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2018 OUTSTANDING



Local Streets and Roads Awards Program



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League of California Cities®

California State Association of Counties®

County Engineers Association of California

OVERALL WINNER:

Miller Avenue Streetscape Plan with Full Depth Reclamation

City of Mill Valley



Miller Avenue functions as a central corridor serving the circulation, commerce, recreation and experiential needs of Mill Valley's residents and visitors.

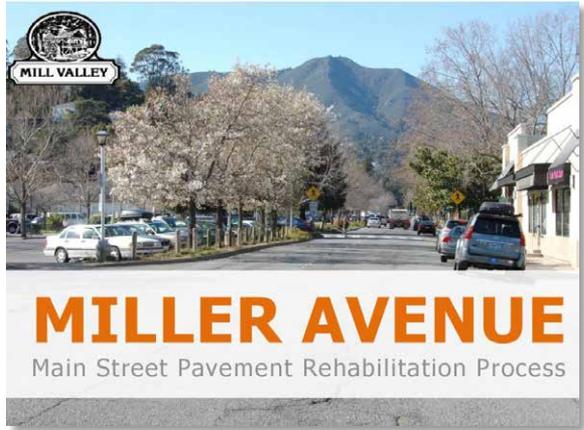
The corridor was established with the railroad in 1889, leading to median parking to accommodate cars and trains. The Miller Avenue Streetscape Plan is the first comprehensive design with a primary goal of creating a safe and efficient multi-modal corridor consistent with the complete streets principles of design, including features to accommodate all users – vehicles, transit, bicycles and pedestrians. The plan also improved the underground and roadway infrastructure, preserved and enhanced the corridor experience with new drought resistant landscaping and rain gardens to reduce peak storm discharge into nearby creeks, maintained

cultural features of Mill Valley and improved the overall infrastructure of the corridor.

A 1,700-foot stretch of the project eliminated frontage roads, realigning the street to accommodate parking, travel lanes, accessible sidewalks and buffered bike lanes. Due to the

large amount of reconstruction required, combined with elevation changes and difficult soil conditions, the roadway construction utilized full depth reclamation (FDR), pulverizing 18 inches of the underlying roadway that was reused for ground materials and overlaid with new asphalt. FDR is 50 percent less expensive than traditional road repair methods, reducing excavation as well as the import and export of materials. Although rarely implemented in an urban setting, the city was able to successfully apply this method of road reconstruction, lowering overall truck trips hauling materials in and out, and reducing the cost of replacing the pavement. Repaving occurred overnight, reducing the work time by three to four

weeks to minimize disruption to the community and impact to businesses.





CATEGORY: Efficient and Sustainable Road Maintenance, Construction and Reconstruction Projects

WINNER

The 2017 Annual and Measure J and L Pavement Rehabilitation Project

City of Orinda

The City of Orinda needed to repair 92.7 miles of failed pavement. By using full depth reclamation (FDR), the city was able to implement the best and most sustainable technology available. When complete, the project will provide a perpetual pavement section that only needs the wearing surface maintained and does not require new aggregates or removing the old material. FDR projects reduce energy consumption by 28 percent and greenhouse gas emissions by an average of 48 percent. Funded by residents through Measure J and L, the city's pavement rehabilitation program completed reconstruction of 63 failed residential roads, repairing a total of 11.4-lane miles in 2017. Orinda became the first Bay Area public agency to embark on such an aggressive road rehabilitation program by using FDR. With the sustainable process, Orinda projects that it will raise its pavement condition index (PCI) rating from 41 to 88 on a scale of 0 (failed) to 100 (excellent) by 2019.

