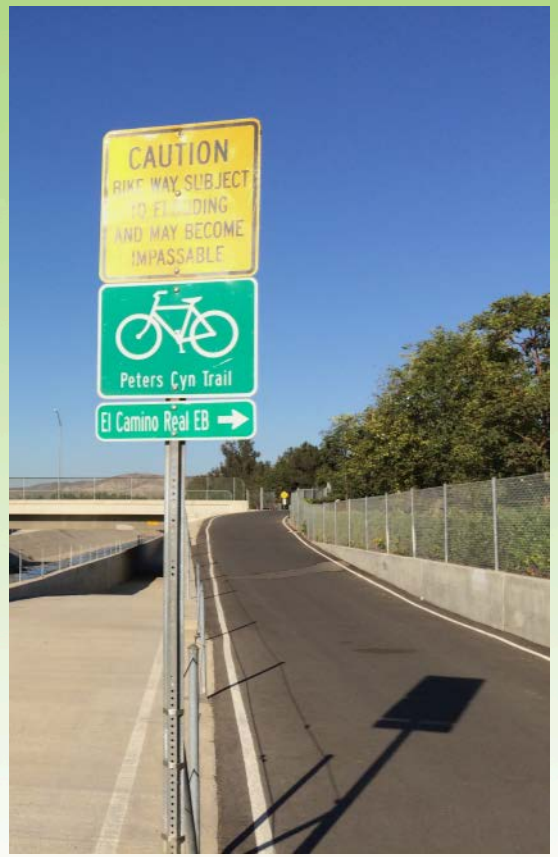


Capital Programs: Key Steps in Highway Delivery

Citizens Advisory Committee –
Bicycle and Pedestrian Subcommittee
March 17, 2015

OCTA

Typical Process – Highway Projects

Planning

- Project Study Report/Project Development Report (PSR/PDR)
- *OCTA Planning Department*

Preliminary Design/Environmental

- Project Approval/Environmental Documentation (PA/ED)
- Formal Opportunity for Public/Written Comment
- Comments & Responses included in Final ED
- *OCTA Capital Programs Department*

Typical Process – Highway Projects

Final Design

- Plans, Specifications, and Cost Estimates (PS&E)
- *OCTA Capital Programs Department*

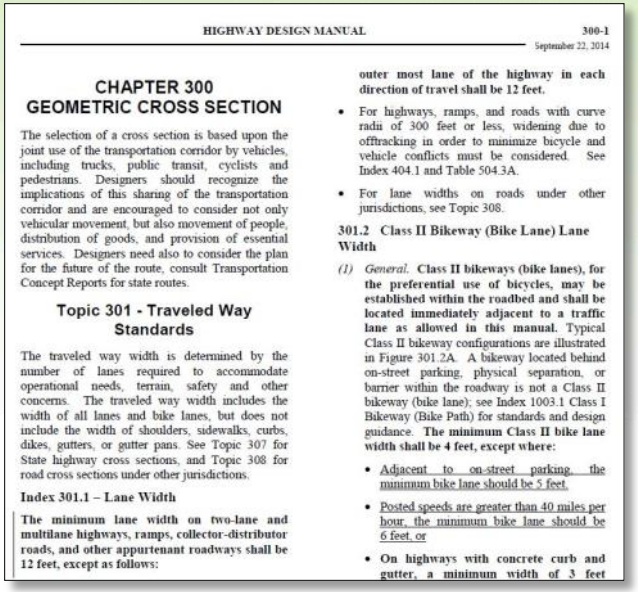
Construction

- Construction Documents (CDs)
- *Caltrans Lead*

Key Design Documents

Caltrans as Owner Operator Bases Design on Following

- Caltrans Highway Design Manual (HDM)
- California Manual on Uniform Traffic Control Devices



HIGHWAY DESIGN MANUAL 300-1
September 22, 2014

CHAPTER 300
GEOMETRIC CROSS SECTION

The selection of a cross section is based upon the joint use of the transportation corridor by vehicles, including trucks, public transit, cyclists and pedestrians. Designers should recognize the implications of this sharing of the transportation corridor and are encouraged to consider not only vehicular movement, but also movement of people, distribution of goods, and provision of essential services. Designers need also to consider the plan for the future of the route, consult Transportation Concept Reports for state routes.

Topic 301 - Traveled Way Standards

The traveled way width is determined by the number of lanes required to accommodate operational needs, terrain, safety and other concerns. The traveled way width includes the width of all lanes and bike lanes, but does not include the width of shoulders, sidewalks, curbs, dikes, gutters, or gutter pans. See Topic 307 for State highway cross sections, and Topic 308 for road cross sections under other jurisdictions.

Index 301.1 – Lane Width

The minimum lane width on two-lane and multilane highways, ramps, collector-distributor roads, and other appurtenant roadways shall be 12 feet, except as follows:

outer most lane of the highway in each direction of travel shall be 12 feet.

