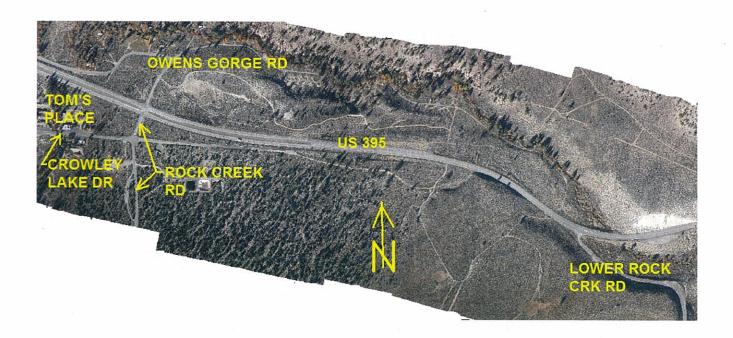
**Tom's Place Multimodal Connectivity - Feasibility Study Report** EA: 09-35280K

09 - MNO - 395 - PM 9.0/10.7 (Project Identifier: 0912000034) December, 2012

# FEASIBILITY STUDY REPORT FOR "Tom's Place Multimodal Connectivity"

On US 395 in Mono County
Near Tom's Place from 0.3 miles South of Lower Rock Creek Road to 0.4 miles North of Rock
Creek Road



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December, 2012



On US 395 in Mono County Near Tom's Place from 0.3 miles South of Lower Rock Creek Road to 0.4 miles North of Rock Creek Road

APPROVAL RECOMMENDED:

TOM MEXERS, PROJECT MANAGER

APPROVED:

THOMAS P. HALLENBECK, DISTRICT 9 DIRECTOR

THIS DOCUMENT CANNOT BE USED FOR PROGRAMMING PURPOSES. A PROJECT STUDY REPORT OR EQUIVILANT SCOPING DOCUMENT WILL NEED TO BE WRITTEN TO SERVE AS THE PROGRAMMING AND SCOPING DOCUMENT.

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This Feasibility Study Report has been prepared under the direction of the following Registered Engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

A REGISTING STOLEN BER

Exp. 9/30/13

Truman P Denio C34556

#### December, 2012

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#### 1. INTRODUCTION

This Feasibility Study Report (FSR) is being prepared at the request of the Mono County Local Transportation Commission to evaluate alternatives that would improve the safety and efficiency of the Lower Rock Creek Road and Rock Creek Road intersections with US 395. Two build, and one no-build alternatives along with an optional "add-on" are considered and described in Section 6 "Alternatives". The total current construction capital cost estimated for the build alternatives range from \$2,240,000 (without optional "add-on") to \$6,030,000 (with optional "add-on").

US 395 is part of a major interregional transportation system connecting four states. The facility spans California, Nevada, Oregon, and Washington. In California it extends from Interstate 15 in the South to the Nevada border at Topaz Lake and then reenters California near Hallelujah Junction, and continues to the Oregon border in the North. In the project area the highway is the major north-south corridor and serves as the lifeline for the entire region. The existing 4-lane highway has 12 foot lanes and variable 2-10 foot shoulders in the area of potential construction. The United States Forest Service (USFS) owns most of the land along US 395 in the project area.

Lower Rock Creek Road and Rock Creek Road are county roads that serve the communities of Swall Meadows, Sunny Slopes, and Tom's Place. The roads also provide recreational access to National Forest lands and campgrounds, and are used by bicyclists all seasons other than winter. The existing 2-lane roads have 12 foot lanes with no shoulder.

Since there are no funds identified for this project at this time, this FSR evaluates the alternatives in general terms for long-range planning purposes. More focused review will be necessary to develop alternatives that are suitable for programming purposes.

#### 2. BACKGROUND

The Mono County General Plan and the Regional Transportation Plan both include the realignment of Lower Rock Creek Road from its intersection with US 395 to a connection with Rock Creek Road and Crowley Lake Drive at Tom's Place. There also have been several proposals over the years to construct a bike route at this location that does not use US 395. The County's transportation element on connectivity, functionality and intermodal opportunities call for some type of connection from Lower Rock Creek Road to Rock Creek Road and Crowley Lake Drive that does not force users to traverse US 395 between the two points.

Improvements to the intersection at Rock Creek Road have been of interest to the County and residents for many years. In evaluating how the system works together, a review of potential improvements at the Rock Creek Road intersection with US 395 is also included.

In addition Mono County has expressed concern over the accidents on US 395 in the vicinity of Lower Rock Creek Road. As a result of these concerns the Mono County Local Transportation Commission requested that Caltrans review the current highway and intersection alignment. This has been combined with the ongoing interest in providing a bicycle connection between Rock Creek Road and Crowley Lake Drive (Tom's Place) and Lower Rock Creek Road that allows users to avoid US 395 at this location.

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As a result of this request Caltrans initiated this feasibility study to look at cost, impacts, and opportunities to reduce accidents, improve connectivity and improve the overall functionality of the system.

Caltrans has considered improving the highway alignment in the vicinity of Lower Rock Creek Road / US 395 intersection. The horizontal and vertical alignment and the median and shoulder widths of this all paved 4-lane conventional highway section do not meet current standards. A Value Analysis study was performed in 2002 which included analysis of the all paved 4-lane segment (between the divided highway south and north) from PM 6.9 to 10.3. Several alternatives were brought forth including: 1) realignment and median/shoulder widening along the existing corridor, and 2) divided highway with new northbound lanes on independent alignment around the north side of the "Big Pumice Cut". Both of these alternatives included a frontage road between Lower Rock Creek Road and Rock Creek Road / Crowley Lake Drive at Tom's Place.

In 2005 a supplemental PSSR (Project EA 09-26900) proposed to correct all non-standard features along the existing US 395 corridor from the base of Sherwin Grade to Mono PM 10.3 and include a frontage road from Lower Rock Creek Road to Rock Creek Road / Crowley Lake Drive. However, this proposal (total estimate \$22 million in 2005) was excessive and deemed not fundable so the project was split into two phases: South Sherwin Rehab and North Sherwin 3R Rehab. The South Sherwin project was completed in 2010. In 2007 another supplemental PSSR (Project EA 09-32780) recommended a reduced scope project for North Sherwin 3R Rehab that did not include the curve corrections and frontage road. The project proposed to rehabilitate the highway structural section and widen the median to 14 feet and the shoulders to 10 feet The necessary design exceptions for non-standard geometrics were approved. The total cost estimate including support cost was \$17.3 million (2007). The portion of the project that includes this location is currently unfunded and other pavement preservation strategies are being implemented.

Lower Rock Creek Road, Rock Creek Road and Crowley Lake Drive are functionally classified as major collectors. The Mono County Snow Removal Priority Map designates Crowley Lake Drive and Lower Rock Creek Road as Class 1 Priority and Rock Creek Road as Class 2 Priority.

# 3. PURPOSE AND NEED STATEMENT

#### Need:

Mono County is interested in improving the functionality of the transportation system and upgrading it to meet the current general plan and regional transportation plan. These system plans call for increased connectivity and incremental improvements that specifically includes the realignment of Lower Rock Creek Road so that it connects with Rock Creek Road / Crowley Lake Drive at Tom's Place. This will bring operational and safety benefits to both the local road system and US 395 while decreasing accidents and allowing for additional improvements to US 395 in the future.

Any changes should accommodate future changes to US 395 that are being considered for this area including long term horizontal and vertical profile changes.

#### Purpose:

Improve safety, improve functionality of the system, improve connectivity and better accommodate multimodal opportunities. Also, to bring the system more into conformance with the policies included in the

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general plan and the regional transportation plan including specific changes to the layout of Rock Creek and Lower Rock Creek Roads.

Actions should also increase safety of the system while accommodating or enhancing future ability for additional improvements.

#### 4. DEFICIENCIES

#### **Existing Geometrics:**

US 395 is an all-paved four lane conventional highway in the vicinity of Lower Rock Creek Road intersection and then converts to access controlled divided four lane expressway at about PM 9.7 between Lower Rock Creek Road intersection and Rock Creek Road intersection.

The existing median on US 395 in the vicinity of Lower Rock Creek Road "T" intersection is 4 feet average width, except where it widens at the intersection to 12 feet to accommodate a left turn lane and a short acceleration lane. The median acceleration lane pocket and the median left turn lane pocket are relatively short, requiring most of the speed change to occur in the through #1 lane.

Lower Rock Creek Road intersects US 395 near the outside apex of a horizontal curve, an undesirable location for an intersection. Additionally, the horizontal and vertical curves on US 395 in the vicinity of the intersection are non-standard. Although not currently planned, any future corrections to these curves would require the removal or major re-alignment of the Lower Rock Creek Road intersection.

The existing US 395 expressway median in the vicinity of Rock Creek Road / Owens Gorge Road intersection is 42 feet and contains 12 foot left turn lanes for both north and southbound traffic. The median width exclusive of the turn lanes is too narrow to provide refuge for cross or left turning vehicles / trailers greater than 42 feet in length.

Left turning or cross traffic drivers who are not comfortable using the available median refuge must wait for acceptable traffic gaps in both directions of travel on mainline US 395. During peak traffic hours this may lower the efficiency of the intersections as drivers wait a significant amount of time for concurrent traffic gaps. Drivers also must look for and recognize high speed traffic approaching from both directions in order to turn or cross safely. Increase in Average Annual Daily Traffic (AADT) on US 395 will exacerbate these issues in the future.

#### Traffic:

#### **Traffic Volume:**

The actual and forecasted Annual Average Daily Traffic (AADT) for mainline US 395 in the project area are summarized as follows:

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	YEAR	AADT
Data Year	2010	6550
Construction Year	2015	7230
5 Year	2020	7980
10 Year	2025	8820
20 Year	2035	10750

The posted speed limit between PM 9.0 and PM 10.5 is 65 mph. At PM 7.0 the northbound 85<sup>th</sup> percentile speed is 72 mph and the southbound is 72 mph. The northbound pace speed is 61-70 mph and the southbound pace speed is 62-71 mph.

The USFS performed traffic counts on Rock Creek Road over four periods during the summer of 2011. The Average Daily Traffic (ADT) for each period is summarized as follows:

PERIOD	ADT
May 25th - July13th	801
July 20th - Aug 1st	1278
Aug 17th - Oct 11th	781
Oct 20th - Nov 4th	259

As would be expected on a route with predominately recreational traffic, counts were higher on weekends than weekdays. The peak single day traffic during the study occurred on Sunday July 3rd, 2011 with a total count of 1907 vehicles.

#### Mainline Accident Data:

Accident data was compiled for the ten year period between July 2000, and June 2010. There were 46 accidents during this time frame in the project area. The accident rates expressed as accidents per million vehicle mile (MVM) were higher than the statewide average for both fatal + injury, and total accidents. There were no fatal accidents within the project limits during the ten year study period. There were no accidents involving bicycles. The accident data has been summarized in the following table:

MNO-395-PM 9.0/R10.5

Type and Number of Accidents		Accidents/MVM		
Fatal	0		Actual	Statewide Average
Injury	19	Fatal	0.00	0.015
<b>Property Damage Only</b>	27	Fatal + Injury	0.52	0.34
Total	46	Total	1.25	0.92

#### Lower Rock Creek Road / US 395 Intersection Accident Data:

There were ten accidents recorded in the vicinity of the Lower Rock Creek Road / US 395 intersection during the ten-year study period, and there were fourteen injuries. There were no fatalities recorded. Accident rates expressed as accidents per million vehicles (MV) were higher than the statewide average

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for both fatal + injury and total accidents. These accidents were included in the mainline data above. Accident data has been summarized in the following table:

Lower Rock Creek Road, MNO 395 PM 9.330

Type and Number of Accidents		Acci		
Fatal	0	* ,	Actual	Statewide Average
Injury	6	Fatal	0.00	0.003
<b>Property Damage Only</b>	4	Fatal + Injury	0.24	0.08
Total	10	Total	0.40	0.20

Only two accidents were related to turning movements at the intersection. Of the two collisions that were intersection related one was turning right from southbound (SB) US 395 onto Lower Rock Creek Road and due to icy conditions was unable to make the turn and struck the metal beam guard rail (MBGR). The remaining intersection collision occurred when a Lower Rock Creek Road left turning vehicle failed to yield to a SB US 395 vehicle.

#### Rock Creek Road / US 395 Intersection Accident Data:

Three two car collisions were recorded at the Rock Creek Road / US 395 intersection during the ten-year study period and there were four injuries. There were no fatalities recorded. These accidents were included in the mainline data above. Accident data has been summarized in the following table:

Rock Creek Rd, MNO 395 PM 10.264

Type and Number of Accidents		Acci		
Fatal	0		Actual	Statewide Average
Injury	2	Fatal	0.00	0.006
<b>Property Damage Only</b>	1	Fatal + Injury	0.08	0.13
Total	3	Total	0.11	0.30

All three accidents involved failure to yield on the part of the crossing/turning vehicle. Two of these accidents occurred when the turning vehicle did not see the through car. Sight distance was unimpaired but for unknown reasons they still pulled in front of the US 395 vehicles path. The last accident involved a vehicle eastbound (EB) on Rock Creek Road from Tom's Place, attempting to cross US 395 to Sunny Slopes. The vehicle paused in the median then slowly rolled into the number 1 northbound (NB) lane where a NB vehicle could not avoid broad siding it. The crossing vehicle driver stated that snow piled in the median blocked the view of NB US 395 approaching vehicles.

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# 5. CORRIDOR AND SYSTEM COORDINATION

This project is consistent with the 2008 Mono County Regional Transportation Plan's Long Valley Policies. Objective A, Policy 4 calls for the designation of a bike path from Tom's Place to Lower Rock Creek Road. Objective B, Policy 1 states: "Recommend realignment of Lower Rock Creek Road so that it does not intersect with Highway 395 south of Tom's Place but terminates at Crowley Lake Drive south of Tom's Place."

There are currently no capacity or operational improvements programmed for US 395 in the project area. There are non-standard vertical and horizontal curves on mainline US 395 near the Lower Rock Creek Road intersection. All of the build alternatives studied that would make corrections to these curves would require either 1) the removal of the Lower Rock Creek Road intersection, and construction of a connecting alignment from Lower Rock Creek Road to Rock Creek Road / Crowley Lake Drive, or 2) major re-alignment and reconstruction of the Lower Rock Creek Road intersection. A project to correct these curves is not currently programmed but could be in the future. As currently scoped (without curve corrections), the North Sherwin 3R project would widen the shoulders at Lower Rock Creek Road and not require major intersection reconstruction.

#### 6. ALTERNATIVES

For this Feasibility Study Report, three alternatives are evaluated. Two of the alternatives would construct new facilities and one of the alternatives would be a "no build" alternative. There is an optional US 395 median widening "add-on" at Rock Creek Road / US 395 intersection that could be included in each alternative. The alternatives considered are:

- Alternative 1: Construct a frontage road connecting Lower Rock Creek Road to Rock Creek Road and Crowley Lake Drive.
- Alternative 2: Construct a new roadway alignment that will connect Lower Rock Creek Road to Rock Creek Road and Crowley Lake Drive.
- Alternative 3: No build
- Optional "add-on": Realign US 395 southbound lanes to widen the expressway median at Rock Creek Road / US 395 intersection, and construct intersection improvements for north and southbound US 395 traffic.

Detailed layouts and cost estimates for each of the build alternatives are included in the attachments to this document.

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# ALTERNATIVE 1 - Frontage Road Alignment

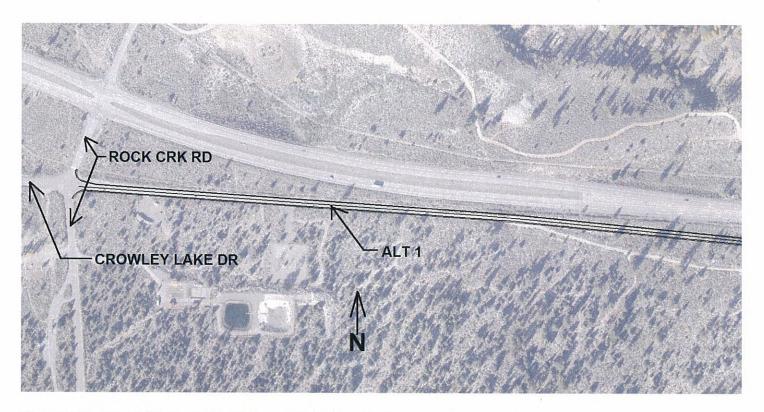


Figure 1: Proposed Alternative 1 Alignment Overview East

#### **Description:**

Alternative 1 proposes to construct a new frontage road along the southbound side of the existing US 395 alignment from Lower Rock Creek Road terminating at the Rock Creek Road and Crowley Lake Drive intersection near Tom's Place. The frontage road alignment would generally follow the same grade as US 395, and maintain a 50 to 75 foot separation from US 395.

The frontage road alignment would consist of two 12 foot lanes, 4 foot paved shoulders and 1 foot to hinge point. Cut slopes are proposed at 2:1 (horizontal: vertical) and fill slopes 3:1. The existing intersection at Lower Rock Creek Road and US 395 would then be closed and the roadbed obliterated. American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets" (2011) designates a minimum design speed of 50 mph in rolling terrain for rural collectors with ADT over 2000.

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# **Anticipated Effectiveness:**

This alternative would remove traffic from the less desirable intersection at Lower Rock Creek Road / US 395 to the intersection at Rock Creek Road / US 395. This may lead to a reduction in the total combined accident rate for traffic entering and exiting US 395 in the project area, especially if the optional US 395 median widening add-on (described later in this study) is included. If intersection consolidation occurs, vehicles bound for Rock Creek Road or Crowley Lake Drive via Lower Rock Creek Road will avoid mingling with US 395. As a result there may be lower turning volumes at the Rock Creek Road / US 395 intersection. Further studies could estimate the number of vehicles that would be removed from US 395 if consolidation occurs.

Currently bicyclists travelling from Lower Rock Creek Road to Rock Creek Road, Owens Gorge Road, or Crowley Lake Drive must ride along the narrow 2-4 foot wide shoulder of the high-speed expressway. Construction of this alternative would provide a safer route for these bicyclists.

The elimination of the Lower Rock Creek Road / US 395 intersection would be an incremental improvement toward the planned ultimate facility for US 395, allowing for easier correction of non-standard vertical and horizontal curves in the future.

The major excavation for the frontage road at the cut slope would provide better sun exposure to US 395 thereby reduced icing potential.