FINALISTS

» **Madonna Los Osos Valley Road Rehabilitation Project**

(City of San Luis Obispo)

The City of San Luis Obispo recently completed the largest roadway maintenance and rehabilitation project in its history on two heavily utilized

arterial streets – Madonna and Los Osos Valley Roads. These roads service approximately 25,000 vehicles daily. This project enhanced the city's multimodal transportation improvement goals by installing ADA compliant sidewalk curb ramps and substantial roadway striping changes to improve safety for bicycles, including new green and buffered bike lanes. San Luis Obispo utilized a variety of techniques to save taxpayer money and reduce environmental impacts. Varied pavement maintenance treatments included base repairs, microsurfacing and full depth reclamation. Reducing transportation and trucking project needs, lowered greenhouse gas

emissions by 75 percent compared to a conventional process. These methods saved \$800,000 and preserved of 8,300 cubic yards of materials that otherwise would have needed to be removed for disposal.



» **Susana Road Reconstruction Project**

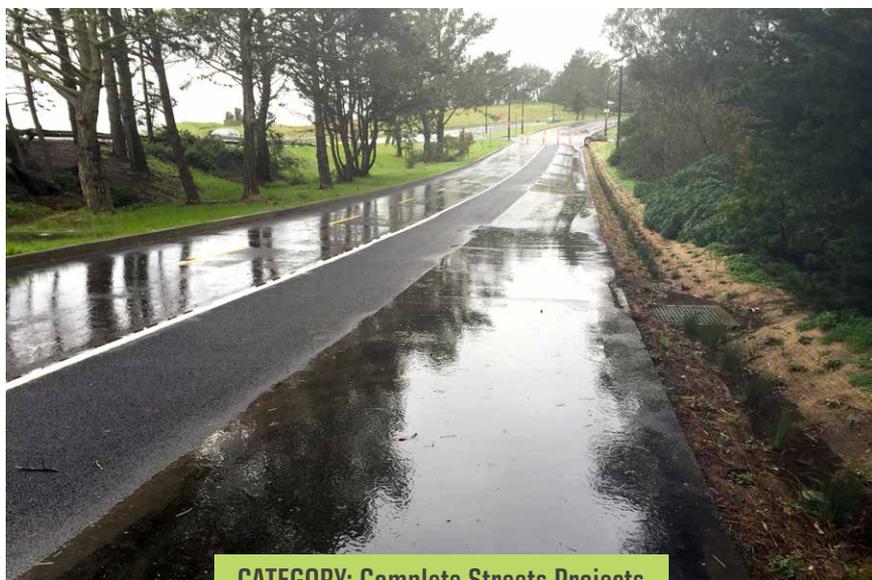
(County of Los Angeles)

Since 2008, Los Angeles County has continued its commitment to preserving and improving the quality of its roads in a cost effective and environmentally responsible way using sustainable pavement

treatments. The state mandate to reduce greenhouse gas emissions under AB 32 and limited resources served as the motivation behind the development of the county's sustainable approach. Susana Road is located in an industrial section of the unincorporated community of Rancho Dominguez. The 2-mile long arterial was in poor condition due to significant heavy truck traffic. The reconstruction project includes preserving roads in good condition first; using recycled materials in

pavement treatments; and reutilizing materials in place when reconstructing roads. The county estimated that by using a sustainable reconstruction method of reutilizing the in-place materials, it would save \$3.2 million and achieve significant environmental benefits.





CATEGORY: Complete Streets Projects

WINNER

Mansell Streetscape Improvement Project

City & County of San Francisco

Mansell Street was developed in the 1950s as part of a never-completed cross-town freeway and primarily served motorized vehicles. The traffic lane widths and three different posted speed limits encouraged speeding. Pedestrians had to walk on the street or climb over a guard rail and walk along an informal path to access different park facilities or to commute between neighborhoods. Cyclists also had to share the road with vehicles travelling at speeds up to 45 miles per hour and public transit users had to wait on the street for a bus. The project addressed pedestrian safety and bicycle access by reducing the number of vehicular lanes from four to two (one lane each direction), separating vehicular traffic and creating a multi-use path. In several sections the project included the construction of a sidewalk, class II and III bicycle facilities, safety improvements including raised crosswalks and flashing beacons at some intersections and a corner bulb-out. Street-level lighting, trees and landscaping and site furnishings were included to make this a complete streets project. Additionally, the jogging path was also paved with pervious asphalt to help reduce runoff and to keep the path dry for runners during rain.

