

**Mono County Local Transportation Commission
2020 Regional Transportation Improvement
Program**

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REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - 2020
Mono County Local Transportation Commission

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

This RTIP has been developed in partnership with District 9, Eastern Sierra Transit (ESTA), Inyo County and Town / County staff to continue the backlog (fix it first) of local projects and continue to move forward with our regional MOU projects once fiscal resources improve for all the MOU partners.

2020 RTIP PROJECT PRIORITIES

Staff used input from our local Regional Planning Advisory Groups (RPACs), Commission, District 9, and Town / County agencies in developing the 2020 RTIP. The Commissions' 2020 core priorities:

- 1) Continue to move forward with our MOU commitments on the 395/14 corridor,
- 2) Provide funds for local County and Town of Mammoth Lakes projects before the next funding period (2022 RTIP),
- 3) Fund a bus replacement program for Eastern Sierra Transit when funding becomes available in the PTA account,
- 4) Leverage SB 1 funding to the greatest extent possible, and
- 5) Do not program negative share balances.

Section 2. General Information

Regional Agency Name

Mono County Local Transportation Commission

Agency website links for

- **Regional Transportation Improvement Program (RTIP)**

<https://monocounty.ca.gov/ltc/page/resources>

- **Regional Transportation Plan (RTP)**

<https://monocounty.ca.gov/ltc/page/resources>

Regional Agency Website Link:

<https://monocounty.ca.gov/ltc>

Regional Agency Contact Information

- **Co - Executive Director and RTIP Manager**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region’s transportation investments over a 20 to 25-year period.

The RTP is based on all reasonably anticipated funding, including federal, state and local sources. The 2019 RTP will be updated every 4 years, and the RTP is developed through an extensive public participation process in our region and reflects the unique mobility, sustainability, and air quality needs of Mono County, Town of Mammoth Lakes, Eastern Sierra Transit Authority, and our regional MOU partners.

B. Regional Agency’s Historical and Current Approach to developing the RTIP

The Mono County Local Transportation Commission (Mono County LTC) has historically placed an emphasis on completing four-lane projects on the SR 14 / US 395 through our region to increase safety and drivability between Southern California population centers and the Eastern Sierra. Since 1998, the Mono County LTC has entered into various MOU partnerships with Inyo County Local Transportation Commission, Kern Council of Governments, and San Bernardino County Transportation Authority to leverage Interregional Transportation Improvement Program funds. The Mono County LTC has partnered with Caltrans District 9 to accomplish this goal. Unfortunately for this funding cycle, we are not able to program additional components on the Freeman Gulch 2 and 3 segments with our MOU partners.

SB 1 funds now provides the Town and County with the following options:

- Better utilization of limited staff resources,
- Flexibility in completing preconstruction phases without the use of RTIP funds,
- More options for interim maintenance treatments that extend the life of existing transportation infrastructure,
- Allows the County to better implement their five-year Road Capital Improvement Program (CIP), and
- The CIP is an important decision tool for programming RTIP funds.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Provide narrative on projects completed or nearing completion between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

Projects completed since the 2018 RTIP are two pedestrian and safety projects and the Freeman Gulch segment 1 MOU project:

- Lower Main Street, SR 203, Sidewalk Project (2642),
- Rt 203 (W. Minaret Rd) Sidewalk & Safety project (2601), and
- Freeman Gulch segment 1 MOU project (8042).

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements / Benefits
Lower Main Street, SR 203, Sidewalk Project (2642)	Pedestrian and safety improvements along SR 203	Safety, Multi Modal, Complete Streets; ADA Compliance
Rt 203 (W. Minaret Rd) Sidewalk & Safety project (2601)	Construct Class II bicycle lanes	Safety, Multi Modal, ADA Compliance
Freeman Gulch widening segment 1 (8042)	MOU 4 lane project	Safety

Section 5. RTIP Outreach and Participation

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Mono County RTIP Hearing	December 9, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing Date – South Hearing	January 30, 2020
CTC STIP Hearing Date – North Hearing	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation / Project Selection Process

Provide narrative on your agency's public participation process and project selection process for your RTIP.

The Mono County LTC considered priorities and RTP policies for the development of its 2020 RTIP at public workshops on August 12, October 7, and November 18, 2019.

Commission priorities are based on the STIP Guidelines and RTP policies. These priorities are:

- 1) Continue to move forward with our MOU commitments on the 395/14 corridor as funding permits,
- 2) Provide funds for local County and Town of Mammoth Lakes projects before the next funding period (2022 RTIP),
- 3) Fund a bus replacement program for Eastern Sierra Transit when funding becomes available in the PTA account,
- 4) Leverage SB 1 funding to the greatest extent possible, and
- 5) Do not program negative share balances.

The Town of Mammoth Lakes and the County of Mono each chose to submit a project or future project based on input received at a public hearing. At a public hearing on December 9, 2017, the Mono County LTC approved the submittal of the 2020 RTIP.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 9.