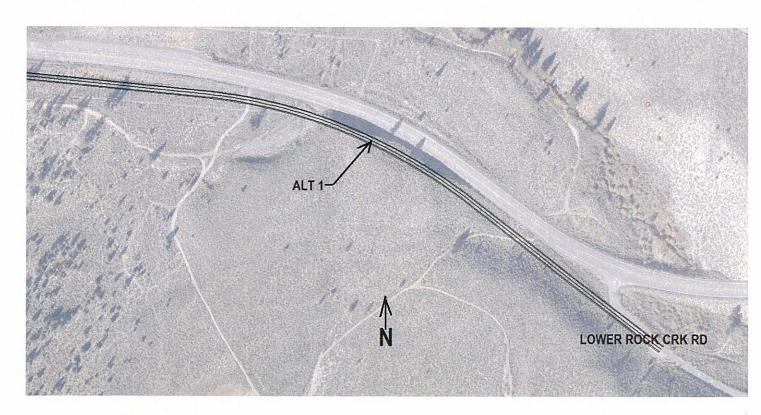


Figure 2: Proposed Alternative 1 Alignment Overview West

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#### **Possible Concerns:**

The geometric properties of the frontage road alignment would match US 395 thereby accommodating a speed of 70 MPH. The first existing curve for southbound traffic on Lower Rock Creek Road is sharper and allows for a speed of only 40 MPH. This inconsistent alignment may cause southbound drivers to enter the 40 MPH curve at excessive speed. A special signage package would help alleviate this concern.

The limited separation between US 395 and the proposed frontage alignment may result in driver confusion due to oncoming traffic being on the right. This effect would be more pronounced at night with bright headlights. This concern could be alleviated by leaving or placing a "screening" embankment between the alignments.

Existing topography will require large cuts for the construction of this alignment, and offers limited opportunity for fill areas. This would result in the need to dispose of approximately 60,000 cubic yards of excavated material.

The proposed 2:1(h:v) cut slope would have a maximum height of approximately 50 feet and may lead to shading of the frontage road, causing icing problems during winter months. Minimal shoulder area is also proposed for this alignment, which may result in snow storage problems during heavy snow years. The use of snow blowers along this alignment could be problematic due to the close proximity of US 395 to one side and the high, steep cut slope on the other. Flatter cut slopes or greater shoulder width would mean greater excavation and disposal, additional required Right of Way, and additional environmental impacts.

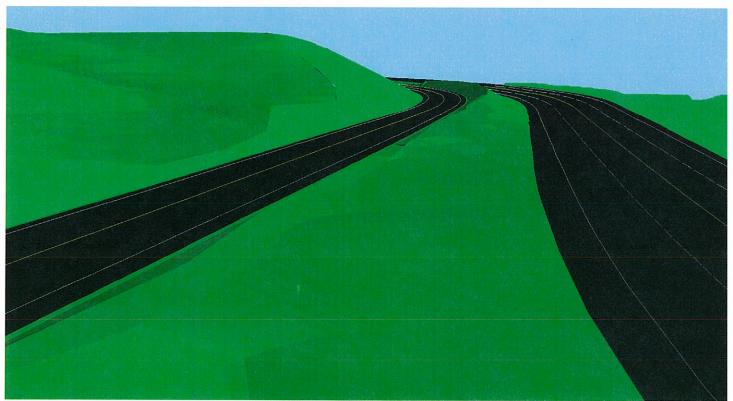


Figure 3: Visual of Alt 1 In Cut Section Looking Northbound

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## **Design Exceptions:**

It is anticipated that the roadway design standard to be used for this county road will be the latest edition of the (AASHTO) "A Policy on Geometric Design of Highways and Streets". Lower Rock Creek Road and Crowley Lake Drive are functionally classified as major collectors. AASHTO 2011 requires a minimum design speed of 40 mph for a rural collector with ADT 400-2000 in rolling terrain and 50 mph for ADT over 2000. A 50 mph design speed may be specified for the project.

All proposed design elements of this alternative meet the 2011 AASHTO Design Guide and no design exceptions would be required.

#### **Environmental:**

A Preliminary Environmental Assessment Report (PEAR) was prepared by the local Caltrans Environmental branch. 48 months may be required from Begin Environmental Studies to complete an approved Environmental Document.

# Anticipated Level of Environmental Document for Alt 1:

CEQA: Negative Declaration / Mitigated Negative Declaration (MND)

NEPA: Environmental Assessment / Finding of No Significant Impact (FONSI)

## **Construction and Traffic Issues:**

The construction of the frontage alignment would require the disposal of approximately 60,000 cubic yards of excess excavated material.

Construction of the tie-in to existing Lower Rock Creek Road would require a short term closure of Lower Rock Creek Road or full time traffic control.

#### Right of Way:

This alternative will disturb about 12.9 acres of previously undisturbed land. This alternative would require approximately 3.3 acres of new Right of Way; the remaining portion would be on existing State and county Right of Way.

# **Cost Estimate:**

The ratio of support to capital cost for this alternative is anticipated to be high. This is due to several factors including: acquisition of environmental mitigation, development of design exceptions, acquisition of right of way and agency coordination.

#### Capital Cost Estimate Alternative 1 (Frontage Road)

Construction Capital	\$ 3,570,000
Right of Way Capital	\$ 102,000
Structure Capital	\$ 0
<b>Total Capital Cost</b>	\$ 3,672,000
Support Cost (50%)	\$ 1,836,000
Total Project Cost	\$ 5,508,000

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#### Risk:

Because of the preliminary nature of this scoping document and subsequent lack of detailed study, the cost and scope of this alternative are subject to risk triggers. Any of the following could trigger increases to the project cost or scope:

- 1. Presence of historic archaeological artifacts/sites.
- 2. Design Exceptions not approved or additional exceptions required.
- 3. Terrain found to be wetlands under Army Corp of Engineers jurisdiction.
- 4. Mitigation parcels not identified or not able to be purchased.
- 5. Lack of agency support.
- 6. Inability to find disposal site for excess material.
- 7. Geotechnical study reports that materials are not stable enough for proposed cut slopes.
- 8. Objection to loss of deer habitat and feed in new disturbed areas.

# **ALTERNATIVE 2 - Separate Alignment**

# **Description:**

Alternative 2 proposes to construct a new alignment connecting Lower Rock Creek Road to Rock Creek Road / Crowley Lake Drive intersection. The new alignment would follow existing topography as much as possible to limit earthwork quantities and facility footprint. The proposed design speed of the new alignment would be 40 MPH. The proposed new alignment would consist of two 12 foot lanes, 4 foot shoulders, and hinge points that vary from 1 to 4 feet. Variable width hinge points would be required to maintain stopping sight distance at the inside of curves in the cut slope areas. The existing intersection at Lower Rock Creek Road / US 395 would then be closed and the roadbed obliterated.

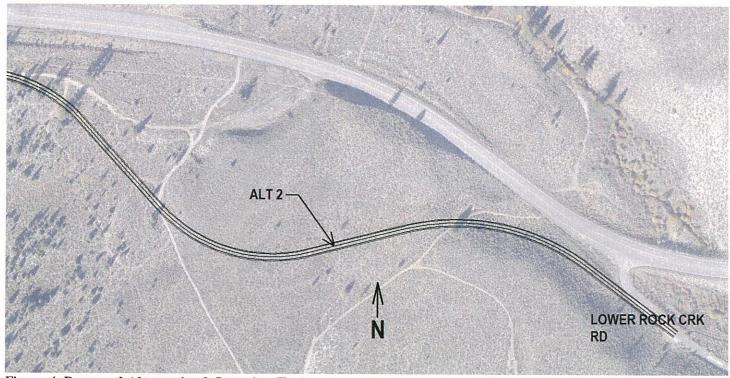


Figure 4: Proposed Alternative 2 Overview East

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# **Anticipated Effectiveness:**

This alternative would remove traffic from the less desirable intersection at Lower Rock Creek Road / US 395 to the intersection at Rock Creek Road / US 395. This may lead to a reduction in the total combined accident rate for traffic entering and exiting US 395 in the project area, especially if the optional US 395 median widening add-on (described later in this study) is included.

Currently bicyclists travelling from Lower Rock Creek Road to Rock Creek Road, Owens Gorge Road, or Crowley Lake Drive must ride along the shoulder of the high-speed expressway. The shoulders on US 395 in the vicinity of Lower Rock Creek Road are only 2 to 4 foot wide. Construction of this alternative would provide a safer and more aesthetically pleasing route for these bicyclists.

The elimination of the Lower Rock Creek Road / US 395 intersection would be an incremental improvement toward the planned ultimate facility for US 395, allowing for easier correction of non-standard vertical and horizontal curves on US 395 in the future.

If intersection consolidation occurs, vehicles bound for Rock Creek Road or Crowley Lake Drive via Lower Rock Creek Road will avoid mingling with US 395. As a result there may be lower turning volumes at the Rock Creek Road / US 395 intersection. Further studies could estimate the number of vehicles that would be removed from US 395 if consolidation occurs.

#### Possible Concerns:

The maximum grade on the proposed alignment and profile would be 7.9%. The steep grades may be a problem for traffic during snow storms. A less steep profile would result in an increase in earthwork and facility footprint. Deeper cuts associated with a less steep profile could cause roadway shadowing and icing problems during winter.

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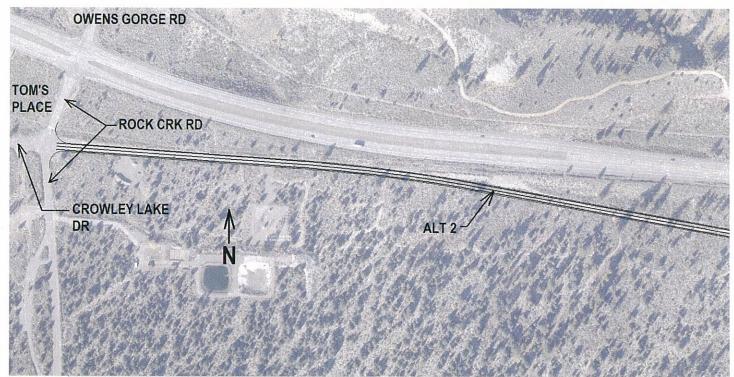


Figure 5: Proposed Alternative 2 Overview West

Minimal shoulder widths are proposed for this alignment. During heavy snow years there may not be adequate snow storage in the shoulders. Maintenance strategies such as clearing excess snow banks with a snow blower would alleviate this concern. Additional shoulder width for snow storage would require additional earthwork, right of way, and environmental impacts, leading to higher costs.

#### **Design Exceptions:**

It is anticipated that the roadway design standard to be used for this County Road will be the latest edition of the AASHTO "A Policy on Geometric Design of Highways and Streets". Rock Creek Road and Crowley Lake Drive are functionally classified as major collectors. AASHTO 2011 requires a minimum design speed of 40 mph for a rural collector with ADT 400-2000 in rolling terrain.

All proposed design elements of this alternative meets the 2011 AASHTO and no design exceptions would be required.

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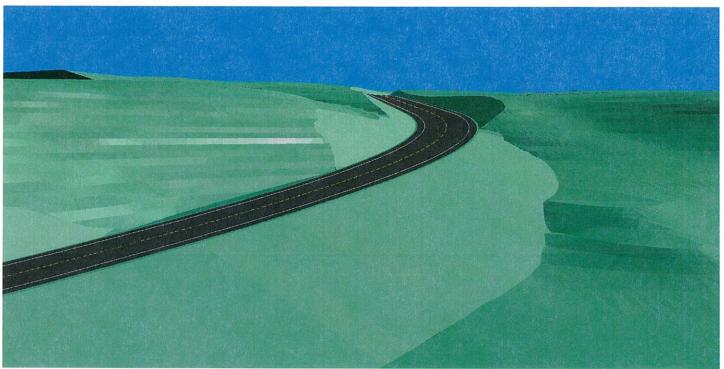


Figure 6: Visual of Alt 2 near the Existing Lower Rock Creek Road Intersection Looking Northbound

#### **Environmental Issues:**

A Preliminary Environmental Assessment Report (PEAR) was prepared by the local Caltrans Environmental branch. 48 months may be required from Begin Environmental Studies to complete an approved Environmental Document.

#### Anticipated Level of Environmental Document for Alt 2:

**CEQA:** Negative Declaration / Mitigated Negative Declaration (MND)

NEPA: Environmental Assessment / Finding of No Significant Impact (FONSI)

#### **Construction and Traffic Issues:**

Construction of the tie-in to existing Lower Rock Creek Road would require a short term closure of Lower Rock Creek Road or full time traffic control.

#### Right of Way Issues:

This alternative will disturb about 12.9 acres of previously undisturbed land area. This alternative would require approximately 7.2 acres of new Right of Way, with the remaining portion on existing State and county Right of Way.

#### **Cost Estimate:**

The ratio of support to capital cost for this alternative is anticipated to be high. This is due to several factors including: acquisition of environmental mitigation, development of design exceptions, acquisition of right of way and agency coordination.

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#### Capital Cost Estimate Alternative 2 (Separate Alignment)

Construction Capital	\$2,240,000
Right of Way Capital	\$ 126,000
Structure Capital	\$ 0
<b>Total Capital Cost</b>	\$2,366,000
Support Cost (50%)	\$1,183,000
<b>Total Project Cost</b>	\$3,549,000

#### Risk:

Because of the preliminary nature of this scoping document and subsequent lack of detailed study, the cost and scope of this alternative are subject to risk triggers. Any of the following could trigger increases to cost or scope:

- 1. Presence of historic archaeological artifacts/sites.
- 2. Design Exceptions not approved or additional ones required.
- 3. Terrain found to be wetlands under Army Corp of Engineers jurisdiction.
- 4. Mitigation parcels not identified or able to be purchased.
- 5. Lack of agency support.
- 6. USFS objecting to loss of deer habitat and feed in new disturbed areas.

## **ALTERNATIVE 3 - No Build Alternative**

This alternative would leave the facilities in their currently constructed state. This alternative would not create complete multi-modal connectivity between Lower Rock Creek Road and Crowley Lake Drive and would not meet the purpose and need of this study.

# US 395 Median Widening at Rock Creek Road Optional Add-on

#### **Description:**

This optional add-on proposes to reconstruct approximately 4,200 lineal feet (0.8 miles) of the southbound lanes of US 395 to widen the median to 85 feet (from existing 42 feet) at the intersection of Rock Creek Road / Owens Gorge Road. This option would also adjust the profile of the southbound lanes to move the peak of the crest vertical curve upstream (northerly) of the intersection.

Right turn lanes would be constructed at the intersection for both north and south bound US 395 traffic. The southbound right turn lane would have a design speed of 50 MPH requiring deceleration of 15 MPH in the thru lane. A design speed of 40 MPH is proposed for the northbound right turn lane requiring deceleration of 25 MPH in the thru lane. The lower design speed for the northbound lane is proposed due to the deep fill located upstream (southerly) of the intersection. 500 foot long acceleration lanes would be constructed for traffic turning left on to north or south bound US 395.

# **Anticipated Effectiveness:**

The proposed widening of the median at the Rock Creek Road intersection of US 395 from 42 feet to 85 feet would allow for all expected vehicles to safely stop in the median. This would allow traffic to safely cross each direction of US 395 traffic separately, giving full attention to vehicles approaching from one direction

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only. A decrease in accident rate can be expected. Efficiency of the intersection would also improve as vehicles would need to wait for an acceptable traffic gap in one direction of traffic only.

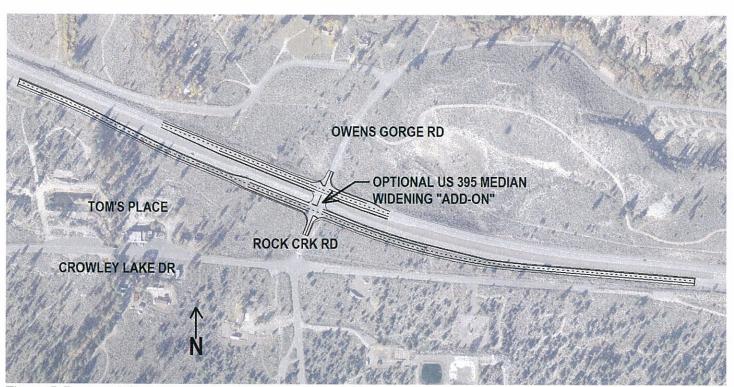


Figure 7: Proposed Optional Median Widening Add-on Overview

#### **Design Exceptions:**

The separation between the US 395 / Rock Creek Road intersection and the Crowley Lake Drive / Rock Creek Road intersection would be reduced from approximately 300 feet to approximately 260 feet.

A design exception to mandatory standard Caltrans Highway Design Manual (HDM) Section 504.3 "the minimum distance between ramp intersections and local road intersection shall be 400 ft" will be required. The justification for a design exception would be; 1) excessive cost and 2) the safety advantages gained by wider median would offset the reduced separation between intersections at this rural location. A traffic volume analysis for further justification should be performed at the PSR stage to verify that adequate storage would be available within the 260 foot space between intersections.

Concurrence from Caltrans District 9 Traffic Operations would be required for the 40 MPH design speed of the right turn lane for northbound US 395.

#### **Environmental Issues:**

The PEAR for this FSR did not include evaluation of this optional median widening add-on as it was considered beyond the scope of this Connectivity study. The PEAR for this option would be performed at the Project Initiation Document (PID) stage if this project is implemented.

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#### **Construction and Traffic Issues:**

Construction of this option would require staging for the realignment of the southbound lanes of US 395 and construction of the northbound right turn lane and median acceleration lane. Long term restriction of US 395 to one lane in each direction would be required. Traffic movement between US 395 and Rock Creek Road would be negatively affected during construction.

## Right of Way Issues:

This option will disturb about 2.2 acres of previously undisturbed land area. This option should require no new Right of Way, with all construction taking place on existing State Right of Way.

#### **Cost Estimate:**

The ratio of support to capital cost for this option is anticipated to be normal.

Capital Cost Estimate US 395 Median Widening Optional Add-on

Construction Capital	\$2,460,000		
Right of Way Capital	\$ 0		
Structure Capital	\$ 0		
<b>Total Capital Cost</b>	\$2,460,000		
Support Cost (40%)	\$ 984,000		
<b>Total Project Cost</b>	\$3,444,000		

#### Risk:

Because of the preliminary nature of this scoping document and subsequent lack of detailed study, the cost and scope of this alternative are subject to risk triggers. Any of the following could trigger increases to cost or scope:

- 1. Presence of historic archaeological artifacts/sites.
- 2. Terrain found to be wetlands under Army Corp of Engineers jurisdiction.
- 3. Mitigation parcels not identified or able to be purchased.
- 4. Design exception identified above not obtained requiring shifting of the Rock Creek Road / Crowley Lake Drive intersection.
- 5. Design exceptions required but not anticipated.
- 6. Lack of agency support.