FINALISTS

» Kettleman City Safe Routes to School and Roadway Reconstruction Project

(Kings County)

The Kettleman City Community Plan was developed as part of the Kings County 2035 General Plan. Extensive public

outreach during the plan's development revealed that residents' primary concerns focused on excessive speeds along State Route 41 and the need for children to have a safe route to school. In 2009, the county received a Caltrans Transportation Planning Grant as an Environmental Justice Grant. Recommendations from the Kettleman City Safety and Community studies and workshops were used as the basis for the Federal Safe Routes to School project. The project includes new pedestrian pathways, ADA compliant ramps and widened roadways reconstructed utilizing the

full depth reclamation with cement treatment method. This approach reduced material cost and construction, the project's overall carbon footprint and created a shared area for bikes and on-street parking.



» **North Santa Monica Boulevard Complete Street Reconstruction**

(City of Beverly Hills)

As one of the main thoroughfares through the City of Beverly Hills, North Santa Monica Boulevard has helped define the city since the 1930s. This famous road had deteriorated with cracked

sidewalks, damaged curbs, gutters and drainage inlets and required a full reconstruction from subbase to surface for 1.5 miles of roadway. The project represents a complete streets project. It features environmentally efficient light-emitting diode (LED) street lights, fiber optic conduit, new curbs, gutters and sidewalks with new ADA approved access ramps, a widening of the roadway to accommodate a new 5-foot wide bike lane, upgraded camera-operated traffic signalization system replacing traffic

loops and raised pedestrian crossings that provide traffic calming and safe crossing at 10 un-signalized intersections heavily traveled by pedestrians.





CATEGORY: Safety or Intelligent Transportation System Projects

WINNER

Holman Highway 68 Roundabout

City of Monterey

The Holman Highway 68 Roundabout was designed to relieve congestion at the busy intersection of Holman Highway 68, southbound Highway 1 ramps, and 17 Mile Drive near the entrance to Pebble Beach and the area's only community hospital. The selected improvements feature two closely spaced roundabouts, one of which is a teardrop roundabout located at the access point to 17 Mile Drive. The roundabout solution addressed congestion mitigation leading to reduced vehicle idling times and greenhouse gas emissions by eliminating traffic signals and stop signs. It improved response times and access to the community hospital and local fire department, as well as provided protection of the surrounding Monterey Forest and enhanced access to the existing scenic corridor.

The project was one of the first in the state to use intersection control evaluation (ICE) process to help evaluate and identify the best solution for intersections located in the state right-of-way. The process demonstrates the safety and operational performance advantages of roundabout

control over signal control by providing a side-by-side comparison. It also establishes a streamlined Caltrans approval process for consensus building. The ICE performance measure matrix made it easier to educate policy makers and the public on the roundabout as the key component of an unprecedented solution, leading to broad local support and full project funding. Leveraging the greater capacity of the roundabouts, the city ultimately replaced a previously approved widening project of State Route 68 that included a bridge replacement and signalized intersection. The project cost approximately \$10.7 million.

FINALISTS

» **Dynamic Lane Change** *(City of Santa Clarita)*

The intersection of Soledad Canyon Road at Sierra Highway carries approximately 80,000 vehicles daily. To address congestion and queuing at one of Santa Clarita's busiest intersections during the afternoon peak, the city implemented a dynamic lane

that decreased queues by almost 800 feet, increased throughput by almost 10 percent and shortened travel times. This also reduced greenhouse gas emissions and the amount of time residents spend in traffic. The project features a series of dynamic message signs to inform travelers when the lane is exclusively for right turns and when it is a right/through lane. Santa Clarita used early community outreach that explained the new concept on flyers, social media, print publications and on the city's website. Innovative data collection techniques were used to perform the before and after analysis. Drone videos are used to survey the queuing at the intersection and observe the project's results. Real-time video analytics are also used to collect data on specific performance measures to evaluate queuing and lane utilization.