- For highways, ramps, and roads with curve radii of 300 feet or less, widening due to offtracking in order to minimize bicycle and vehicle conflicts must be considered. See Index 404.1 and Table 504.3A.
- For lane widths on roads under other jurisdictions, see Topic 308.

301.2 Class II Bikeway (Bike Lane) Lane Width

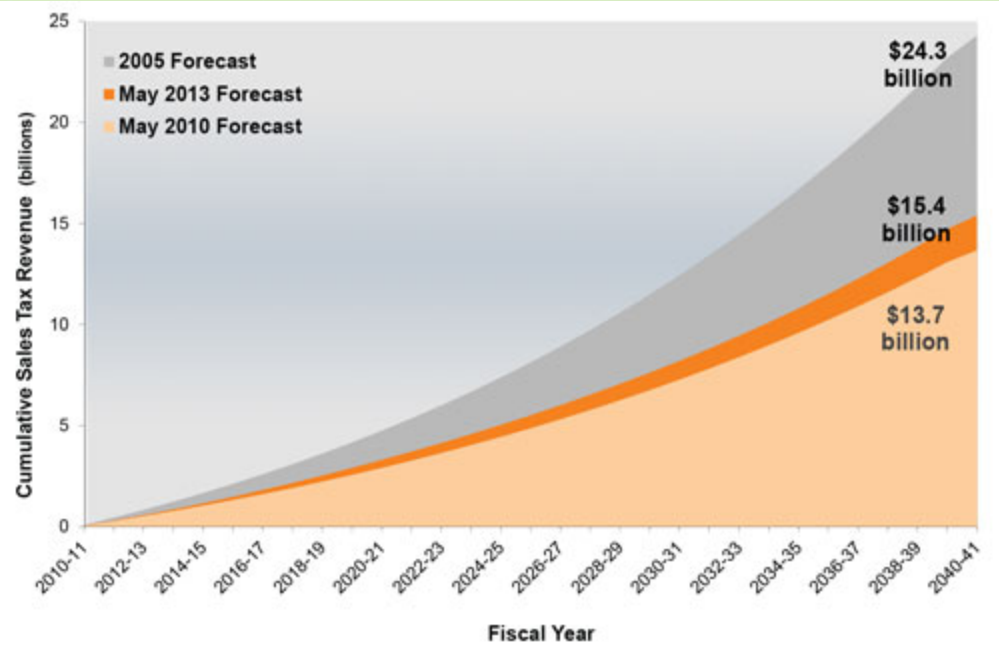
(1) General. **Class II bikeways (bike lanes), for the preferential use of bicycles, may be established within the roadbed and shall be located immediately adjacent to a traffic lane as allowed in this manual.** Typical Class II bikeway configurations are illustrated in Figure 301.2A. A bikeway located behind on-street parking, physical separation, or barrier within the roadway is not a Class II bikeway (bike lane); see Index 1003.1 Class I Bikeway (Bike Path) for standards and design guidance. **The minimum Class II bike lane width shall be 4 feet, except where:**

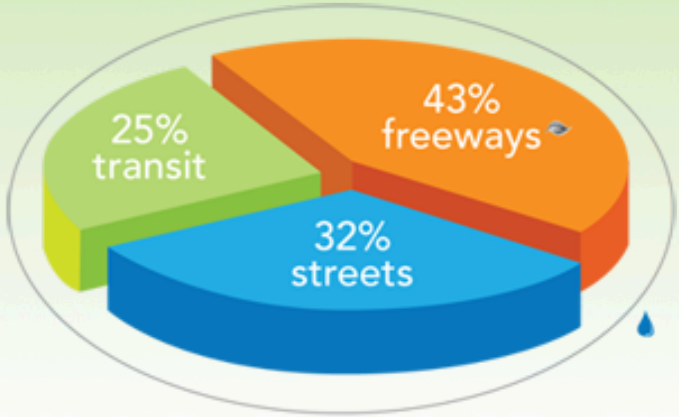
- Adjacent to on-street parking, the minimum bike lane should be 5 feet.
- Posted speeds are greater than 40 miles per hour, the minimum bike lane should be 6 feet, or
- **On highways with concrete curb and gutter, a minimum width of 3 feet**

Constrained Measure M2 Funding

Funding Challenges & Solutions

- Great Recession = Reduced Revenues
- M2020 Plan use of bonding for early delivery





A total of 5% of M2 Freeway Program funds is allocated to the Freeway Environmental Mitigation Program

A total of 2% of the overall M2 Program funds is allocated to the Environmental Cleanup Program

Tracking OCTA Highway Delivery

Project Schedule & Contact Information

Schedule Information

- http://octa.net/Measure-M/Schedules/

Contacts for Public Input

- http://octa.net/Freeways-and-Streets/