# Cost Estimates of Alternatives including the US 395 Median Widening Add-on:

# Capital Cost Estimate Alternative 1 with US 395 Median Widening Add-on:

Construction Capital	\$6,030,000
Right of Way Capital	\$ 102,000
Structure Capital	\$ 0
<b>Total Capital Cost</b>	\$6,132,000
Support Cost	\$2,820,000
Total Project Cost	\$8,952,000

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# Capital Cost Estimate Alternative 2 with US 395 Median Widening Add-on:

Construction Capital	\$4,700,000			
Right of Way Capital	\$ 126,000			
Structure Capital	\$ 0			
<b>Total Capital Cost</b>	\$4,826,000			
Support Cost	\$2,167,000			
<b>Total Project Cost</b>	\$6,993,000			

### **OTHER ALTERNATIVES CONSIDERED LESS VIABLE:**

- US 395 Shoulder / Median Widening This alternative would include widening the shoulder from existing 2 to 4 feet to 10 feet on the south bound side of US 395 from Lower Rock Creek Road intersection to the divided highway at PM 9.8. Widening the shoulder would also trigger the requirement to widen the median from existing 4 feet to standard 14 feet and increase the curve radius to meet standard. A design exception has already been obtained for non-standard curve radius on the "North Sherwin 3R" project; however, an exception has not be obtained for median width. So for this alternative it is not likely that a design exception would be sought and obtained for the nonstandard median width. Therefore this alternative also includes median widening as well as shoulder widening. Transitioning the median width from 4 feet to 14 feet would require re-aligning the entire curve starting 0.3 mile south of the Lower Rock Creek Road intersection (PM 9.0). The entire roadway would receive a thin lift overlay to allow clean stripping and joints along new lane lines. Extension of the concrete box culvert that conveys Rock Creek (and possible fish passage improvements), as well as several metal pipe culverts would be required. Guardrail and HMA dike would be constructed in areas of steep fill slope. The estimated construction capital required for this alternative is estimated at nearly \$4 million in 2012 dollars. This alternative is less viable due to the high cost, and it does not meet Mono County's goal of connecting the Lower Rock Creek Road and Crowley Lake Drive. Also, the re-alignment of the Lower Rock Creek Road connection to match a widened US 395 footprint would create undesirable road geometrics. (Note: The scope of work in this alternative is included as a portion of the "North Sherwin 3R" project).
- US 395 Median Widening at Lower Rock Creek Road Intersection- This alternative would widen the median to 62 feet at the Lower Rock Creek Road Intersection. The existing topography in the area of this intersection would require major earthwork, including imported material. This alternative is less viable due to the high costs, and it does not fully meet the purpose and need as it lacks complete multi-modal connectivity between Lower Rock Creek Road and Crowley Lake Drive. Re-alignment of the Lower Rock Creek Road connection to match a widened US 395 footprint would create undesirable and challenging road geometrics. Also, this alternative would create extensive environmental disturbance in the Rock Creek riparian zone.
- Grade Separated Interchange at US 395 / Rock Creek Owens Gorge Road Intersection The existing topography and roadway configuration makes for a difficult, expensive grade separated interchange installation. An interchange would require the acquisition of private property for new Right of Way (possibly impacting buildings), and the realignment of Crowley Lake Drive and Owens Gorge Road. This alternative is less viable due to the expected low benefit to cost ratio and negative effects on the community, and it does not fully meet the purpose and need as it lacks complete multimodal connectivity between Lower Rock Creek Road and Crowley Lake Drive.

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#### PUBLIC AND AGENCY INVOLVEMENT

Public informational outreach meetings would be conducted during the environmental (PA/ED) phase of the project and throughout the development of the project as needed. There would be an offer to the public to conduct a public hearing based on the alternatives developed.

Mono County has expressed concern over the accidents on US 395 in the vicinity of Lower Rock Creek Road. As a result of these concerns the Mono County Local Transportation Commission requested that Caltrans review the current highway and intersection alignment prompting the development of this Feasibility Study Report.

Mono County would be the lead agency on the Rock Creek Road connection portion of the project (Alternatives 1 or 2). Caltrans would be the lead agency on the optional "add-on" US 395 median widening.

Coordination and right of way acquisition would be necessary with the Inyo National Forest, the principal land owner/manager in this area.

Coordination and/or permitting may be required with regulatory agencies including but not limited to the California Department of Fish and Game, Lahontan Regional Water Quality Control Board, and California Air Resources Board.

#### ENVIRONMENTAL DETERMINATION / DOCUMENT

A Preliminary Environmental Assessment Report (PEAR) was prepared by the local Caltrans Environmental branch for this Feasibility Study Report.

The PEAR was prepared for the two alternatives included in this Connectivity FSR. It does not include evaluation of the optional add-on US 395 median widening. The PEAR for the optional add-on, if implemented, would be prepared during the PID stage of that project.

The anticipated environmental document for the proposed project would be a Mitigated Negative Declaration / Finding of No Significant Impact (MND/FONSI). This document level has been selected based on the potential impacts to sensitive plant species and visual impacts which are anticipated to be mitigated below the threshold of significance as defined by CEQA (California Environmental Quality Act). The California Department of Transportation (Caltrans) would act as the lead agency in the preparation of a joint NEPA (National Environmental Policy Act)/ CEQA / environmental document. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The estimated time to obtain environmental approval is 48 months from the start of environmental studies.

It is anticipated multiple environmental studies and reports will be required for this project including (but not limited to): visual impact assessment, archaeology survey report, paleontological identification report, natural environment study, and biological assessment. It is currently estimated that biology and archaeology will be the critical path for the delivery of the environmental document.

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# **Environmental Mitigation:**

Any trees removed that are larger than 24 inches Diameter Breast Height (DBH) may require additional visual mitigation above that of biological impacts. Further studies may reveal the need for additional mitigation, which would be added to the cost of the project and included in an updated Mitigation Cost Compliance Estimate Form.

# **Environmental Mitigation - Right of Way Capital Cost Estimates:**

- California Department of Fish and Game document review fee: \$1,800 (2012 dollars).
- Mitigation property purchase (assuming highest risk and cost value): \$100,000 (2012 dollars)

## **Environmental Mitigation - Construction Capital Cost Estimates:**

- Phase III Data Recovery: Only if project discovery requires Phase III mitigation \$500,000
- Archaeological Monitoring: \$5,000 (2012 dollars)
- Biological Monitoring \$10,000 (2012 dollars)
- Erosion Control is estimated at \$10,000/Ac x 13 Acres= \$130,000 (2012 dollars)

#### **FUNDING**

A funding source has not been identified for this project at this time. In the event that this project has potential funding, the next step would be development of a Project Initiation Document (PID).

Detailed preliminary cost estimates have been prepared for the two "build" alternatives and the optional median widening add-on. Copies of the estimates are included in the attachments. Roadway costs consider all improvements associated with each alternative, including roadwork, signage, and drainage in the project area. Dollar amounts represent current (FY 2012) costs without escalation. Due to the level of detail available, these cost estimates are useful for long range planning purposes only.

CONSTRUCTION AND R/W CAPITAL COST ESTIMATES SUMMARY (CURRENT)					
ALTERNATIVE	ROADWAY COST	R/W COST	TOTAL CAP. COST		
ALT 1 FRONTAGE ROAD	\$3,570,000	\$102,000	\$3,672,000		
ALT 2 SEPARATE ALIGNMENT	\$2,240,000	\$126,000	\$2,366,000		
ALT 1 WITH OPT MEDIAN WIDENING ADD-ON	\$6,030,000	\$102,000	\$6,132,000		
ALT 2 WITH OPT MEDIAN WIDENING ADD-ON	\$4,700,000	\$126,000	\$4,826,000		

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TOTAL PROJECT COST SUMMARY (CURRENT)					
ALTERNATIVE	CAP. COST	SUPPORT COST	TOTAL PROJECT COST		
ALT 1 FRONTAGE ROAD	\$3,672,000	\$1,836,000	\$5,508,000		
ALT 2 SEPARATE ALIGNMENT	\$2,366,000	\$ 1,183,000	\$3,549,000		
ALT 1 WITH OPT MEDIAN WIDENING ADD-ON	\$6,132,000	\$2,820,000	\$8,952,000		
ALT 2 WITH OPT MEDIAN WIDENING ADD-ON	\$4,826,000	\$2,167,000	\$6,993,000		
	4				

# 10. SCHEDULE

The project phase durations are estimated as follows:

Project Approval/Env. Document (PA/ED) Phase:	4 years
Design / Bidding Phase:	1.5 years
Construction / Closeout Phase:	1 year
Total Project Duration:	6.5 years

# 11. CALTRANS DISTRICT 09 CONTACTS

Project Manager	Tom Meyers	760-872-5214
Design Manager	Truman Denio	760-872-0733
Environmental Manager	Patricia Ann Moyer	760-872-2424
Landscape Architect	R. Steve Miller	760-872-0784
System Planning	Brad Mettam	760-872-0691
Traffic Operations	Terry Erlwein	760-872-0650
Right of Way	Nancy Escallier	760-872-0641
Hydraulics	Andrew Brandt	760-872-8036
Project Engineer	Truman Denio	760-872-0733

# 12. MONO COUNTY CONTACTS

Principal Planner	Gerry Le Francois	760-924-1800
Community Development Planning Director	Scott Burns	760-924-1800

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#### 13. LIST OF ATTACHMENTS

Attachment A Location Map

Attachment B Typical Cross-Sections

Attachment C Layouts for Alternatives and Optional "Add-on"

Attachment D Preliminary Environmental Analysis Report (PEAR)

Attachment E Traffic Data Report

Attachment F Cost Estimates for Alternatives and Optional "Add-on"

Attachment G Right of Way Data Sheet

#### 14. REFERENCES

<u>Mono County Regional Transportation Plan, 2008 Update</u>, Mono County Local Transportation Commission, Mono County Community Development Department, Town of Mammoth Lakes Community Development Department, Adopted February 11, 2008.

<u>US 395 Transportation Concept Report</u>, California Department of Transportation, Office of System Planning, District 9, May 2000.

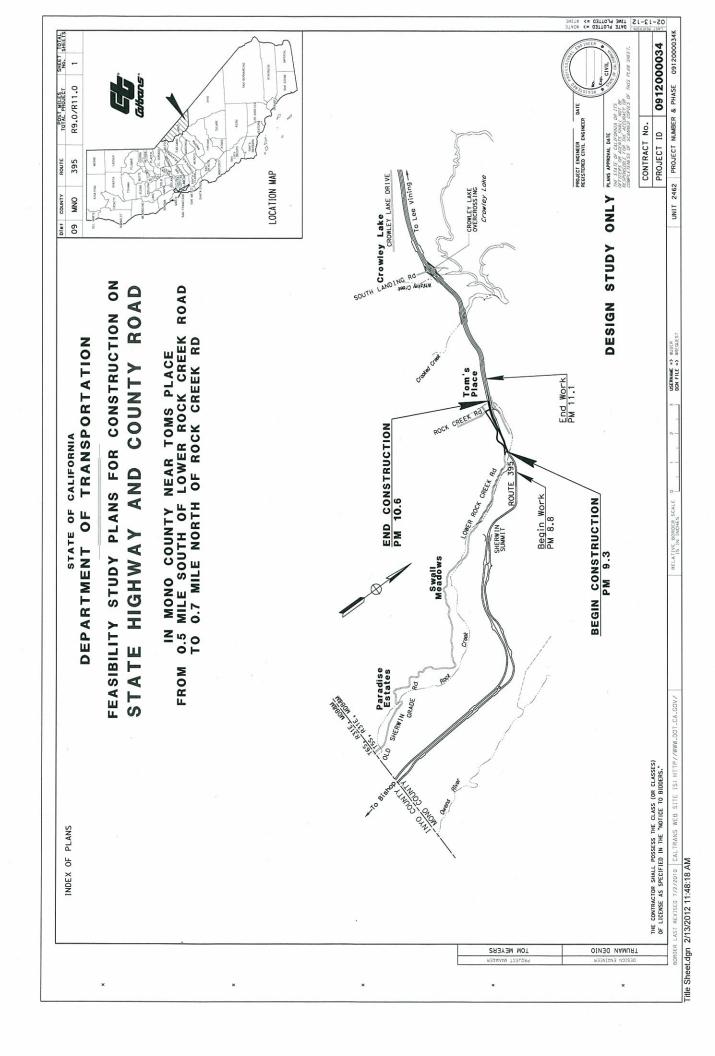
Tom's Place Multimodal Connectivity - Feasibility Study Report  $EA\colon\,09\text{-}35280K$ 

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# **ATTACHMENT A**

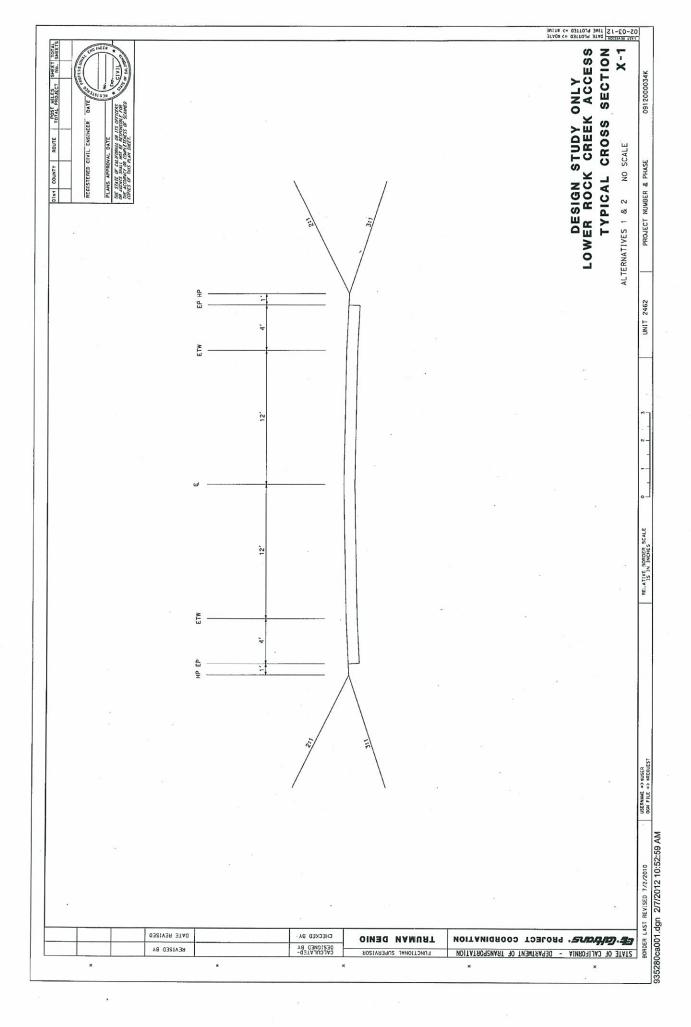
**Location Map** 



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# **ATTACHMENT B**

**Typical Cross-Sections** 

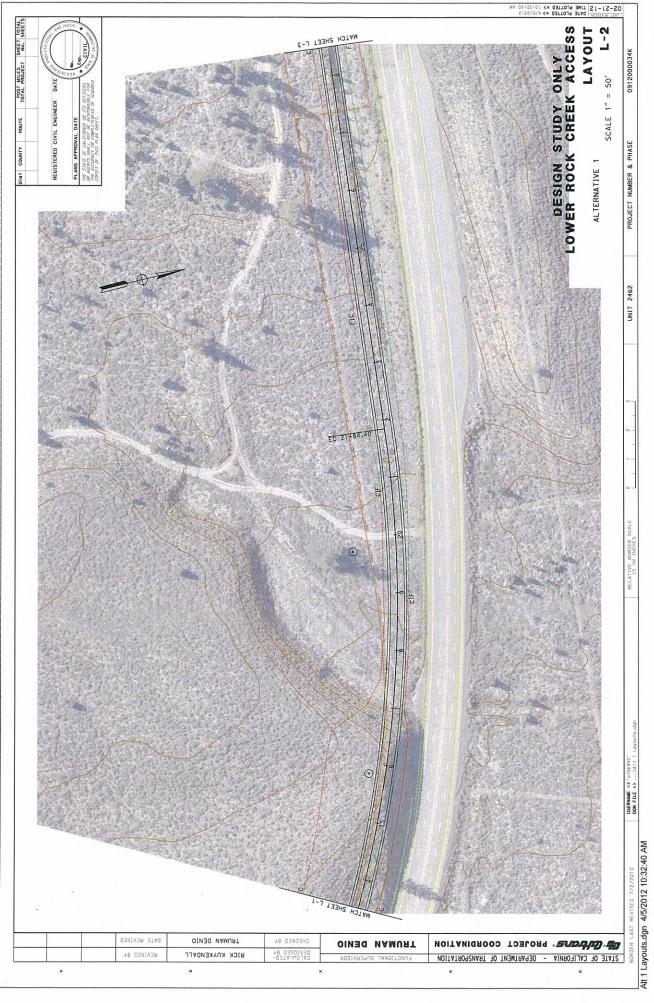


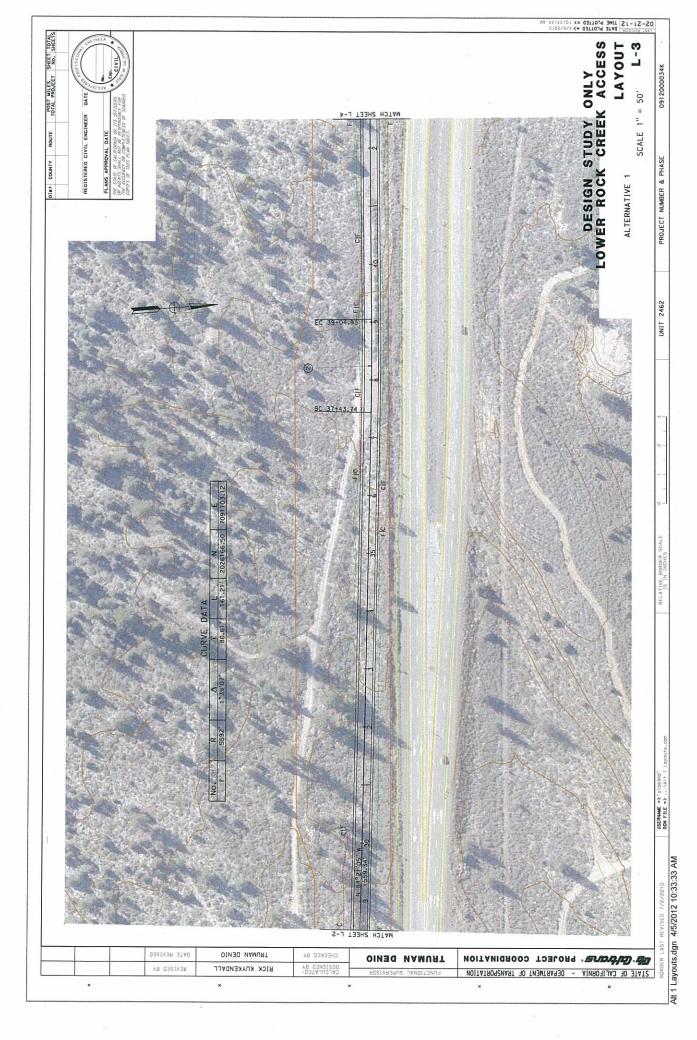
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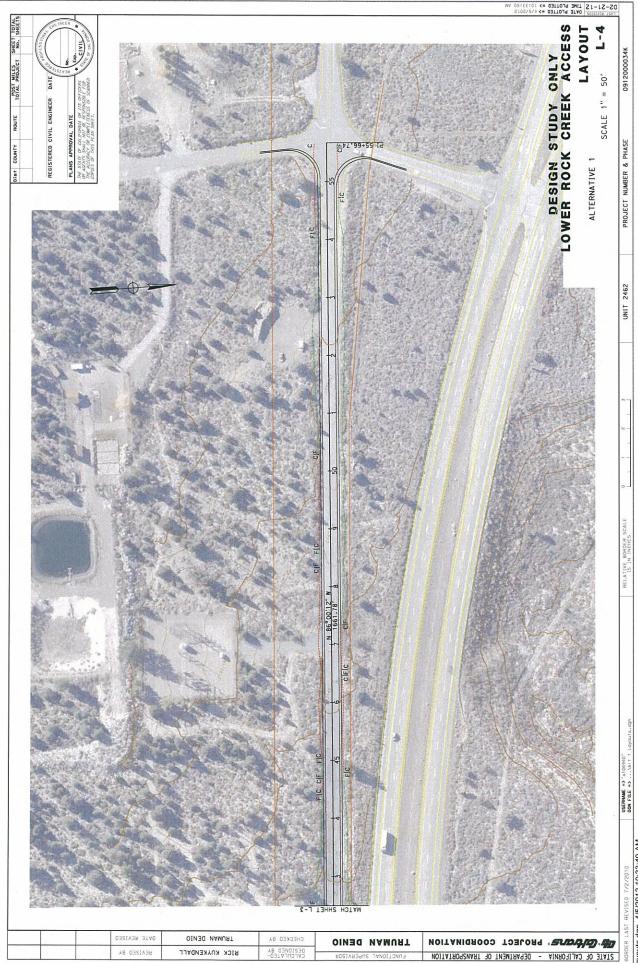
# **ATTACHMENT C**