» **Rancho Cordova Citywide Intelligent Transportation System Project**

(City of Rancho Cordova)

The City of Rancho Cordova constructed an intelligent transportation system (ITS) that fully connects the city network, increases safety, transcends jurisdictional boundaries and paves the way for a future with autonomous vehicles. In 2010, the city prepared an ITS Master Plan that led to grants from Caltrans and Sacramento Area Council of Governments for a combined \$4 million. With an additional \$1.5 million in local funds, the city invested \$5.5 million to install over 20 miles of fiber optic cable, 80 intelligent signal controllers, 40 intersection cameras and bluetooth travel time readers on Sunrise Boulevard. In addition, Rancho Cordova upgraded City Hall with a new traffic management center allowing live monitoring of traffic conditions, establishing critical center-to-center integration with the Sacramento County Traffic Operations Center. The newly completed project enables Rancho Cordova to proactively improve signal coordination, safety and emergency response while reducing congestion and greenhouse gas emissions.

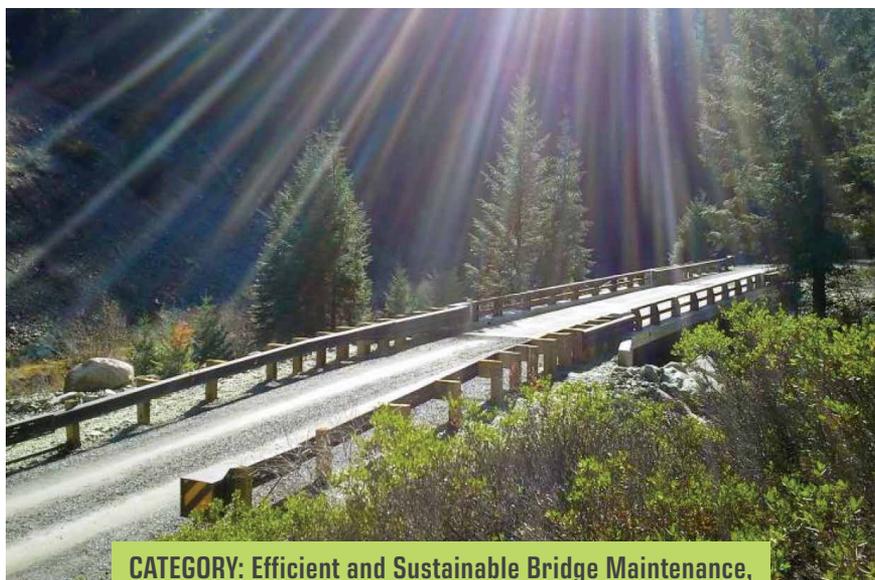


» **9th Street and Division Street Bike and Pedestrian Improvements**

(City & County of San Francisco)

The City and County of San Francisco in 2014 adopted Vision Zero, a road safety policy to increase safety and eliminate all traffic fatalities by 2024. It promotes a safer, livable and sustainable transportation system. In the SoMa district, 9th Street and Division Street is one of the higher risk intersections. Part of a larger well-used bicycle facility on Division Street, between 2008 and 2013, 10 of the 12 collisions on the street involved bikes where vehicles made right turns. The San Francisco Municipal Transportation Agency and San Francisco Public Works proposed a system to simplify traffic flow while providing a physical barrier between cyclists and pedestrians from moving vehicles. Improvements included raised crossings, corner safety islands with new curbs, painted bike lanes and pedestrian safety zones, a parking protected bikeway, 13 foot-wide pedestrian sidewalk and the conversion of a one-way to a two-way street.





