the transportation system, economy, and a higher quality of life for community residents with reductions in greenhouse gas emissions. This project solidly aligns with the Inyo County Local Transportation Commission's goals related to: multimodal mobility and accessibility, support of the economy and freight, safety and security, livable and healthy communities, improving the quality of life, social equity, environmental stewardship and conservation, consistency between transportation and local growth including economic development patterns, efficient system management and operation, and preservation of existing transportation facilities.

As Executive Director of the Inyo County Local Transportation Commission (LTC) I support the submittal of the Meadow Farms project application, and encourage the award to Caltrans District 9. The project's concept support the LTC's goals and plans, and align with and complement both the existing Regional Transportation Plan and the Draft Regional Transportation Plan Update.

Thank you for your consideration to this matter. We are very excited about the possibility of this project coming to fruition. If you have any questions please contact me at (760) 878-0201 or cquilter@inyocounty.us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Clint Quilter".

Clint Quilter, Executive Director
Inyo County Local Transportation Commission



*Small Town with a
Big Backyard!*

CITY OF BISHOP

377 West Line Street - Bishop, California 93514

Post Office Box 1236 - Bishop, California 93515

760-873-8458 publicworks@cityofbishop.com

www.cityofbishop.com

14 August 2015

Caltrans District 9
500 South Main Street
Bishop, California 93514

The City of Bishop supports Caltrans's Meadow Farms Asset Management Pilot Project proposal.

The city appreciates all opportunities to work with Caltrans District 9 on the North Sierra Highway portion of Highway 395 adjacent and near to the city. This roadway is an important transportation link as well as an important part of the community commercial, cultural, and social fabric. All efforts by Caltrans, the city, Inyo County, and the Bishop Paiute Tribe to address current multimodal mobility, accessibility, safety, operational, maintenance, and community should be pursued.

If you need any additional information, please let me know.

Sincerely,

David Grah
Director of Public Works

SHOPP Nomination Sustainability Contacts:

Gina Moran (916) 651-8164
 Amy Bailey (916) 651-8166
 Mary Beth Herritt (916) 653-4166
 Melissa Thompson (out July 29-Aug 11) (916) 653-7569

Complete 20 question below: Sections in Green

Please answer these 20 question to help develop sustainability components (highlighted in Green) for your SHOPP Pilot project. This will be used for the project sustainability score as it relates to the Department's Strategic Goals for Sustainability, Livability and Economy (See Tab on Sustainability Goal for reference). For further background you can see the Envision Guidance tab.

Sustainability Goal measures		Project Title: Meadow Farms	Yes/No	Description (of Yes responses)
Quality of Life				
Stimulate Sustainable Growth and Development (Envision QL 1.2)				
Intent: Support and stimulate sustainable growth and development, including improvements in job growth, capacity building, productivity, business attractiveness and livability.				
1	Prosperity	Will the project enhance the community's quality of life and economic prosperity?	Yes	The project will improve ADA access, multimodal facilities, enhanced safety for cars and peds.
Improve Community Mobility and Access (Envision QL 1.2)				
Intent: Locate, design and construct the project in a way that eases traffic congestion, improves mobility and access, does not promote urban sprawl, and otherwise improves community livability.				
2	Access	Will the project provide good, safe access to adjacent facilities, amenities and transportation hubs, including appropriate wayfinding signage?	Yes	Currently pedestrians are walking on the sub-standard shoulder, this project will add curb gutter and sidewalk to help channel and direct people to adjacent facilities.
3	Non-Auto Mode Share	Will the project encourage the use of transit and/or non-motorized transportation?	Yes	The instillation of bike lanes and sidewalks encourage non-motorized transportation. The new facilities will also connect to existing class 1&2 bike facilities.
4	Non-Auto Mode Share	Has the project team coordinated the design with other infrastructure assets to improve walkability and livability?	Yes	The project will close gaps in the existing bike and pedestrian system.
Preserve Historic and Cultural Resources (Envision QL 3.1)				
Intent: Preserve or restore significant historical and cultural sites and related resources to preserve and enhance community cultural resources.				
5	Env	Will the project minimize impacts on historic and cultural resources? (Consulted the tribal, historic and cultural resource staff in Environmental (PQS)?	Yes	We will be working closely with the Bishop Paiute tribe, approximately a quarter of the project is on tribal land.
Enhance Public Space (Envision QL 3.3)				
Intent: Improve existing public space including parks, plazas, recreational facilities, or wildlife refuges to enhance community livability				
6	Livability	Will the proposed project make meaningful enhancements to public space or address Section 4(f) properties, (examples include parks, plazas, recreational facilities, or wildlife refuges) to enhance community, livability, and quality of life?	No	
Leadership				
Foster Collaboration and Teamwork (Envision LD 1.3)				
Intent: Eliminate conflicting design elements, and optimize system by using integrated design and delivery methodologies and collaborative processes				
7	Sustainable Corridor Master Plan (SCMP)	Are the project owner and the project team intending to take a Context Sensitive Solutions view of the project?	Yes	Context sensitive solutions will be evaluated as part of the project.
Improve Infrastructure Integration (Envision LD 2.2)				
Intent: Design the project to take into account the operational relationships among other elements of community infrastructure which results in an overall improvement in infrastructure efficiency and effectiveness.				
8	Livability	Will the project team seek input from local stakeholders regarding how the project impacts or enhances the community infrastructure?	Yes	locals have a sustainable transportation planning grant for this area. Input from this will be used in project development.
9	Freight	Will the project address the needs on the priority freight network included in the Freight Mobility Plan?	No	
Resource Allocation				
Use Recycled Materials (Envision RA 1.3)				
Intent: Minimize transportation costs and impacts and retain regional benefits through specifying local sources.				
10	Resource Consumption	Will the project team consider reuse of existing materials or recycled materials or use of materials from within 100 miles of the project site?	No?	
Reduce Energy Consumption (Envision RA 2.1)				