Layouts for Alternatives and Optional "Add-on"

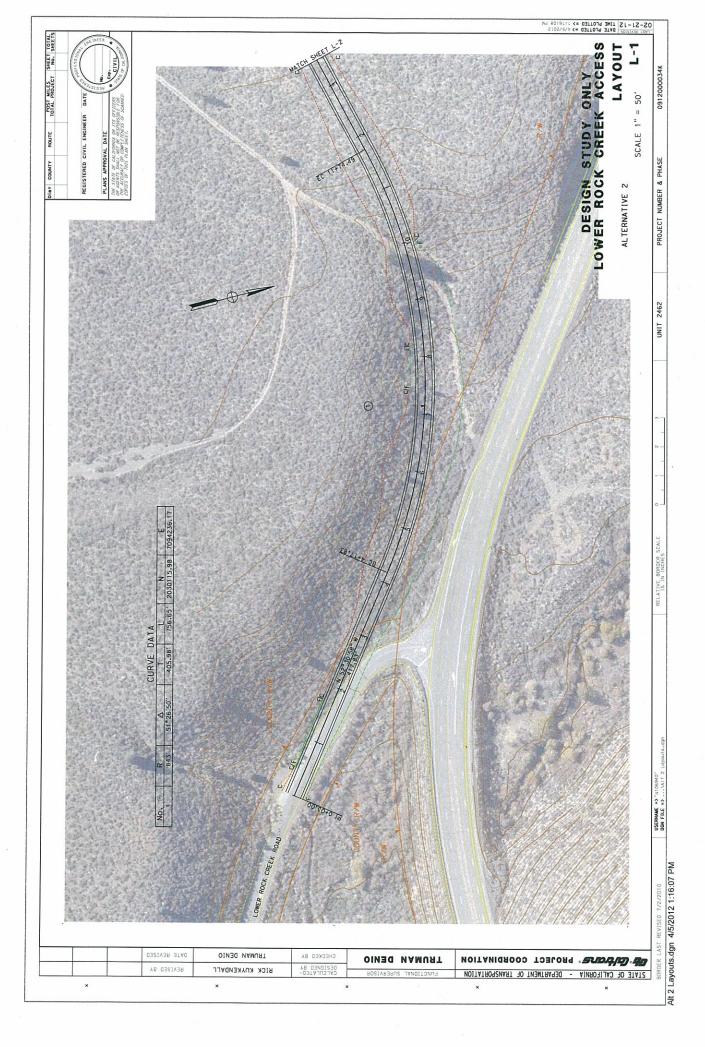




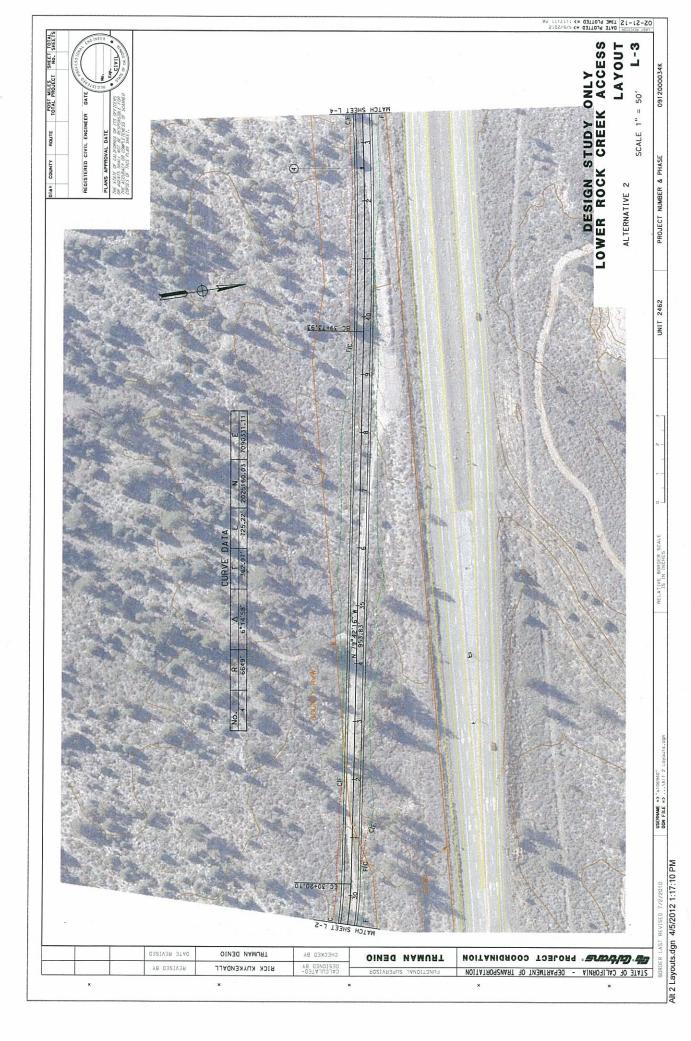




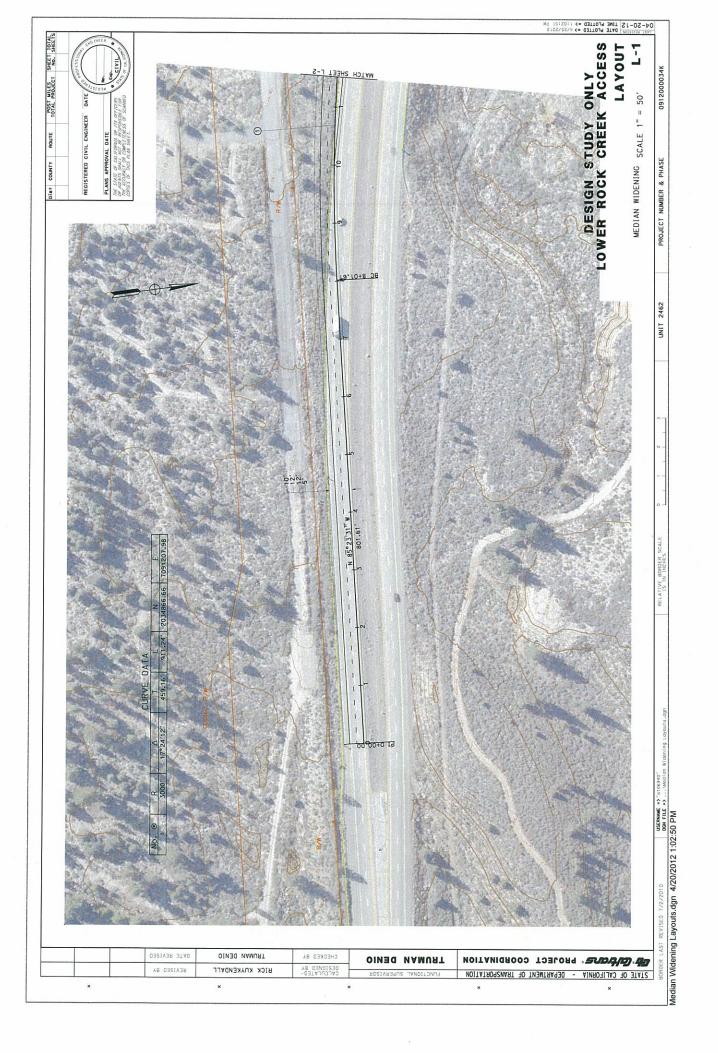
Alt 1 Layouts.dgn 4/5/2012 10:33:49 AM















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# **ATTACHMENT D**

# Preliminary Environmental Analysis Report (PEAR)



### **Preliminary Environmental Analysis Report**

<b>Project</b>	Informa	tion							
District	09	County	Mono	Route	395	Post Mile	9.3-10.6	EA	09-35280K
Project I	D#:	09-12	00-0034						
Project T	itle:	Tom's	s Place N	/ulti-M	odal Co	nnectivity			
Project N	<b>Aanager</b>	:	Tom M	leyers			Phone #:	760-87	2-5214
Design N	<b>Manager</b>	:	Trumai	n Denio			Phone #:	760-87	2-0733
Design E	Engineer	:	Trumai	n Denio			Phone #:	760-87	2-0733
Environmental Manager:		Trisha A. Moyer			Phone #:	760-872-2424			
Environmental Planner:		Mark A	. Heck	man		Phone #:	760-87	2-2331	

### **PSR Summary Statement**

The California Department of Transportation (Caltrans) would act as the lead agency in the preparation of a joint NEPA/ CEQA (National Environmental Policy Act/California Environmental Quality Act) environmental document. Caltrans would serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The anticipated environmental document for the proposed project would be a combined CEQA document of a Negative Declaration (ND) and a NEPA document of a Finding of No Significant Impact (FONSI). This document level has been selected based on the potential impacts to sensitive plant species, cultural resources, and visual impacts which are anticipated to be mitigated below the threshold of significance as defined by CEQA. The estimated time to obtain environmental approval is 42 months from the start of environmental studies. Assuming a start date of January 01, 2014, environmental field studies would begin March 01, 2014 after preliminary project maps and permits to enter are obtained. A Final environmental document would be anticipated by July 01, 2017.

It is anticipated that multiple environmental studies and reports will be required for this project including (but not limited to): Visual Impact Assessment, Archaeology Survey Report, Paleontological Identification Report, Natural Environment Study.. It is currently estimated that Biology and Archaeology will be the critical path for the delivery of the environmental document.

### **Project Description**

Caltrans and Mono County proposes to close the intersection at Lower Rock Creek Road and U.S. Route 395, Mono County, California. Construction of a new alignment would connect Lower Rock Creek Road to Rock Creek Road at Tom's Place, CA paralleling US Route 395. Three Alternatives have been proposed: The 'No-Build Alternative' and Alternatives 1 and 2.

### Purpose and Need

### Need:

To improve the functionality and connectivity of the system, and to better accommodate multimodal opportunities. These system plans call for increased connectivity and incremental improvements that specifically include the realignment of Lower Rock Creek Road so that it connects with Rock Creek Road at Tom's Place. This will bring operational and safety benefits to both the local road

system and US 395 while decreasing accidents and allowing for additional improvements to US 395 in the future.

### Purpose:

The purpose of this project is to bring the system into conformance with the policies included in the General Plan and the Regional Transportation Plan including specific changes to the layout of Rock Creek and Lower Rock Creek Roads. The proposed project would increase the safety of the system while accommodating or enhancing future ability for additional improvements.

### Description of Work

Both Build Alternative will require work off of the paved road way, new ground disturbance, new cut slopes, removal of trees and vegetation, possible utility relocation, work outside of Caltrans' right-of-way on USFS property.

### **Alternatives**

Alternative #1 will have the new frontage road alignment generally parallel US 395 on the south side with a 50' offset. Alternative #1 will impact approximately 12.87 acres.

Alternative #2 follows the existing terrain profile. The new alignment lies to the south of US 395 and more closely follows the existing terrain profile. Alternative #2 will impact approximately 12.95 acres.

Both alternatives are a new road alignment, will require work off the paved roadway, ground disturbance, possible work in channels, removal of trees and vegetation, and will work off of Caltrans' right of way on USFS property.

No-Build: the current configuration of Lower Rock Creek and US 395 will remain as currently configured and there will be no connection to Rock Creek Road. The No-Build Alternative is considered the environmental baseline and potential environmental effects of the Build Alternatives are compared to the No-Build.

Funding	
State ⊠Federal	
Anticipated Environmental Approval	
CEQA	<u>NEPA</u>
Categorical Exemption/Statutory Exemption	☐Categorical Exclusion (☐6004/☐6005)
Negative Declaration/Mitigated ND(□Appendix G)	☑Finding of No Significant Impact
Environmental Impact Report	Environmental Impact Statement
Anticipated Environmental Schedule	

Total Time for Environmental Approval	42	
Start Date	1/1/14	
Begin Environmental	3/1/14	

2/1/17	
7/1/17	
8'1/17	
	7/1/17

TAXIII is generally I month following the LED date

### **Assumptions and Risks**

### Assumptions:

- · Environmental start date will not occur sooner than scheduled.
- · All assumptions of schedule impacts noted below are based on a 42 month PA&ED schedule
- · Funding will be available to implement Task Orders
- No Biological Assessment or consultation with USFWS for Federally listed special-status species required
- The proposed project will not impact Rock Creek and associated riparian habitat
- · No paleontological resources will be identified
- No cultural resources will be identified beyond currently known ones
- The location of the project is not considered a Section 4(f) resource

### Risks:

- If environmental is not allowed 42 months to complete studies any changes to scope or required studies will lead to an impact on schedule.

  Probability of occurrence is a 3 and impact on schedule is very high.
- If funding to implement Task Orders is not available when needed a corresponding delay may
  occur leading to an impact on the schedule.
   Probability of occurrence is a 3 and impact on schedule is high.
- If botanical surveys require more than one survey season a corresponding delay may occur
  leading to an impact on the schedule.
   Probability of occurrence is a 1 and impact on schedule is high.
- If a Biological Assessment and consultation with the USFWS is required as a result of finding federally listed species or their habitat during biological surveys, there will be a corresponding impact to both schedule and cost.

  Probability of occurrence is a 2, the impact to the schedule would be moderate and the impact to cost would be low.
- If special-status biological resources are identified during surveys then a Mitigation and
  Monitoring Plan may be required leading to an impact on cost and schedule.

  Probability of occurrence is a 2 and impact on cost would be low and impact on schedule would be moderate.
- If paleontological resources are identified then a Paleontological Evaluation Report and
  Paleontological Mitigation Plan may need to be prepared leading to an impact on the cost and
  schedule.
   Probability of occurrence is a 2 and impact on cost would be high and impact on schedule would
  be low.
- If a ultimal resources are identified beyond Phase II surveys then a Phase III mitigation may be required leading to an impact on cost and schedule.

Probability of occurrence is a 2 and impact on cost would be low and impact on schedule would be moderate.

- If the project is deemed to be within a 4(f) resource then a full 4(f) Evaluation would be required leading to an impact on schedule and cost.

  Probability of occurrence is a 2 and impact on cost and schedule would be moderate.
- If an additional alternative is presented that was not addressed as part of this PEAR there could be
  a corresponding impact to Scope, Cost and Schedule.
   Probability of occurrence is a 1, the impact to Scope would be Moderate, impact to Cost would
  be Low, and impact to schedule would be Low.

Ranking	Probability of Risk Event
5	60-99%
1	40-59%
3	20-39%
`` <u>`</u>	[()-19%
* 1.20	1-9%

Impact	Very Low	Low	Moderate	High	Very High	
fime	Insignificant Schedute Shppage	Delivery Plan Milestone Dela within quarter	Delivery Plan aulestone delay of one quarter	Delivery Plan milestone delay of more than I quarter	Delivery Plan milestone delay outside fiscal year	
- Cost	fuzigniticam Corf Increase	go of ast Burnesse	5-10% Cast Dictedia	10-20% Cost Increase	20% Cost Increase	
Scope Scope	Scope decrease is barely noticeable	Changes in project imme or teatures with Start est	Changes in protect limits in teatures with 5 [10% Cost	Sponsor does not agree that Scope meet the purpose and	Scope does not meet purpose and need	

### Mitigation

Any trees removed that are larger than 24 inches DBH may require additional visual mitigation above that of biological impacts. Further studies may reveal the need for additional mitigation, which would be added to the cost of the project an included in an updated Mitigation Cost Compliance Estimate Form (See Form).

### Right of Way Capital (050)

- California Department of Fish and Game document review fee: \$1,800 (2012 dollars).
- Mitigation property purchase (assuming highest risk and cost value): \$100,000 (2012 dollars)

### **Construction Capital (042)**

- Phase III Data Recovery: Only if project discovery requires Phase III mitigation \$500,000
- Archaeological/Native American Monitoring: \$10,000 (2012 dollars)

- Biological Monitoring \$10,000 (2012 dollars)
- Erosion Control is estimated at \$10,000/Ac x 13 Acres= \$130,000 (2012 dollars)

### **Disclaimer**

This report is not an environmental document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in this report. The estimates and conclusions provided are approximate and are based on cursory analysis of probable effects. This report is to provide a preliminary level of environmental analysis to supplement the Project Initiation Document. Changes in project scope, alternatives, or environmental laws will require a reevaluation of this report.

### **Review and Approval**

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Approved by:	
Trisha Moyer- Environmental Manager	Date: 12-6-12
Margaret C. Pauvence Margares Lawrence-Environmental Office Chief	Date: 9/12/12
Tom Meyers- Project Manager	Date: 12-6-12

### Luxtronmental Technical Reports or Studies Required

Required-requires analysis including field surveys, database searches, report, or memo to file and brief explanation in the environmental document.

Not Required—Issue is not applicable to the proposed project.

Possible Critical Path-Major issue that has the potential to drive the schedule and determine the length of time to reach PA&ED (can be more than one major issue).