CATEGORY: Efficient and Sustainable Bridge Maintenance, Construction and Reconstruction Projects

WINNER

Trinity County Bridge Demonstration Project

Trinity County

Trinity County entered into an agreement with Central Federal Lands Highway Division to replace five county-owned bridges by design build methods. The bridges were identified as structurally deficient or functionally obsolete and approved by Caltrans and the Federal Highway administration (FHWA) for replacement under the FHWA Highway Bridge Program. The county wanted to accelerate the project, augment staff duties and utilize every day counts design and construction methods. Using precast abutments and deck panels reduced construction duration to as little as two weeks per bridge. The design/build team was hired to design, construct and acquire the necessary right-of-way. The pilot program cost \$7.9 million, coming in at \$800,000, or 10 percent, below budget. It took 12 months to design the project, acquire right-of-way and complete construction.

FINALISTS

» **U.S. Route 66 Bridge Preservation Program**

(County of San Bernardino)

National Trails Highway (NTH), also known as Historic Route 66, was established as one of America's first transcontinental highways. The County of San Bernardino is responsible for maintaining NTH between the cities of Barstow and Needles. Built between 1929 and 1931, the corridor, the longest remaining original section of Route 66, contains 127 timber bridges. This section is critical to the economic vitality of an underserved rural region larger than some states, provides the only by-pass to Interstate 40 and is deemed eligible for the national register of historic places. The county embarked on an ambitious program to rehabilitate or replace structurally deficient historic timber bridges along a 111-mile stretch of this corridor. It successfully secured funding for the first priority group of nine bridges and is on track to secure funding for additional groups.



» **Alleghany Road over Oregon Creek Bridge Rehabilitation**

(Yuba County)

The Alleghany Road over Oregon Creek Bridge rehabilitation project involved rehabilitating the historic wooden covered truss bridge in the Tahoe National Forest in northern Yuba County.

The bridge is listed in the Caltrans historic bridge inventory as a Category 1 historic bridge. While it is listed on the National Register of Historic Places, the bridge was closed to vehicular traffic due to the possibility of catastrophic collapse. The project was necessary to improve public safety by providing a safe river crossing for all passenger sized vehicles as well as small forest service fire trucks. Rehabilitation of this nearly 150 year-old covered bridge created the opportunity to sustainably maintain its historical significance through the re-use and rehabilitation of some original materials.





SPONSORED BY THE CALIFORNIA STATE ASSOCIATION OF COUNTIES*, THE LEAGUE OF CALIFORNIA CITIES*, AND THE COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA, THE OUTSTANDING LOCAL STREETS AND ROADS AWARDS HONORS CITIES AND COUNTIES THAT ARE EMPLOYING PROJECTS, PROGRAMS, PRACTICES, AND INNOVATIVE TECHNOLOGIES AND MATERIALS TO ACHIEVE PRESERVATION, SAFETY AND SUSTAINABILITY GOALS FOR THE STATEWIDE LOCAL STREET AND ROAD SYSTEM. THESE PRESTIGIOUS AWARDS BOTH RECOGNIZE AND RAISE AWARENESS OF THE EXCEPTIONAL ACHIEVEMENTS MADE BY CALIFORNIA'S CITIES AND COUNTIES TO PRESERVE AND PROTECT THE PUBLIC INVESTMENT IN THE LOCAL STREET AND ROAD SYSTEM. HONORED PROJECTS SERVE AS BEST PRACTICES THAT CAN BE REPLICATED IN OTHER CALIFORNIA COMMUNITIES.

Forward-thinking cities and counties have made extraordinary investments to preserve and improve the existing local transportation system. Through these exemplary efforts, cities and counties are improving system efficiency and safety for all users including motor vehicle drivers, bicyclists, and pedestrians; and ultimately reducing greenhouse gas emissions, helping counties, cities, regional agencies, and the state meet statewide greenhouse gas reduction climate goals.

A safe, well-maintained, and environmentally friendly local transportation system significantly saves cities, counties, and taxpayers, money in the long-term.