Sustainability Goal measures		Project Title: Meadow Farms	Yes/No	Description (of Yes responses)
		Intent: Conserve energy by reducing overall operation and maintenance energy consumption throughout the project life cycle		
11	Energy	Can the project incorporate reducing energy consumption or generating energy supply during the construction phase or after as a purpose for the project?	No	
Natural World				
		Preserve Prime Habitat and Species (<i>Envision NW 1.1</i>)		
		Intent: Avoid placing the project – and the site compound/temporary works – on land that has been identified as of high ecological value or as having species of high value.		
12	Env	Does the project concept incorporate solutions to preserve, improve or connect important natural resources (habitat, species needs, or fish and wildlife movement corridors)?	No	No habitat in area
		Protect Wetlands and Surface Water (<i>Envision NW 1.2</i>)		
		Intent: Protect, buffer, enhance and restore areas designated as wetlands, shorelines, and water bodies by providing natural buffer zones, vegetation and soil protection zones.		
13	Water	Does the project concept address or enhance adjacent wetlands, hydraulic connection and waters functions, values, or existing deficiencies?	Yes	Drainage on Bridge being brought up to standard, Curb and gutter will address lack of drainage system.
		Preserve Prime Farmland (<i>Envision NW 1.3</i>)		
		Intent: Identify and protect soils designated as prime farmland, unique farmland, or farmland of statewide importance.		
14	Env	Does the project concept improve or enhance the existing farming conditions or associated interface with the transportation facility (water conveyance, quality, habitat preservation, weed management, farming operation, etc.)?	No	Does not apply
		Preserve Floodplain Functions (<i>Envision NW 1.5</i>)		
		Intent: Preserve floodplain functions by limiting development and development impacts to maintain water management capacities and capabilities.		
15	Water	Does the project concept allow for natural floodplain functions restored or rectified related to existing infrastructure impingements?	No	Not in flood plain
		Manage Stormwater (<i>Envision NW 2.1</i>)		
		Intent: Minimize the impact of infrastructure on stormwater runoff quantity and quality.		
16	Water Quality	Can the project be designed to treat more than minimum stormwater treatment requirements, for example post construction or TMDL compliance units?	No	
		Roadside Vegetation Environment (<i>Envision NW 3.4</i>)		
		Intent: Use appropriate non-invasive species and control or eliminate existing invasive species.		
17	Env	Does the project concept incorporate improvements to roadside vegetation through restorative actions to native/appropriate vegetation to reduce/eliminate need for future management (maintenance, water use, pesticides, invasive species, etc.)?	No	N/A
Climate & Risk				
		Reduce Greenhouse Gas Emissions (<i>Envision CR 1.1</i>)		
		Intent: Conduct a comprehensive life-cycle carbon analysis and use this assessment to reduce the anticipated amount of net greenhouse gas emissions during the life cycle of the project, reducing project contribution to climate change.		
18	GHG	Based on a life-cycle carbon assessment, will the project be designed in a way that substantially reduces carbon emissions?	No	
		Assess Climate Threat (<i>Envision CR 2.1</i>)		
		Intent: Develop a comprehensive Climate Vulnerability Assessment and Adaptation Plan.		
19	Resiliency	Will the project address potential risks or vulnerability deficiencies identified in state, regional, local or site specific plans?	No	
		Manage Heat Island Effects (<i>Envision CR 2.5</i>)		
		Intent: Minimize surfaces with a high solar reflectance index (SRI) to reduce localized heat accumulation and manage microclimates.		
20	Green Infrastructure	Will the project be designed to include green infrastructure such as reducing heat island effects by reducing the percentage of low solar reflectance index (SRI) surfaces?	No	