(can be more than one major issue).	Required	Clearance Memo Received	Not Required	Possible Critical Path
Biology Endangered Species (Federal) Endangered Species (State) Species of Concern (CNPS, USFS, BLM, S, F) Wetland Delineation Natural Environment Study Biological Assessment (USFWS, NMFS, State)		Ш		⊠
Cultural Resources  ASR HRER HPSR/HRCR Screening Memo SHPO Concurrence Native American Coordination Finding of Effect Document Treatment Plan & MOA (potential)  Hazardous Waste ISA PSI ADL Air Quality Analysis Hot Spot Analysis MSAT Noise Study Water Quality Community Impact Assessment Environmental Justice Growth Related Impacts  Cumulative Impacts  Farmland Visual Resources Scenic Resource Evaluation Visual Impact Assessment Floodplain Evaluation Paleontology Section 4(f) Evaluation Wiltt and Scenic River Consistency Geology Topology				
Soils Greenhouse Emissions				

### Permits Anticipated for Construction

	Required	Not Required
401 Permit Coordination (discharge into navigable waters)		×
404 Permit Coordination (discharge into waters of the US including wetlands)		×
- Nationwide		
- Individual		
1600 Permit (Streambed Alteration)		$\boxtimes$
City/County Coastal Permit Coordination		Ø
State Coastal Permit Coordination		$\boxtimes$
NPDES Coordination	$\boxtimes$	
US Coast Guard (Section 10)		$\boxtimes$
State 2081 Permit (State only incidental take of threatened or endangered species)		

### **Discussion of Technical Review**

Biology

The proposed project area is located on the 7.5' USGS Quad of Tom's Place. CNDDB, and USFWS Species List, CNDDB Rarefind Mapping and CNPS Database were run for the Tom's Place Quad to determine known occurrences of special-status species in the project area. The project area was walked and driven when possible to determine habitat types in the project area. No watercourses or wetlands were observed within the project area. Rock Creek is located to the south of the project area and provides suitable habitat for the federally and state listed as endangered Owens tui chub (Siphateles bicolor snyderi), SE, FE. Habitat along Rock Creek consists of Water Birch Riparian Scrub, a terrestrial community of special concern. The current project proposal avoids all impacts to Rock Creek.

The project area consists of Great Basin scrub with very sparse, individual trees. The project area is largely undisturbed, except for the old US Route 395 alignment, a few dirt roads, and proximity to the current US 395. The project area may provide suitable habitat to several special-status species plants, including 3 CNDDB 1B plants: Long Valley milk-vetch (Astragalus johannis-howellii) (blooms June-August), Lemmon's milk vetch (Astragalus lemmonii) (blooms May-August) and Mono milk vetch (Astragalus monoensis) (blooms June-August). Scoping surveys of the project area were conducted in March outside of the blooming season (June-August). Five CNDDB List 2 plants may also occur in the project vicinity, pinyon rock cress (Boechera dispar) (blooms March-June), western single-spiked sedge (Carex scirpoidea ssp. Pseudoscirpoidea) (blooms July-September), Inyo hulsea (Hulsea vestita ssp. Inyoensis) (blooms April to June), Torrey's blazing star (Mentzelia torreyi) (blooms June-August) and foxtail thelypodium (Thelypodium integrifolium ssp. Conplanatum) (blooms June to October). Trees in the project area may provide nesting habitat to special-status species migratory birds.

A state species listed as threatened, the California wolverine (*Gulo gulo*), was observed last in 1950 north of the project area at Crowley Lake and is not expected to occur in the project area and has not been reported since the 1950.

A state species listed as threatened, the bank swallow (*Riparia riparia*), is known to occur in volcanic outcroppings to the north of the project area around Crowley Lake. The project area does not provide any bank swallow habitat and impacts to the bank swallow are not expected.

Special-status plant species surveys of the project area must be conducted during their appropriate blooming period from March to October to determine their presence or absence in the project area. Avoidance and minimization measures may apply to avoid plant populations. Mitigation is not anticipated.

If any trees are scheduled for removal during the migratory bird nesting season from February 15<sup>th</sup> to September 1<sup>st</sup>, they must first be surveyed by a qualified biologist to ensure no migratory birds are nesting in the trees.

The project area is located on Forest Service Land and consultation with the Forest Service regarding special-status species will be required.

The introduction and spread of noxious weeds must be prevented by adhering to the Caltrans Noxious Weed Standard Special Provisions.

The preparation of a Natural Environmental Study Report will be required. Consultation with the CDFG and the USFWS is not anticipated unless special-status plant species are determined present in the project area and cannot be avoided.

This scoping determination is based on the assumption that all impacts to Rock Creek and the adjacent riparian habitat will be avoided.

### **Cultural Resources**

The Cultural Resources Scoping for the Rock Creek Access Road Project will require the following anticipated Cultural Resources (Section 106) Studies/Documents:

- · Archaeological Phase I survey/ ASR;
- · Archaeological Records Search:
- · Prehistoric Phase II Studies (AER);
- Historic Property Survey Report with Findings (HPSR to SHPO);
- Final approved APE maps;
- Finding of No Adverse Effect with Standard Conditions (ESA Action Plan);
- · Native American Consultation.

There are currently three known prehistoric archaeological sites located within the project study area; however two of the three sites have been determined ineligible for the National Register of Historic Places and concurred upon by SHPO. One site is unevaluated, and in the unlikely case new site(s) are located during the archaeological survey, any site not evaluated will require Phase II studies and SHPO concurrence. End result will likely be Finding of No Adverse Effect with Standard Conditions (ESA Action Plan).

The Cultural Resources Scoping Assumptions for the Rock Creek Access Road include:

- Archaeological survey and Archaeological Survey Report (ASR);
- · Archaeological Evaluation Reports (Prehistoric Phase II Studies);
- · Historic Property Survey Report (HPSR to SHPO);
- Finding of No Adverse Effect with Standard Conditions (ESA Action Plan);

It is assumed that it is unlikely additional cultural resources will be located during the Phase I archaeological survey.

Anticipated approximate in-house hours needed for the Rock Creek Access Road include (this is based on consultant oversight of Phase II studies):

- · 40 hours for records search:
- · 250 hours for archaeological survey and ASR;
- 250 hours for AER;
- 120 hours for HPSR;
- 200 hours for FOE/MOA:
- · 120 hours for NAC;
- 60 hours for APE maps;
- 100 hours for construction related activities (monitoring, mtgs., etc.).

An archaeological survey, ASR, Phase II studies, AER, HPSR, and FOE/MOA may be required for this project, but we are anticipating no adverse effects, and consultation and concurrence from SHPO will be required, including Native American Consultation.

### **Hazardous Waste**

An Initial Site Assessment (ISA) may be required to address the potential for hazardous waste. A Preliminary Site Investigation (PSI) is anticipated where new right of way will be acquired. The project scape states that there will be a large amount of right of way needed to construct the new road way. The new disturbance may uncover various utilities buried within the project limits.

### Air Quality Analysis

Based on the current scope of the project, further hot spot analysis will be required.

### Noise Study

The completed project will not increase noise over and above the current levels; the current clearance would be a memo to file.

### Water Quality

Current standard Construction General Permit requirements will be followed by the contractor. The Calirans Storm Water Data Report will be prepared to determine the need for standard construction temporary BMP's as well as permanent BMP's. Other water quality issues will be preliminarily analyzed with a Memo to File.

### Community Impact Assessment

The proposed project is not expected to have any effects on the local community or the economy.

### Cumulative Impacts

The proposed project is not expected to create any cumulative impacts

### Farmland

There is no farmland within the project impact area and therefore no impacts to farmland will occur.

### Visual Resources

The project is located on USFS lands and therefore will require a full FHWA Visual Impact Assessment (VIA). Any work on SR 395 would impact a scenic highway

Any trees removed that are larger than 24 inches DBH may require additional visual mitigation above that of biological impacts. Based on the results of the VIA, aesthetic treatments to any drainage structures may also be required.

### Floodplain Evaluation

A floodplain evaluation report should be prepared to analyze the effects of the alterations to landscapes and landforms as a result of this project and determine if the project may be in the 100-year floodplain.

### Palcontology

Not anticipated.

### Section 4(f) Evaluation

There is no anticipation of a Section 4(f) resource within or nearby the project location, however once more design occurs we will evaluate impacts on US Forest Service land to ensure there are no issues Wild and Scenic River Consistency

Rock Creek is near the project location however, this creek is not listed as a "Wild or Scenic River," additionally the project limits exclude this feature.

### Geology

Current USGS data indicates that no seismic or earthquake faults are near the project location.

### **Topology**

This project will be located on an alluvium layer which is on top of the Sherwin till. Current USGS data inchemes that no seismic or earthquake faults are near the project location.

### Soils

This project will be located on an alluvium layer which is on top of the Sherwin till.

### Greenhouse Emissions

Global Warming Solution Act of 2006 creates a comprehensive, multi-year program to reduce GHG emissions in California. The Department works closely with the California Air Resources Board and the Administration's Climate Action Team (CAT) to support development and implementation of the California Climate Action Program. The Department also collaborates with local and regional agencies, academic and research institutions, non-governmental organizations (NGOs), and other environmental and energy stakeholders to advance the State's climate change objectives.

### Permits.

- USFS Encroachment Permit \$4,000/1 year; encroachment permit.
- CDFG 2081 Permit and USFWS Biological Opinion if T & E species are discovered.

### **List of Preparers**

Biology by Trisha Moyer	4/13/12
Cultural Resources by Angela Boston-Calloway	4/11/12
Air Quality by Mark Heckman	3/22/12
Water Quality by Mark Heckman	3/22/12
Hydrology by Truman Denio	4/20/12
Hoodplain by Truman Denio	4/20/12
Visual/Aesthetics Specialist by R. Steve Miller	4/27/12
Energy and Climate Change by Mark Heckman	4/13/12
Preliminary Environmental Analysis Report by Mark Heckman	4/30/12

### PART 3. ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS

To complete the following information:

- o Report costs in \$1,000s.
- o Include all costs to complete the commitment:
  - Capital outlay and staff support. Refer to Estimated Resources by WBS
    Code. For example, if you estimated 80 hours for biological monitoring
    (WBS 235.35 Long Term Mitigation Monitoring), convert those hours to a
    dollar amount for this entry. For current conversion rates from PY to
    dollars, see the Project Manager.
  - Cost of right of way or easements.
  - If compensatory mitigation is anticipated (for wetlands, for example), insert a range for purchasing credits in a mitigation bank.
  - Long-term monitoring and reporting
  - Any follow-up maintenance
  - Use current costs; the Project Manager will add an appropriate escalation factor.
  - This is an estimating tool, so a range is not only acceptable, but advisable.

Environmental Commitments Alternative 1 & 2						
Estimated Cost in \$1,000's Notes						
Noise abatement or mitigation	0	Not anticipated				
Special landscaping	130	E.C.				
Archaeological resources	510	#3 miti				
Biological resources	110	mitigation				
Historical resources		N/A				
Scenic resources						
Wetland/riparian resources						
Res./bus. relocations		N/A				
Other: DFG reveiw	1.8					
Total (enter zeros if no cost)	752					

# Attachment A: PEAR Environmental Studies Checklist Rev. 11/08

Environmental Studies for PA&ED Checklist					
	Not anticipated	Memo to file	Report required	Risk*	Comments
Land Use				L	USFS
Growth				L	
Farmlands/Timberlands		X		L	
Community Impacts	$\boxtimes$			L	
Community Character and Cohesion		X		L	
Relocations	X	П		L	
Environmental Justice		Ti Ti	I	L	
Utilities/Emergency Services				L	
Visual/Aesthetics				M	315 hrs
Cultural Resources:				L	0.10.1110
Archaeological Survey Report			A	H	250 hrs
Historic Resources Evaluation Report				i i	200 1110
Historic Property Survey Report				M	120 hrs
Historic Resource Compliance Report		<del>                                      </del>	X	1	120 1110
Section 106 / PRC 5024 & 5024.5	<del>                                      </del>	<del>                                      </del>		L	250 hrs/AER
Native American Coordination	<del>   </del>	<del>                                      </del>		L	120 hrs
	<del>   </del>			M	200 hrs
Finding of Effect		<del>   - </del>	<del>  -     -     -  </del>	IAI	200 1115
Data Recovery Plan			<del>                                     </del>	<u> </u>	
Memorandum of Agreement				<u> </u>	CO h
Other: APE maps				<u> </u>	60 hrs
Hydrology and Floodplain			<del>     </del>	<u> </u>	, , , , , , , , , , , , , , , , , , , ,
Water Quality and Stormwater Runoff		N .		L	
Geology, Soils, Seismic and				L	
Topography		-			
Paleontology				L	
PER		X		L	
PMP		$\boxtimes$		L	
Hazardous Waste/Materials:				L	
ISA (Additional)				L	
PSI				L_	
Other:				L	
Air Quality		X		L	
Noise and Vibration		X		L	
Energy and Climate Change				L	
Biological Environment	1.2			L	
Natural Environment Study	İΠ			M	
Section 7:				L	
Formal				I	
Informal	T M		1	Ī	
No effect			1	tī	
Section 10			1=	+=	
USFWS Consultation		-	+=	<del> </del>	
NMFS Consultation			++-	+-	
	<del>                                      </del>	-		NA.	
Species of Concern (CNPS, USFS, BLM, S, F)				<u>M</u>	

Environmenta	al Studies	for PA	&ED C	hecklist	
	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
Wetlands & Other Waters/Delineation				<u>L</u>	
404(b)(1) Alternatives Analysis				<u>L</u>	
Invasive Species				L	
Wild & Scenic River Consistency	$\boxtimes$			L	
Coastal Management Plan	$\boxtimes$			<u>L</u>	
HMMP	$\boxtimes$			L	
DFG Consistency Determination	$\boxtimes$			L	
2081	$\boxtimes$			L	
Other:				L	
Cumulative Impacts				L	
Context Sensitive Solutions	$\boxtimes$			L	
Section 4(f) Evaluation		$\boxtimes$	П	M	
Permits:					
401 Certification Coordination	$\boxtimes$			L	
404 Permit Coordination, IP, NWP, or LOP				느	
1602 Agreement Coordination	$\boxtimes$			<u>L</u>	
Local Coastal Development Permit Coordination				L	
State Coastal Development Permit Coordination				L	
NPDES Coordination				L	
US Coast Guard (Section 10)				L	
TRPA	$\boxtimes$			L	
BCDC				<u>L</u>	

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Assigned Unit	Senior	Coord	Biology	Cultural	Haz	Socio-	Storm	Noise/Air	Paleo	Sup Svcs	Total	Begin	End Date	Duration
165.25.30 - Env Coordination	40	80	90	40	Waste 10	Economic	Water 10	S. 7 S. R. 40	10		260	Date		(days)
165.25.99 - Other DED Products	10	20	10	10	10				10	14 (323)4 41 X	707			
165.30 – NEPA Delegation Total Env Studles & Prep DED	194	1050	574	974	38	0	33	49	89	120	3100	10000000000000000000000000000000000000		15 F 15 S
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170.05 - Required Permits (list)	100000000000000000000000000000000000000	STEEL CONTRACT			391 #554 BH			# 15 P P 15 P 15 P 15 P 15 P 15 P 15 P 1	10 TO		0 0			
170.10.10 - US Forest Service Permit(s)	40	120	20	40	8	SANGE PROPERTY.	<b>车路部班</b>	<b>東京日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本</b>	NOW 253 NOW	经开路线机	228	1162011	\$ 63500 S	06121618181
170.10.15 - US Coast Guard Permit											0			
170.10.20 - DFG 1600 Agreement(s)					100000000000000000000000000000000000000		4880884		10000		0		1 1 1 1 1 1 1 1 1	1000
170. 10.25 - Coasta Zone Development Permit	20	40	SAN TOTAL STREET	343 Z 43 2 24 4 E	K. 1 82 T/1 8 SE.	· 表示2000年100日	07 5-6 122 1970	日本のは 数のをおけ	STAGE LIFE BY	0.FEBS15.4.4	2 0	13.20 Pt 12.20 St	ECCURION 8	STATE STATES
170.10.40 - Waste Discharge (NPDES) Permit(s)	09	2					10 W.		THE REAL PROPERTY.	A A A STATE OF THE	90			
170.10.45 - US Fish & Wildlife Service Approval	世紀である	Day Kalenda	20	<b>有其形器</b>	品類問題	DESTRUCTED	WEETER OF		田 经 经 经	经结婚证金	20	14年17日 5	# (FEEE TITLE)	SALE STATE
170.10.50 - RWQCB 401 Permit											0			)
170.10.60 - Updated ECR	2	20	5	2	2	をおりののできない。	WH BESSE	を	HE WELL	PERTE	37	2 表 2 日 日	142 EUR 54	THE PERSON
170.10.95 - Other Permits			100000000000000000000000000000000000000	ALC BOTH THE PARTY OF	Contract of the last		100000000000000000000000000000000000000	1	700000000000000000000000000000000000000	A 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10	0		Allego and Allego and	
170.45 - MCD from LERO Office	9	0	MAS SKEP FORSE	MC104401		Part Research		おおなる かから	1234 194 48	3.47% 65.66	0 9	0.00		
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175.05.05 - Master Dist & Invitation Lists	2	4		1884年18日		* CONTROL OF THE PARTY OF THE P	110011111111111111111111111111111111111	161111111			45			
175.05.10 - Notices Pub Hear & DED Avail	00	40							100000	P. 10 VIII WAR BUILD	48		A 10 CONTRACTOR OF	
175.05.15 – DED Pub & Circulation	10	80	EN 41 2 15 44	の対しない	20 CH 2 B 20				STATE OF STATE OF	SPECIFICAL PROPERTY.	200	TEST STORY		
175.05.20 – Fed Consistency Det (Coastal)	UF 12 12 12	20	250 301 515 345	241241244	5 CT 165 78 BISTO 3	本 田 学が下手は はたむは	S 5.2 3.45 1.52	日本日 新 日日日	年 元紀 安治	2 T 10 25 25	30	T 5/2/2 0/5/4	\$ 4 16 Sec. 5 (c)	123 to 20
175,10.05 – Need for Pub Hearing Defermination	σ	40	West No. of Particular		100000000000000000000000000000000000000	A CARLOS CARLOS AND A CARLOS AN					48			
175.10.10 – Pub Hearing Logistics	0 00	30	842 tel 311 mg	\$11.500.00 E	ST. E. S. E. S.	4000 04 STATES	12 E 1 E 1 E 1 E 1	學報達 當班打印	平 教法 北京	A ST DESK SK	38	私物如数	本は必然には	THE THAT
175.10.15 - Displays for Pub Hearing	8	30									38			
175,10.20 - 2nd Notice Pub Hear & Avail		Brank and the	#1 & ST 57.73	100000	STATE OF	MER STREET	81128233	教別法 是最深刻	<b>新作品</b>	数据数据	0	年 には まき	を はいいない	100 Mar 200
175.10.25 – Map Display & Hearing Plan	4	30									34			
175.10.30 – Display Pub Hear Maps	4	200		ははないである。	11 H C + P C .	THINGS TANKED	N 10 10 10 10 10 10 10 10 10 10 10 10 10	THE RESERVE	THE REST AND	STATE OF STREET	45 00	E 45% G 7.0, S.D.	STEET TO THE SECOND	BEST TAKEN
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175.10.40 - Other Dish Hearing Products		2	B4 N -90 M 1256A	The second section of	CONTRACTOR DESIGNATION OF THE PERSON OF THE	William Annual Control		A 20 M SA 18 10 M	STATE OF STA	C41 040 040 1810	C	1 2 CT 1 C		
175.15 – Responses to Pub Hear Comments	20	Kongrat	20	20	20	10941 #1 1429-Y	10	SH 5 M 10	10	311111111	230	3 5611333	* (2.52.10.00)	11 THE LET SHO
175.20 - Project Preferred Alternative	8		80		89		ω	8	8		136			
175,25 - NEPA Delegation	20	40	8	80	00	<b>新教育等1/2世界</b>	8	8	80	09	168	から からなる ない	A PERSONAL PROPERTY OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO THE PERSON NAMED IN COLUMN TO	
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180.05,15 - Updated Stormwater Data Report											0			
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180.10.05.05 - Draft FED Review	<del>4</del> 0	08	02	20	707	805000 8 ENGLESS	PETRONISM.	2012 2008	8	GP TRUE FT 9	89	6189438-29	\$15000 Design \$1	PECKE STATE
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180 10 05 20 - Findings Report	23	3	NEW SEPTEMBER	BIT 5351846	142 115 AU	14是42年8年4日 日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日	25515353	以於秦 衛 原 原籍	H 122 H100	集员定性合品	0	HATTER BY	MET A SHIPE I	) - 1.4 Post
180.10.05.25 Statement of Overriding Consid											0			
180.10.05.30 - CEQA Certification	4	16	AL MARKET	THE STATE		THE PERSON	経験課録	三型 经存货证券	<b>新新 野町 百</b>	<b>医</b> 医对异素	20	1. 18 18 18 18 18 18 18 18 18 18 18 18 18	- 放射性	100 5100
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190.10.03.49 - Section / Colliscington	40	4	3	別となるない まかない	TRI-21 14 5 12-12	WHITE SPEEDS BEING	50 83 31 B	200m (金数なり)	B STAN NUMBER	4.15年代表	209	· 100 100 100 100 100 100 100 100 100 10	SECTION S	F2 4 T 1138
180, 10,05,00 – Final Section 4(1) Statement.	2	2	N. 100. C. 100. C.								0			
180.10.05.60 –Wetlands Only PAF		The second second	<b>新州村村</b>	<b>美国经济</b>	看話話	机械组织技术	<b>新田野</b>	<b>本作集度。服装活</b>	SEN ME	作品 经银工额	0	100000	\$ 155 SERVE \$	E 14 144
180.10.05.65 - Sect 404 Permit Compliance	100000000000000000000000000000000000000		100000000000000000000000000000000000000	of the same of the	A246 475-41 A44	5 Table 1 Table 1 Table 1	0.54 457554	10 to	ag 34 g 55asa	9-3-63-02-62	0	a firston t	ETHERSON OF STREET	2012 B. 2000
180.10.05.70 – Mitigation Measures.	30	02	54 F 515 F	32157746	MINISTER STATE	HOUSEN'S INCHES	21.18.11.18	Sec. 2 2 1-3	SCORE 558 S	MANAGE & C	100		STREETING S	
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Assigned Unit	Senior	Coord	Biology	Cultural	Haz	Socio-	Storm	Noise/Air	Paleo	Sup Svcs	Total	Begin	End Date	Duration
180 10 15 - Final RAW Relo Impact Document	\$15.000 St. oct	Section No. 55	THE REPORTS	おものかは まるか	M 9417 P24	#8552 2185452 B	521 - 524 - 5.7 SEC.	经金额 经 经金额	18 SER 1855	<b>年度の間の日本の</b>	0	11年の日本の	報 記 然 が が は 終	0
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180, 10.99 - Other FED Products				The same of the sa	ACCUPATION OF	Annual Control of the Control	100000000000000000000000000000000000000	CONTRACTOR OF STREET	Company of the last	F 77 97 97 97 97 97 97 97 97 97 97 97 97	0	Car State Control	A 501 101 101 101 101 101 101 101 101 101	
180:15:05 - ROD (NEPA)				のなるとは、	(計算などす事件)	\$10 Hand \$4 5 hand \$	#45 44 B B	<b>计学/6 小量 存75 年</b>	H 555 H250	2. 中国 (1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	0	をはなると	A RESIDENCE OF	0
180.15.10 - NOD (CEQA)	60	20									28			0
180,15,20 - Env Commitments Record	8	40	20	20	20		20	20	20	的知為	168	が かかかかがる 第一	を 事務が は の を が の に に に の に に に に に に に に に に に に に	0
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180.20 - NEPA Delegation	10	40	10	10	10	#8456E#355#	10	10	10	09	170	多和多数等	14555518	0
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Update Project info for PS&E					Manager and Manager		SHALL SANDERS		10 to	THE PERSON SERVICES		MARKET STATES	PROPERTY OF THE PARTY OF THE PA	THE PROPERTY OF
185.05.05 - Project Concept Review for PS&E	能源他行	を と と と と と と と と と と と と と と と と と と と	<b>建 规型销售</b>	が発売を	11111111111111111111111111111111111111		<b>新年</b> 社会批准	10000000000000000000000000000000000000	THE PERSON	医唇孔的鼻孔	0	OF RECEIPED		0
185.05.10 - Updated Project Info for PS&E dev											0			0
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ROW & Excess Land	NAME OF TAXABLE PARTY OF TAXABLE PARTY.			<b>新新加斯</b>				<b>经验证证证明</b>			Here was the second			<b>多一性工程</b>
195 40 25 - Property Maint & Rehab (non-rental)	STATE STATE	programme and the	NAME OF STREET	Table State	SECTION AND	<b>有限的现在分词的现在</b>	MEDIAN TENS	<b>计算程序的图片</b>	18 84 8 B	2-11-TE-00-TO	0	1000年	* 43100508	0
195 40 35 _ Transfer of Pron to Clear Status											0			0
105 Af OF - Excess   ands Inventory	\$474635-303-50	NO SOCIETA STATE	MB 805 00 000	NET PRODUCE IN	511 STO 1678	PART OF LAST	21.25.12.50	中央市场 (B)	NG2 51 28 51 45	<b>经过程的</b> 医第	0	A SUPPLIES	\$ 18 BOOK	0
105 AS 20 Drop Dien Unite Jace than C15 K											0			0
190,450,20 - Flop Clap Office less tital 510 K	POLICIE (BOD ESC.	Section of the second	GR 15-10 20 20 20	9404000000	WHIT STREET STATE	MINESON STABBO	DESCRIPTION OF SECTION 1	計犯 衛 倫区 肥 存品	\$4.00 per 10.000	E. 13 13 15 15 15	0	FE 47 SHOW BY	衛をいいないのはお	C
195.45.25 Prop Disp Units \$15 K -\$500 K	1000年代の1000年	A Control of the Cont	32430000	S11 5-3 4-5 54 54	With the State of the	AND DESCRIPTION OF STREET	2017 18 30 5 1000	THE CONTRACTOR	ST KAN FINA	12 2 72 3 2 P. (4	0	A THE PARTY	9719 25 Change 3	
195.45.30 - Prop Disp Units over \$500 K								The second second	The state of the s	The contract to	0	S WAS ZONE OF	Section of the Section	0
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Ilility Relocation		報の意味						<b>以外於糖兰街</b>						
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200.13 - Apployed Outily Relocator Figure 200.20 - Hillity Relocation Package	00	20	10	10	10	200000000000000000000000000000000000000	10	101	10		88			0
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Total Cool diliate Offices	0	70							2					
Permits, Agreements, and Route Adoptions during PS&E Cmpnt	Smpnt					<b>计划时间的分别形式</b>	机的导致的	6月夏 8月3日						
	<b>新兴村的市场</b>	NAME OF THE PARTY	<b>HIE US PHUS-1</b>	<b>计算的数据数据</b>	海岸的物件相似		STATE IN	THE REST	<b>用四种物料</b>	能振跳电影	Charles Inch	医多种结形术	<b>神能比較打能影</b>	0
205.10.10 - US Forest Service Permit(s)	40	120	100	100	20						380			0
205.10.15 - US Coast Guard Permit	格板がは	1000000000000000000000000000000000000	経路部線	4年前	SERVICE SERVICES	<b>多时间14至6478</b>	国混乱对意	<b>计算数数数据</b>	1911 115 2	提得對於	0	<b>多种形式的</b>	20 Miles	0
205.10.20 - DFG 1600 Agreement											0		1	0
205.10.25 - Coastal Development Permit	南部をまたが	THE STATE OF THE S	经有利的	1100年110日	HE STATE FOR	和2002年4月69	<b>计批理数数</b>	<b>计和图数 全共级</b>	A687 619 表	经基础银矿	0	机铸铁铁铁	and something	0
205.10.30 - Local Agency Concurrence/Permit	40	40						Self second des			80			0
205,10,40 - Waste Discharge (NPDES) permit	80	17.17.02.SEB	<b>新新新型</b>	を を を の は と	製品を	ATTENDED STATES	经外线的	的主要10年首用	<b>阿克尼斯</b>	發揮發星網	80	はははは		0
205.10.45 - US Fish & Wildlife Service Approval			80								80			0
205.10.50 - RWOCB 401 Permit	State of the state of	STATE STATE	3453510V \$13		169 1296 180	RESERVED TO THE	E1588611	<b>医贝斯斯里斯</b>	(ES ES #	時保護日本	0	<b>美国的工作企业</b>	SECTION AND A	0
205 10 60 - Updated ECR	10	20	10	10	10						9		The second secon	0
205.10.95 - Other Permits			THE ROTTERS	\$1494AB	184.188.188	<b>美国的图象对图像</b>	WEST-313	建物理 化银铁矿	医黄疸 彩	医乳粉脂 野鄉	0	<b>建筑运货单</b>	<b>新班班</b>	0
205 20 05 - Draft Fwy Agreement											0	No.		0
205 20 10 - Draft Fwy Agree Review	在 原 名 法	102年25年4	THE WHITE	を は よる を のまま	排程的影響	<b>建设的建筑</b>	語館製器	社会教育 有分型	量 有罪 特定	4号 15% E	0	<b>第一种独立的特别</b>	BINITALISM \$	0
205 20 15 - Final Fwy Agree											0			0
205 20 20 - Executed Fwy Agreement	BELLING STORY	\$2000 BUSHINGS	CIN BEALESS	を除る後に数		\$250.00 SEED	16 (45 535.75)	新住居, 袁 明年新	ALCOHOLD BY	基件指指指數	0	<b>通過影響/電影</b>	186608	0
205,40,10 - New Connections & Route Adopt Sbtl											0			0
205.55 - NEPA Delegation	40	40	<b>1.40</b> 经分价额	<b>建筑的</b>	(4) (1) (4) (4)	<b>自8時34年日日</b>	祖籍 建异均的	新春港 (東 昌海 <u>京</u>	<b>新班 田本語</b>	16 4 15 15 15 15 15	80	2. 10 10 10 10 10 10 10 10 10 10 10 10 10		0
Total Permits, Agreements, and Route Adoptions	210	220	191	110	30	0	0	0	0	0	761			

Assigned Unit	Senior	Coord	Biology	Cultural	Haz	Socio-	Storm	Noise/Air	Paleo	Sup Svcs	Total	Begin	End Date	(davs)
Right of Way Interests			Service Services											
225.55.20 - Right of Way Clearance	F 1750 1888	New Conference	经验证 被 至今	LESSEE STATE	器器器器	制程等等程度	经验证证	法金属 總 数复居	海路短期	経験を	0	年 1000000000000000000000000000000000000	を記れるのない	0
Total Right of Way Interests		0	0	0	0	0	0	0	0	0	0			
Table Book Comment	STATE	日本 日	Contract of the Contract of th	おからのののではな	THE PERSON NAMED IN	SAME NAMES				THE PROPERTY OF				THE STATE OF
230 05 45 _ Noise Barrier Plans			1000	242002130	TOTAL STATE STATE	STORES PERSONS	から おなる おからか	<b>医食物 作品等</b>	Medical desired	<b>医基础性验验</b>	0	5 HE ROLL 2	THE STATE S	0
230 10 05 - Hay Dianting Dians											0			0
230.10.15 - Plant List	S100 S5 400		(2) 机等线线	NESS GREEK	541.M53.B48	<b>新兴场自251128</b> 4	<b>新新新教育</b>	计多数数 製造器	经证据 经出身	<b>经生化过去的</b>	0	1.15 St. 1.	<b>多年的公司的</b>	0
230.35.10 - Hwy Planting Specs											0			0
230.35.35 - Water Pollution Ctrl Specs	STATE STATE	SCORPERING.	解於語名知道	· 新州· · · · · · · · · · · · · · · · · ·	部組織	机器器组织	能球路排	學院發展 被發揮	排 数据 电铁	<b>建工程基金的</b>	0	14年11日本	<b>美国新建筑</b>	0
230,35,40 - Erosion Control Specs						٧					0			0
230.60 - Updated Proj Info for PS&E Package	STATE SEALS	STATE OF STATE	記録が数記	· 医生生生物 多次的	经银行等数	ACCRETATION OF	は言葉性	<b>新角线 化物质</b>	推 指統 推開	SECRETE PAR	0	<b>经租赁的</b>	经公司的证据	0
230.60.05 - Updated Storm Water Data Report								100000000000000000000000000000000000000			0			0
230.60.10 - Other Reviews/Updates Proj Info	THE PERSON NAMED IN	RESERVE SALES	\$17.45.44 \$18	<b>新科技</b>	经开始的开建	有的自然有 经总值条		治疗法 進程法人	(湖下经生	除用用作作	0	(18) 西京山東	世代 は は は は は は は は は は は は は は は は は は は	0
230.90 - NEPA Delegation		2									2			0
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Mitigate Environmental Impacts and Clean-in Hazardous Wastr	Waste	THE PERSON NAMED IN		<b>建造物</b>			<b>新聞 新聞 新</b>	REPRESENTED.						開始を言
	Straight Spirits	HERBERT SAME	K10000	T E1888 新美 6 E1	\$14 42 54 FEE	*************************************	京の はる 多年 3年 3日	<b>利用作用 報告</b>	<b>建新籍</b>	中華新聞場	0	<b>建物等的</b>	<b>制制的指导</b>	0 0
235.05.10 - Archy & Cult Mitlagtion											0			0
235.05.15 - Biological Mitigation	<b>国教宗宗</b>	METERS STATE	<b>经验的现在分</b>	TREESENT.	排行的特別	和印刷者的特別	特别等多数	计数据 新有线线	进行数 法股份	法计划形据	0	5.250 B G 24.45	<b>新公司司司</b>	0
235.05.20 - Env Mitigation R/W work											0			0
235.05.25 - Paleontology Mitigation	SEC. 1. 125.00	A STATE OF		おおおお	<b>新報訊報</b>	\$2002 \$250 ES	在设制的	はなける 母素な	沿着 枯葉 智	<b>新花线 5</b>	0	F-18 18 50 EV	SIL TON 199 4	O
235.05.99 - Other Env Mitigation Products											0			0
235.10.10 - Haz Waste Sites Survey	是 1 · 2 · 2 · 3 · 3 · 3 · 3 · 3 · 3 · 3 · 3	137 5 1967ER	<b>新聞記記</b>	を	<b>海生活門 計</b> 用	が記録は経	整字音等音	<b>表別等。進展逐</b>	HERE 1884 IN	群江江淮3条	0	P. S. S. S. S.	2011001100	0
235.10.15 - Detailed HW Sites Investigation											0			0
235.15 – HW Management Plan	記事をない	Section 1975	24 15 43 FC	45 A SECTION 1	<b>建工程</b>	ではない。	\$2.E.MEGN	新母母 (森 智術型	SERVICE SERVICE	10000000000000000000000000000000000000	0	# (10 th Mill)		0
235.20 - HW PS&E											0			0
235,25 - HW Clean-up	の 日本別の	2000年 2000 A	A15 43 P.1-1-1	2012年日	· 情報放放 新社	报答》(日本	<b>数日子料料</b>	CHARLES	2000年100日	WERE THE	0	F-12 F-21 F-1	Series Series	0
235.30 - Certification of Sufficiency (HW)											0	A CONTRACTOR OF	An artist photographer	0
235.35 - Long Term Mitigation Monitoring	Sent Back	TENTE EN	明 を を	がはは	11 13 13 E	4年代学习5日日	· · · · · · · · · · · · · · · · · · ·	KINE OF RIGHT			0	STATE OF STATE OF	SALANTHER &	0
235.40 - Updated ECR											0	2 200 00 000	The second second	0
235.45 - NEPA Delegation		Market Allenda	がはいる。	<b>建物性的</b>		RESERVED !	544422	· · · · · · · · · · · · · · · · · · ·	THE SHE		0	PRESENT FOR		O
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Downite for Subcustace Cardechnical Evaluation			公事 原文學 等	を の の の の の の の の の の の の の の の の の の の	世上のは、神学	<b>通过是基金的证明</b>	THE SAME					Section 3		
240 70 – Site Ready for Subsurface Exploration	STANDARD S	PRINCEPES	2012/2019	经 1000000000000000000000000000000000000	数を数数	AUTOMOBINE STATES	<b>建筑沿线</b>	<b>医主要 地 数压体</b>	<b>新新新新</b>	<b>新科斯</b>	0	5.7.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	<b>新姓的</b>	0
Total Geotechnical Permit		0	0	0	0	0	0	0	0	0	0			
Circulate, Review and Prepare Final District PS&E Packag	ge			TO SERVED				(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)						
255.05 - Circ & Rev Draft Dist PS&E			FE TO SERVE	10000000000000000000000000000000000000	おからない		STREET, STREET	ののできる。		S 11 5 12 12 15 15 15 15 15 15 15 15 15 15 15 15 15	0		A STATE OF THE PARTY OF THE PAR	0 0
255.10.25 - Updated Technical Reports		1						2 Can 12 - 15 - 15 - 15 - 15 - 15 - 15 - 15 -	20 20 20 20 20 20 20 20 20 20 20 20 20 2	100 6 6 5 7 5 5 5 7 1 1	0	0-11-0-11-0-0	Water Court Park in	0 0
255.15 - Env Reevaluation	を対して	3	80	日本になる かん	12 TO 1 TO 1 TO 1	#452433154444	<b>以下村上はない</b>	以此母母二世代四	PACK SCHOOL	SECULED BY	0	Printer printer and	* VICTOR 11 10 10 10 10 10 10 10 10 10 10 10 10	
255.20.05 - Rev Plans for Stds Comp				-	2000	State of Sta	ON THE REAL WAY	AP-2018 (80 cm Va.Or 20	OF CHEST SAME	0.62-40-414-91	5 0	SOUTH AND AND	SETTING SOFT	
255,40 - Res Engs Pending File			N. C. S.		A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		43.54 \$15.40c	15.11.15.0E 20.9.1	75 SEE SEE	THE THE PARTY NAMED IN	5 0	NOT SERVICE AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO	STATE STATE OF THE P.	
255.45 - NEPA Delegation					The second second	NAME OF TAXABLE PARTY.	N 10 TO SERVE STORY	Street Street Street	CONTRACTOR	26 102 26 1 200	7	C Propriet Party Company	BARROOK COLUMNIES	PHOSE CHEST
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Assigned Unit	Senior	Coord	Biology	Cultural	Haz	Socio- Economic	Storm	Noise/Air	Paleo	Sup Svcs	Total	Begin Date	End Date	(days)
Prepare Contract Documents					1			<b>第一条 </b>	のとは、					
260 75 - Env Cert at RTI	4	8	4	7	4	<b>建設性工程的基</b>	1011111114	<b>加斯斯岛</b>	4	4 福爾特雷	98			P. H. W. S.
Total Prepare Contract Documents	4	80	4	4	4		0 4		4	4 0	38			
										Control of the Control	THE PERSON NAMED IN	0.0000000000000000000000000000000000000	D. STEEL STREET, ST.	Character Statement
Perform Construction Engineering and General Contract	ral Contract Administration	ion	SEASON SEEDING					記る神はでき	Married Acres	DESCRIPTION OF THE PERSON OF T		The second		
270.20.50 - Technical Support		True Section	MERCHARD AND ADDRESS OF THE PERCHARD AND ADDRESS OF THE PE	· 经基础经验	世が発掘			を を を を を を を を を を を を を を を を を を を	T 15 15 15 15 15 15 15 15 15 15 15 15 15	10 2017年11日	0	THE STATE OF		STATE STATE
270,55 - Final Inspect & Accept Rec											0	W. ALL D.	0-0000400000000000000000000000000000000	STATE OF THE STATE OF
270.70 - Update ECR	4	10	4	4	H ( S ) 174		1 1 1 1 1 4		4	4 14 11 51 11 2	38		1611-11-11-11-11-11-11-11-11-11-11-11-11	SHALL REST
270.75 - Permit Renewal & Extension	4	8	8							THE RESERVE AND ADDRESS OF	707	A NOTED A	STATE STATE AND AND ADDRESS OF THE PARTY OF	A TON AND
270.80 - Long-Term Mitigation Contract		GOOD FOR	<b>新聞報報報</b>	241 121711	班 5561 \$16	美国的 多名的	の数が対	い山 寺 寺は泉	The test	11. 11. 11. 11. 11	Person Br	年本ないのでは、年	SAR 22.20.542	STATE OF STATE
Total Const Engineering	8	18	12	4	4		4		4	0	28			
Prepare and Administer Contract Change Orders			Selection of the select			STATE OF THE STATE	THE STREET		THE STATES		64			
285,05,05 - Need for CCO Determination	4	80	があるがくがらのま	THE STREET	H STOP FOR	がなっていたがあって	ないというないと	AND 100 100 100 100 100 100 100 100 100 10	A STORESTON OF THE	M 104 3 (C) (C) (C) (C)	7	SCHOOL SECTION OF	- SECRETARY POST I	The second second
285.10.15 - Other Func Support								STATE AND ADDRESS OF THE PERSONS	Contra a Contra	AT THEORY SA	NAME OF BRIDE	S 2015-2018-2-3	STATE ADDITION NOW	STATE OF STREET
Total CCOs	7	8	0	0	0		0 0	· 经现金 · 电极电	0	0	12	A STATE OF THE P.	ATS BURN MI	STIP MAN
	THE PERSON NAMED IN		Contract and a	NAMES OF PERSONS ASSESSED.	September 1	Selection of the Persons	<b>公司的公司</b>	<b>三、本語を含め</b>			Mark September			
Resolve Contract Claims		AND THE PROPERTY OF	Manager and Spiles	THE RESERVE AND PARTY.	A CONTRACTOR OF THE PARTY OF	Contraction of the latest of t	Three or the state of the	THE REAL PROPERTY.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,	The State of	Charleson Sand	Cont. 25 1 (41)
290.35 - Provide Techinical Support	4	Factorial and	100 25 25 25	がは、	STATES NO.	400 FEB 100 FE				10 C 2 C 2 C 2 C 2 C 2 C 2 C 2 C 2 C 2 C	7 07	* TEXAL PERSON	Three Tales of the	CONSTRUCTION OF THE PARTY OF TH
Total Contract Claims	4	8	0	0	0		0		5	0				
Annual Construction Estimate 2	Cetimate & Prenave Final Renor	1 Report	がはからから											
	4	8			西拉拉斯	SECTION OF THE REAL PROPERTY.	<b>建筑建筑设</b>	を というとは	\$ 1882 EEE	<b>建工程基本器 建</b>	12	<b>基础经验</b>	THE STANK	
295.40 - Long-Term Mitigation Contract										74 101 107 107		S. 840 30 TM - 8	E-81/806207903	10 Page 12 Control
Total Final Construction	4	8	0	0	0	THE PERSON	0	· · · · · · · · · · · · · · · · · · ·	0	0	12	W 450 M 10 M 10 M	April costs III	000 St. Print
						STOCK	100000000000000000000000000000000000000	Continue of the latest of the	00.000000000000000000000000000000000000	070	6860	Manual September	THE WASHINGTON	
Total Project Hours	886	2838	382	1243	180	A STATE OF THE PARTY OF	D	120				THE STREET	The second second	

### **Attachment D: PEAR Environmental Commitments Cost Estimate**

Standard PSR Only (Prepare a separate form for each viable alternative described in the Project Study Report)

PART 1 PROJECT INFORMATION		rev. 11/08
District-County-Route-Post Mile	EA:	
09-MNO-395-9.3-10.5	09-35280k	
Project Description:		
Construction of a connector road from L	ower Rock C	creek Road to Rock Creek Road in
Tom's Place, CA		
Form completed by (Name/District Office	e):	
Mark Heckman/D9		
Project Manager:	Phone Nur	
Tom Meyers	760-872-5	214
Date: 4/10/12		
DART O DEDMITO AND A OBSEMENTS		2-34-1-1
PART 2 PERMITS AND AGREEMENTS	>	Dormita and Agraements
		Permits and Agreements (\$\$)
☐ Fish and Game 1602 Agreement		
Coastal Development Permit		
State Lands Agreement		
☐ Section 401 Water Quality Certification		
Section 404 Permit – Nationwide (U.	S. Army	
Corps)		
Section 404 Permit – Individual (U.S.	. Army	
Corps)		
☐ Section 10 Navigable Waters Permit	(U.S. Army	
Corps)		
Section 9 Permit (U.S. Coast Guard)		
Other: Forest Service Permit		4000
Total (enter zeros if no cost)		

09 - MNO - 395 – PM 9.0/10.7 (Project Identifier: 0912000034) December, 2012

# **ATTACHMENT E**

**Traffic Data Report** 

### Memorandum

Flex your power!
Be energy efficient!

To:

RICK KUYKENDALL

Design Engineer

Date: February 2, 2012

File: 09-35280K

MNO-395-PM 9.0/R10.5

Lower Rock Creek Access FSR

bellother de

From:

**DONNA HOLLAND** 

**Traffic Operations** 

Subject: Traffic Index (TI) Calculations and Design Designation

Attached you will find the Traffic Index (TI) Calculations and Design Designation for the Lower Rock Creek Access FSR on Mono 395 from PM 9.0/R10.5. Project Number is 0912000034. Please include the DHV below as your Design Designation on your plan sheets. Also attached is the Accident Analysis Report for this project.

Data Year	$2010 \text{ AADT} = 6550$
Construction Year AADT	$\dots 2015 \text{ AADT} = 7230$
5 Year AADT	2020 AADT = 7980
10 Year AADT	2025 AADT = 8820
20 Year AADT	2035 AADT = 10750
5 Year TI	$2020 \text{ TI} = 9.0$
10 Year TI	2025 TI = 10.0
20 Year TI	2035 TI = 11.0
Construction Year DHV	2015 DHV = 870
5 Year DHV	$2020 \text{ DHV} = 960$
10 Year DHV	2025 DHV = 1060
20 Year DHV	2035 DHV = 1290
2010 Directional Split = 80.20 %	* I
2010 Trucks = 10.4 %	

If you have any questions, please do not hesitate to call me. I may be reached at (760) 872-0711.

Attachment

c: File

### TRAFFIC INDEX and DESIGN DESIGNATION **CALCULATION SHEET**

CO-RTE-PM

MNO-395-PM 9.0/R10.5

09-35280K

JOB NAME Lower Rock Creek Access FSR

Requested by: Rick Kuykendall Unit:

Design Engineer 02/02/12

Date:

Census Year **Construction Year** 

**Complete Construction Year** 

2010 2015 2015

2 Way AADT Lane Distribution Factor 6,550 1.0

(Table 602.3B, Highway Design Manual)

PM Peak

12.02

69.98

8.41

787

AM Peak

Peak Hour Percent, K Directional Split, D

11.99 80.20

9.62

Product of K and D, KD DHV = AADT  $\times$  K /100

785

PERCENT TRUCKS (%)

10.4

1 WAY TRUCK VOLUME GROWTH FACTOR, %/Year

546 2.0

### ---TRAFFIC INDEX CALCULATIONS---

Traffic Index Calculations are based on completion of construction per HDM 103.2

FIVE YEAR TRAFFIC INDEX

Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	5 Year Constant	Lane Factor	ESALs
2 axle	22.12	121.0	1.1601	140.0	345	1	48,300
3 axle	22.13	121.0	1.1601	140.0	920	1	128,800
4 axle	18.25	100.0	1.1601	116.0	1470	1	170,520
5 axle	37.5	205.0	1.1601	238.0	3445	1	819,910
TOTALS	. 100	547.0		634.0			1,167,530

Five Year TI

9.0

TEN YEAR TRAFFIC INDEX

				CHI I TO THE EX			
Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	10 Year Constant	Lane Factor	ESALs
2 axle	22.12	121.0	1.2190	147.0	690	1	101,430
3 axle	22.13	121.0	1.2190	147.0	1840	1	270,480
4 axle	18.25	100.0	1.2190	122.0	2940	1	358,680
5 axle	37.5	205.0	1.2190	250.0	6890	1	1,722,500
TOTALS	100	547.0	3	666.0	•	•	2,453,090

Ten Year TI

10.0

TWENTY YEAR TRAFFIC INDEX

		144-1411	I EAR HARIT	OHIDEA			
Vehicle	Trucks	Present ADT	Expansion	Expanded ADT	20 Year	Lane	
Type	(%)	One Way	Factor	One Way	Constant	Factor	ESALs
2 axle	22.12	121.0	1.3459	163.0	1380	1	224,940
3 axle	22.13	121.0	1.3459	163.0	3680	1	599,840
4 axle	18.25	100.0	1.3459	135.0	5880	1	793,800
5 axle	37.5	205.0	1.3459	276.0	13780	1	3,803,280
TOTALS	100	547.0		737.0			5,421,860

Twenty Yr TI

11.0

SHOULDER TIS

Design Life	2% ESALs	TI			
5 Year	23,351	5.5			
10 Year	49,062	6.5			
20 Year	108,437	7.0			

--DESIGN DESIGNATION----

Design Designation is based on year of construction per HDM 103.1

Construction Year AADT...... AADT ( 2015 ) = 7230 Five Year AADT...... AADT ( 2020 ) = 7980 Twenty Year AADT...... AADT ( 2035 ) = 10750 Construction Year DHV..... DHV (2015) = 870 Five Year DHV..... DHV (2020) = 960 Ten Year DHV... DHV ( 2025 ) = 1060 Twenty Year DHV..... DHV (2035) = 1290

D = 80.20 %

T = 10.4 %

TRAFFIC OPERATIONS

February 2, 2012

### TRAFFIC DATA REPORT

Project:

Lower Rock Creek Access Study- EA 35280- MNO 395 PM 9.0-R10.5 This Traffic Data Report contains an analysis of US 395 within the project limits and intersection analysis for Lower Rock Creek Rd. @ 395 (PM

9.330) and Rock Creek Rd. @ 395 (PM R10.264).

Speed:

The posted speed limit within the project is 65 mph and at PM 7.0, the northbound 85<sup>th</sup> percentile speed is 72 mph and the southbound is 72 mph. The northbound pace speed is 61-70 mph and the southbound is 62-71 mph.

Accident Data: US 395, Mono PM 9.0\R10.5

3 year Table B  $- \frac{07}{01}/\frac{2007-06}{30}/\frac{2010}{2010}$ , most current data available. Accident Rates expressed in Million Vehicle Miles (MVM).

Accident Rates (Per MVM)*						
Types	Types   Actual Avg.   Statewide Avg.					
Fatal	al 0 0.015					
F + I*	F + I* 0.53 0.34					
Total	Total 0.97 0.92					
* Accidents per Million Vehicle Miles						
* Fatal	plus Injury	7 - 200				

Summary:

Eleven collisions were recorded during the three-year study period and there was no fatality. There were seven injuries in six injury accidents. Five of the collisions were property damage only (PDO). Both accidents in the Intersection analysis to follow also appear in this mainline analysis because they occurred in the 395 travel way.

### **Accident Statistics:**

- (9) 81.8% single vehicle
- (6) 54.5% northbound

Primary Collision Factor

- (4) 36.4% Improper turn
- (3) 27.3% DUI
- (2) 18.2% Other Than Driver
- (1) 9.1% Failure to Yield
- (1) 9.1% Speeding

# Traffic Data Report (cont)

Type of Collision

- (7) 63.6% Hit Object
- (3) 27.3% Overturn
- (1) 9.1% Broadside
- \*Movement Preceding Collision
- (7) 53.8% Ran Off Road
- (5) 38.5% Proceeded Straight
- (1) 7.7% Other Unsafe Turn

\*The thirteen movements above reflect the thirteen vehicles involved in nine single vehicle collisions and two, two vehicle collisions.

**Environmental Conditions** 

- (9) 91.8% Clear weather
- (8) 72.7% Daylight
- (9) 81.8% Dry roadway

### **Intersection Analysis**

Accident Data: Lower Rock Creek Road, MNO 395 PM 9.330

3 year Table B - 07/01/2007-06/30/2010, most current data available. Accident Rates expressed in Million Vehicles.

Accident Rates (Per MV)*					
Types   Actual Avg.   Statewide Avg.					
Fatal	0	0.003			
F + I*	0.13	0.08			
Total 0.13 0.20					
* Accidents per Million Vehicles					
* Fatal	plus Injury				

Summary:

One single vehicle collision was recorded at the Lower Rock Creek Rd intersection during the three-year study period and there was one injury. A SB vehicle in the number one lane at a reported 50 mph, lost control and struck the SB MBGR just south of the Lower Rock Creek Rd intersection and then overturned blocking both SB lanes. It was snowing, dark and the roads were snowy/icy.

# Traffic Data Report (cont)

### Accident Data: Rock Creek Road, MNO 395 PM R10.264

3 year Table B - 07/01/2007-06/30/2010, most current data available. Accident Rates expressed in Million Vehicles.

Accident Rates (Per MV)*						
Types	Actual Avg.	Statewide Avg.				
Fatal	0	0.006				
F + I*	F + I* 0.12 0.13					
Total	Total 0.12 0.30					
* Accidents per Million Vehicles						
* Fatal	plus Injury	· _ P				

### Summary:

One two car collision was recorded at the Rock Creek Rd. intersection during the three-year study period and there were two injuries. Veh. # 1, crossing 395 from Tom's Place to Sunny Slopes failed to yield to a NB vehicle in the #1 lane and was broadsided. NB veh. #2, at a reported 65 MPH, was unable to avoid a collision when veh. #1 slowly rolled into the NB #1 lane and was broadsided. The driver of veh. #1 asserted that his visibility was obscured, due to piles of snow in the center median. The weather was clear, it was dark and the road was wet.

Compiled by: Greg Weirick - D9 Traffic Operations & Safety

09 - MNO - 395 - PM 9.0/10.7 (Project Identifier: 0912000034)

December, 2012

# **ATTACHMENT F**

# Cost Estimates for Alternatives and Optional "Add-on"

# LOWER ROCK CREEK ACCESS ALT 1 FRONTAGE ALIGNMENT COST ESTIMATE

ITEM	ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
NO	CODE					
-	074016	CONSTRUCTION SITE MANAGEMENT	rs	LUMP SUM	\$10,000.00	\$10,000.00
2	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	rs	LUMP SUM	\$5,000.00	\$5,000.00
3	074029	TEMPORARY SILT FENCE	님	2000.00	\$7.00	\$35,000.00
4	074033	TEMPORARY CONSTRUCTION ENTRANCE	EA	2.00	\$3,200.00	\$6,400.00
2	074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)	ST	LUMP SUM	\$1,000.00	\$1,000.00
9	120090	CONSTRUCTION AREA SIGNS	ST	LUMP SUM	\$15,000.00	\$15,000.00
7	120100	TRAFFIC CONTROL SYSTEM	rs	LUMP SUM	\$30,000.00	\$30,000.00
8	120120	TYPE III BARRICADES	EA	8.00	\$100.00	\$800.00
6	128650	PORTABLE CHANGEABLE MESSAGE SIGN	rs	LUMP SUM	\$14,000.00	\$14,000.00
10	150860	REMOVE BASE AND SURFACING	CY	00.009	\$70.00	\$42,000.00
11	160101	CLEARING AND GRUBBING	rs	LUMP SUM	\$15,000.00	\$15,000.00
12	190101	ROADWAY EXCAVATION	CY	68000.00	\$25.00	\$1,700,000.00
13	202007	DUFF	SQYD	16300.00	\$9.00	\$146,700.00
14	203009	EROSION CONTROL (PUNCHED STRAW)	AC	3.40	\$5,500.00	\$18,700.00
15	260201	CLASS 2 AGGREGATE BASE	СУ	3300.00	\$45.00	\$148,500.00
16	390136	HOT MIX ASPHALT (TYPE A)	TON	6500.00	\$120.00	\$780,000.00
17	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	3000.00	\$12.00	\$36,000.00
18	510526	MINOR CONCRETE (BACKFILL)	ζ	16.00	\$200.00	\$3,200.00
19	560248	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	64.00	\$22.00	\$1,408.00
20	566011	ROADSIDE SIGN (ONE POST)	EA	4.00	\$330.00	\$1,320.00
21	620140	24" ALTERNATIVE PIPE CULVERT	ㅂ	200.00	\$120.00	\$24,000.00
22	721009	ROCK SLOPE PROTECTION (FACING METHOD B)	Շ	15.00	\$350.00	\$5,250.00
23	705315	24" ALTERNATIVE FLARED END SECTION	EA	00.9	\$600.00	\$3,600.00
24	729010	ROCK SLOPE PROTECTION FABRIC	SQYD	00.09	\$20.00	\$1,200.00
25	840515	THERMOPLASTIC PAVEMENT MARKING	SQFT	75.00	\$12.00	\$900.00
26	840656	PAINT TRAFFIC STRIPE (2 COAT)	님	16700.00	\$0.50	\$8,350.00
						A STATE OF THE PARTY OF THE PAR
					SUBTOTAL 1	\$3,053,328.00
		SUPPLEMENTAL WORK				
27	066595	WATER POLLUTION CONTROL MAINTENANCE SHARING	rs	LUMP SUM	\$5,000.00	\$5,000.00
28	066596	ADDITIONAL WATER POLLUTION CONTROL	rs	LUMP SUM	\$5,000.00	\$5,000.00
. 29	066670	PAYMENT ADJUSTMENT FOR PRICE INDEX FLUCTUATIONS	rs	LUMP SUM	\$40,000.00	\$40,000.00
					SUBTOTAL 2	\$50,000.00

# LOWER ROCK CREEK ACCESS ALT 1 FRONTAGE ALIGNMENT COST ESTIMATE

PROJECT SHRTOTAL \$3 103 328 00	\$3 103 328 DD
	60,100,020
CONTINGENCIES 15.0% \$465.500.00	\$465.500.00
TOTAL	1
ROUNDUP	\$3,570,000.00

# LOWER ROCK CREEK ACCESS ALT 2 HIGH ALIGNMENT COST ESTIMATE

074C 074C 074C 074C 074C 1200 1201 1508 1508 1508 202C 203C 203C 203C 203C 203C	CODE 116 116 129 129 142 190	CONSTRUCTION SITE MANAGEMENT  DEFENDE STORM MATER DOLL LITION DESCRITION DE AN		QUANTITY LUMP SUM	PRICE	AMOUNT
1 074C 2 074C 3 074C 5 074C 6 120C 6 120C 6 120C 12 1901 13 202C 14 203C 15 2602 16 3901	CODE 16 19 19 19 19 19 19 19 19 19 19 19 19 19	CONSTRUCTION SITE MANAGEMENT DEFENDE STORM MATER BON LITION BESAFENTION BLAN	0	LUMP SUM		
	00 00 00 00 00 00 00	CONSTRUCTION SITE MANAGEMENT DEFENDE STORM MATER BOLLLITION BESAFENTION BLAN	0	LUMP SUM		
	19 19 19 19 19 19 19	In a location of the second se	2		\$10,000.00	\$10,000.00
	33 33 90 90 90 90 90 90 90 90 90 90 90 90 90	PREPARE STORM WATER POLLOTION PREVENTION PLAIN	ST	LUMP SUM	\$5,000.00	\$5,000.00
	90 00	TEMPORARY SILT FENCE	H	5000.00	\$7.00	\$35,000.00
	30	TEMPORARY CONSTRUCTION ENTRANCE	EA	2.00	\$3,200.00	\$6,400.00
	06 00	TEMPORARY CONCRETE WASHOUT (PORTABLE)	ST	LUMP SUM	\$1,000.00	\$1,000.00
- W	00	CONSTRUCTION AREA SIGNS	ST	LUMP SUM	\$15,000.00	\$15,000.00
w/	The same of the sa	TRAFFIC CONTROL SYSTEM	FS	LUMP SUM	\$30,000.00	\$30,000.00
	20	TYPE III BARRICADES	EA	8.00	\$100.00	\$800.00
a/	50	PORTABLE CHANGEABLE MESSAGE SIGN	ST	LUMP SUM	\$14,000.00	\$14,000.00
w/	30	REMOVE BASE AND SURFACING	CY	600.00	\$70.00	\$42,000.00
w	11	CLEARING AND GRUBBING	ST	LUMP SUM	\$15,000.00	\$15,000.00
	11	ROADWAY EXCAVATION	CY	25000.00	\$20.00	\$500,000.00
	7(	DUFF	SQYD	17343.00	\$9.00	\$156,087.00
	39	EROSION CONTROL (PUNCHED STRAW)	AC	3.60	\$5,500.00	\$19,800.00
	)1	CLASS 2 AGGREGATE BASE	CY	3400.00	\$45.00	\$153,000.00
	36	HOT MIX ASPHALT (TYPE A)	NOT	00.0099	\$120.00	\$792,000.00
17 394076	92	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	3000.00	\$12.00	\$36,000.00
18 510526	56	MINOR CONCRETE (BACKFILL)	CY	16.00	\$200.00	\$3,200.00
19 560248	18	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	130.00	\$22.00	\$2,860.00
20 566011	11	ROADSIDE SIGN (ONE POST)	EA	8.00	\$330.00	\$2,640.00
21 620140	10	24" ALTERNATIVE PIPE CULVERT	LF	250.00	\$120.00	\$30,000.00
22 721009	96	ROCK SLOPE PROTECTION (FACING METHOD B)	CY	15.00	\$350.00	\$5,250.00
23 705315	15	24" ALTERNATIVE FLARED END SECTION	EA	00.9	\$600.00	\$3,600.00
24 729010	10	ROCK SLOPE PROTECTION FABRIC	SQYD		\$20.00	\$1,200.00
25 840515	15	THERMOPLASTIC PAVEMENT MARKING	SQFT	75.00	\$12.00	\$900.00
26 840656	99	PAINT TRAFFIC STRIPE (2 COAT)	4	17000.00	\$0.50	\$8,500.00
					SUBTOTAL 1	\$1,889,237.00
		SUPPLEMENTAL WORK		3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
27 066595	35	WATER POLLUTION CONTROL MAINTENANCE SHARING	ST	LUMP SUM	\$5,000.00	\$5,000.00
28 066596	96	ADDITIONAL WATER POLLUTION CONTROL	rs	LUMP SUM	\$5,000.00	\$5,000.00
29 066670	70	PAYMENT ADJUSTMENT FOR PRICE INDEX FLUCTUATIONS	ST	LUMP SUM	\$40,000.00	\$40,000.00
					SUBTOTAL 2	\$50,000.00
				PRO	PROJECT SUBTOTAL	\$1,939,237.00
,				CONTI	CONTINGENCIES 15.0%	\$290,900.00
					TOTAL	\$2,230,137.00
					ROUNDUP	\$2,240,000.00

# LOWER ROCK CREEK ACCESS OPTIONAL MEDIAN WIDENING "ADD-ON" COST ESTIMATE

ITEM	ITEM	ITEM DESCRIPTION		QUANTITY	PRICE	AMOON
NO	CODE					
-	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	\$10,000.00	\$10,000.00
2	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	\$5,000.00	\$5,000.00
3	074029	TEMPORARY SILT FENCE	F	1500.00	\$7.00	\$10,500.00
4	074033	TEMPORARY CONSTRUCTION ENTRANCE	EA	2.00	\$3,200.00	\$6,400.00
9	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	\$20,000.00	\$20,000.00
7	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	\$40,000.00	\$40,000.00
8	120159	TEMPORARY STRIPING (PAINT)	F	8500.00	\$2.25	\$19,125.00
6	120165	CHANNELIZER (SURFACE MOUNTED)	EA	100.00	\$50.00	\$5,000.00
10	128650	PORTABLE CHANGEABLE MESSAGE SIGN	ST	LUMP SUM	\$10,000.00	\$10,000.00
11	129000	TEMPORARY RAILING (TYPE K)	LF	6700.00	\$25.00	\$167,500.00
12	129100	TEMPORARY CRASH CUSHION MODULE	EA	70.00	\$325.00	\$22,750.00
13	150710	REMOVE STRIPING	LF	8500.00	\$2.50	\$21,250.00
14	152316	RESET ROADSIDE SIGN (ONE POST)	EA	00.9	\$250.00	\$1,500.00
15	152317	RESET ROADSIDE SIGN (TWO POST)	EA	4.00	\$500.00	\$2,000.00
16	160101	CLEARING AND GRUBBING	ST	LUMP SUM	\$5,000.00	\$5,000.00
17	190101	ROADWAY EXCAVATION	CY	12500.00	\$30.00	\$375,000.00
18	202007	DUFF	SQYD	4800.00	\$9.00	\$43,200.00
19	203009	EROSION CONTROL (PUNCHED STRAW)	AC	1.00	\$5,500.00	\$5,500.00
20	260201	CLASS 2 AGGREGATE BASE	CY	3900.00	\$45.00	\$175,500.00
21	390136	HOT MIX ASPHALT (TYPE A)	TON	6400.00	\$120.00	\$768,000.00
22	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	1500.00	\$12.00	\$18,000.00
23	510090	STURCTURAL CONCRETE, BOX CULVERT	ζ	220.00	\$850.00	\$187,000.00
24	510138	CLASS 2 CONCRETE (WINGWALLS)	ζ	40.00	\$1,000.00	\$40,000.00
25	520101	BAR REINFORCING STEEL	LB	4080.00	\$1.50	\$6,120.00
26	520107	BAR REINFORCING STEEL (BOX CULVERT)	LB	82500.00	\$1.00	\$82,500.00
27	620140	24" ALTERNATIVE PIPE CULVERT	LF	25.00	\$120.00	\$3,000.00
28	620220	36" ALTERNATIVE PIPE CULVERT	LF	45.00	\$200.00	\$9,000.00
29	721009	ROCK SLOPE PROTECTION (FACING METHOD B)	ζ	75.00	\$350.00	\$26,250.00
30	705315	24" ALTERNATIVE FLARED END SECTION	EA	1.00	\$600.00	\$600.00
31	705321	36" ALTERNATIVE FLARED END SECTION	EA	1.00	\$1,000.00	\$1,000.00
32	840515	THERMOPLASTIC PAVEMENT MARKING	SQFT	216.00	\$12.00	\$2,592.00
33	840656	PAINT TRAFFIC STRIPE (2 COAT)	LF	13600.00	\$0.50	\$6,800.00
					SUBTOTAL 1	\$2,096,087.00
		SUPPLEMENTAL WORK				
34	066595	WATER POLLUTION CONTROL MAINTENANCE SHARING	ST	LUMP SUM	\$5,000.00	\$5,000.00
35	066596	ADDITIONAL WATER POLLUTION CONTROL	ST	LUMP SUM	\$5,000.00	\$5,000.00
36	066670	PAYMENT ADJUSTMENT FOR PRICE INDEX FLUCTUATIONS	ST	LUMP SUM	\$30,000.00	\$30,000.00
					SUBTOTAL 2	\$40,000.00
				PRO	PROJECT SUBTOTAL	\$2,136,087,00
						֡

# LOWER ROCK CREEK ACCESS OPTIONAL MEDIAN WIDENING "ADD-ON" COST ESTIMATE

\$2,456,487.00	\$2,460,000.00	
TOTAL	ROUNDUP	
		1000

09 - MNO - 395 - PM 9.0/10.7 (Project Identifier: 0912000034) December, 2012

# **ATTACHMENT G**

Right of Way Data Sheet

### Right of Way Data Sheet Report

To:

Truman Denio Design Manager Date:

June 13, 2012

File Ref.: Mono 395 PM 9.0/11.0

EA: 09-35280k

Proj. No.: 09-1200-0034

Attention: Rick Kuykendall, Project Engineer

From: DEPARTMENT OF TRANSPORTATION, Division of Right of Way, Central Region - Bishop

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated: February 8, 2012 for the "Lower Rock Creek Access Study project" which, at the feasibility stage, proposes 2 Alternative Alignments for the construction of a connector road from Lower Rock Creek Road (old Hwy 395) to Rock Creek Road. The following assumptions and limiting conditions were identified:

- 1. Contractor needs to be aware that USA Alert has to be contacted prior to any digging. This information should go in the specials.
- 2. The project is not listed in the March 2012 Bishop "Status of Projects". Anticipated Construction Award date is Summer of 2015.
- 3. The Project Engineer indicates that **new right** of way is required for this project, utilities may be affected and that environmental mitigation parcels and/or required permits may be required.
- 4. The Environmental Branch has provided a Draft PEAR document in which they have identified DFG Reviewing Fees and Section 4(f) Resource Code Costs for the approximate 13 acres of disturbed area affecting both alternatives.
- 5. Some type of permission will be needed from the USDA-USFS for the land areas required from them, which will be captured as 2 parcels for each alternative.
- 6. Right of Way activities (ordering title reports, preparing base maps, preparing appraisal maps, etc) can commence upon receipt of completed Certificate of Sufficiency. Anticipated Lead Times for this project will be
  - Preparation of R/W Maps to Regular R/W activities (base map prep, order title reports, appraisal map prep, comparable sales search)
- 2 Months
- ♦ Regular R/W activities (acquiring parcels or permits, performing RAP, utility relocation activities) to Right of Way Certification.
- 12 Months

NOTE:

The last chance to submit map/project changes to Right of Way, without jeopardizing r/w certification date, is 3 months after start of regular right of way work.

ANTICIPATED Right of Way LEAD - TIME will require a minimum of 12 months after we receive certified Appraisal Maps, the necessary environmental clearances have been obtained, and freeway agreements have been approved.

NANCY ESCALLIER

Field Office Chief

Right of Way, Central Region - Bishop (760) 872-0641; Fax (760) 872-0755

### RIGHT OF WAY DATA SHEET

REQU	JEST DATE: February 8, 2012			
From:	FRE STK SLO BIS	District: 09 PM 9.0/11.0 EA: 09-352	)	Mono Route: 395 No.: 09-0002-0034
1.	RIGHT OF WAY COST ESTIMATE: (entered into PMCS COST RWI-5 Screens)	Current Value (Year 2012)	Escalation Rate	Escalated Value (Year 2015 )
	Acquisition costs to acquire the required property	Alt 1 = \$0.00 Alt 2 = \$0.00		Alt 1 = \$0.00 Alt 2 = \$0.00
	Project permit fees (from PEAR document, as provided by Environmental Section.) Same for each Alternative	\$ 1,800.00		\$ 1,800.00
	Mitigation for Section 4(f) Code compliance; same for each Alternative	\$ 100,000.00		\$ 100,000.00
	Utility Relocation (States share)	Alt 1 = \$0.00 Alt 2 = \$24,000.00	10%	Alt 1 = \$0.00 Alt 2 = \$31,944.00
	Relocation Assistance			
	Clearance/Demolition	A		
	Title and Escrow Fees			
	TOTAL CURRENT VALUE	Alt 1: \$ 101,800.00 Alt 2: \$ 125,800.00		Alt 1: \$ 101,800.00 Alt 2: \$ 134,158.00
	R/W SUPPORT COSTS			

2.	Current anticipated date of RIGHT OF WAY CERTIFICATION:	2015

# 3. PARCEL DATA: (entered on PMCS EVNT RW screen)

Construction Contract Work

(construction costs to be included in projects PS&E)

<b>TYPE</b>	NUMBER	DUAL/APPR	UTILIT	TES	RR INVO	LVEMENT
X			U4-1		None	X
A	Alt 1: 2 Alt 2: 2		-2		C & M Agmt	
В			-3		Service Contract	
С			-4		Lic/RE/Clauses	
D			- 12		MISC R/W WORK	
TOTAL:	2 for each Alt.		U5-7	1	RAP Displacement	None
			5-8		Clear/Demo	None
	00 B		5-9		Const Permits	1 -SUP for each Alt.

	f - /			3-9	1	Constructions	1 -301 for cach Ait				
	<b>EXCESS:</b>	0				Cond					
	Parcel Are	a: Right of Way	y: Alt 1 = approx	. 3.30 acres ; A	It 2 = a	approx. 7.24 acres	Excess: none				
1.	Items of co	rems of construction contract work: YES NO									
5.	critical or	sensitive parcels,	etc.): Vacant hig	gh desert pinio	scrub a	equired (zoning, use, nas managed by the Fore					
				D 0 00							

Date: June 13, 2012 EA: 09-35280k Project No.: 09-0002-0034

6.	Effect on assessed valuation: YES NOT SIGNIFICANT NO							
7.	Utility facilities or rights of way affected: YES Utility Worksheet (exhibit 13-EX-6) attached. NO							
8.	Railroad facilities or rights of way affected: YES Railroad Worksheet attached. NO							
9.	Previously unidentified sites with hazardous waste and/or material found: NONE EVIDENT							
10.	RAP displacements required: YES NO							
11.	Material borrow and/or disposal sites required: YES NO							
12.	Potential relinquishments and/or vacations: YES NO							
13.	Existing and/or potential Airspace sites: YES NO							
14.	Environmental mitigation parcels required: YES NOT DETERMINED AT THIS TIME According to the Draft PEAR Document both alternatives impact approximately 13 acres of land, which is subject to the USFS standards under Section 4(f) Resource Code Costs, thusly the \$100,000.00 has been estimated for this. Also, permit fees for DFG reviews at an estimated cost of \$1,800.00.							
15.	All Right of Way work will be performed by Caltrans staff: YES NO							
16.	Data for evaluation provided by:  Estimator:  Date: 4/3/12							
I have	personally reviewed this Right of Way Data Sheet and all supporting information. I find this Data Sheet complete and							
current	, subject to the minning conditions are serviced.							
	Date  NANCY ESCALLIER Field Office Chief Right of Way, Central Region - Bishop							
Entered	onto PMCS Screens (Event, Cost, Agre.)  By: Date:							

### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

# R/W UTILITY ESTIMATE WORKSHEET AND R/W DATA SHEET INSTRUCTIONS

EXHIBIT 13-EX-6 (REV 4/2009)

(Form #)

		Date		2-24-12						
		Post Mile		9.0/11.0						
		Expenditure Authorization		09-35280K						
		Expellatu	ie Aumorization	09-33280K						
Description of Project: Lower Rock Creek Access Study – Mono County Route 395, PM 9.0/11.0										
Estimate for:  Preliminary Route Estimate (Alternate No. 1 & 2 )  R/W Data Sheet (Preferred Alternate)										
Evidence of Utilities:										
Gas Electric Telephone	Cable TV	☐ Water	Public Drai	nage/Irrigation						
Sewer Fiber Optics Ott	her (Explain in "Re	emarks")								
Anticipated Utility Relocations:										
☐ Gas ☐ Electric ☐ Telephone	Cable TV	☐ Water	Public Drai	nage/Irrigation						
	a constant of the second									
☐ Sewer ☐ Fiber Optics ☐ Ott	her (Explain in "Re	emarks )		E						
Estimated Cost of Utility Relocations:										
L.F. of Gas Line L.F. of UG Electric Line L.F. of UG Telephone Line Wood Poles (Telephone)  Alt 1, 0 Wood Poles (Electric) Alt 2, 2 Wood Poles (Electric) Joint Poles Steel Poles Steel Towers L.F. of Water Line Fire Hydrants L.F. of Sewer Line L.F. of Fiber Optics Line Other (Explain)	@ \$	_/L.F. = _/L.F. = _/L.F. = _/Pole = _/Pole = _/Pole = _/Pole = _/Pole = _/L.F. = _/L.F. = _/L.F. = _/L.F. = _/L.F. =	\$							
TOTAL ESTIN		=	\$ <u>0.00</u> \$ <u>24,000</u>							

### Remarks:

The only utility I could see were power lines that would span over the new alignment in Alt 2. I am estimating two poles in anticipation that the power line will be too low currently and a realignment of poles will be needed to remedy this situation. I saw no conflicts with utilities in Alt. 1. No evidence of any buried utilities either. Will need to double check this with the permit search.