Mono County LTC works very closely with District 9 staff on the programming of RTIP projects. Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

Mono County LTC and Caltrans District 9 staff discussed possible projects for the 2020 RTIP but given the lack of available funds in the ITIP and with our MOU partners, Freeman Gulch segments 2 and 3 will not be funded in this cycle. LTC staff also discussed the upcoming STIP cycle with the Eastern California Transportation Planning Partnership. This group includes staff from Mono County LTC, Kern Council of Governments, San Bernardino County Transportation Authority, and Caltrans District 9.

B. 2020 STIP REGIONAL FUNDING REQUEST

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

The Mono County LTC target share for the 2020 STIP FE is \$6,566 million (Table 2).

B. Summary of New Programming – Insert information in table below

Project Name and Location	Project Description	Requested RIP Amount (1,000s)
Mammoth Lakes local streets and road rehab	Rehabilitate roads in the Town of Mammoth Lakes	Const - \$2700
Mono County Eastside Lane phase 2 rehab		Const - \$3748
Mono County LTC Planning, Programming, & Monitoring	Plan, Program, & Monitor transportation projects	Const - \$100
	Total new programming	\$ 6,548
	Target Share (with 3,005 unprogrammed balance)	\$ 6,566
	Proposed Share Balance	\$18

Section 7. Overview of other funding included with delivery of new Regional Improvement Program (RIP) projects.

- 1) Town of Mammoth Lakes local streets and road rehab project will use local funding for \$185k for PS&E and additional \$353k for CON.
- 2) Mono County Eastside Land phase 2 rehabilitation will use SB1 funding for other components. PA&ED is estimated at \$20k and PS&E is estimated at \$30k.

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
1) Town of Mammoth Lakes, Local streets and road rehabilitation	2,700			538			3,238
							-
2) Mono County, Eastside Land phase 2 rehabilitation	3,748			50			3,798
							-
							-
							-
							-
							-
							-
							-
							-
Totals	6448	-	-	588	-	-	7,036

Section 8. Interregional Improvement Program (ITIP) Funding – OPTIONAL

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state’s economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

There is no new funding requested in the 2020 ITIP.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

The two new local projects are fix it first on existing roadways. There are not other projects planned on the state system in the 2020 RTIP.

C. RELATIONSHIP OF RTIP TO RTP AND BENEFITS OF RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted sustainable communities strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

Resource-Efficient Transportation System/Greenhouse Gas Reduction

Mono County had developed a Resource Efficiency Plan (REP) in order to identify the most effective and appropriate greenhouse gas (GHG) emissions reduction strategies. The plan includes: 1) a baseline GHG emissions inventory; 2) a GHG emissions forecast and reduction target; 3) policies and programs to achieve the adopted target; and 4) a monitoring program. The REP is incorporated by reference into the RTP; policies and objectives included in the Plan have been included in the policy section of the 2019 RTP.

Use the following table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP). For regions outside a MPO, a second table B1(a) may be used in addition or as a replacement to B1. Table B1(a) is included on the next page.

Table B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	NA	NA
	Percent of congested VMT (at or below 35 mph)	NA	NA
	Commute mode share (travel to work or school)	NA	NA
Infrastructure Condition	Percent of distressed state highway lane-miles	In process	1 year
	Pavement Condition Index (local streets and roads)	In process	1 year
	Number of highway bridge in need of replacement or rehabilitation (sufficiency rating of 80 or below)	In process	1 year
	Percent of transit assets that have surpassed the FTA useful life period	NA	NA
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	NA	NA
Safety	Fatalities and serious injuries per capita	NA	NA
	Fatalities and serious injuries per VMT	NA	NA
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	NA	NA
	Mean commute travel time (to work or school)	NA	NA
Environmental Sustainability	Change in acres of agricultural land	NA	NA
	CO ₂ emissions reduction per capita	NA	NA

Table B1(a) Evaluation Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita	NA	NA
	Percent of congested Vehicle Miles Traveled (at or below 35 mph)	NA	NA
	Commute mode share (travel to work or school)	NA	NA
Transit	Total operating cost per revenue mile	In process	1 year
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	In process	1 year
	Pavement Condition Index (local streets and roads)	In process	1 year
Economic Vitality	Total accident cost per capita and VMT	NA	NA
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	NA	NA

If Part A tables B1 and/or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

Performance Measures in 2019 Mono County RTP

The following performance measures have been identified for the Mono County RTP.

1 Desired Outcome: **COST EFFECTIVENESS**
Performance Measure: Transit Farebox Recovery Ratio.
Objective: Maintain farebox recovery ratios at or above 10%.
Measurement Data: Monthly farebox recovery ratios for Eastern Sierra Transit Authority.
Performance Indicator: Monthly reports provided by Eastern Sierra Transit Authority.

2 Desired Outcome: **CUSTOMER SATISFACTION/CONSENSUS**
Performance Measure: Public Participation in Transportation Planning.
Objective: Maintain high levels of public participation in transportation planning process for state and local projects.
Measurement Data: Transportation planning/projects are reviewed by public prior to adoption.
Performance Indicator: Consensus occurs on majority of transportation planning/projects.

3 Desired Outcome: **ENVIRONMENTAL QUALITY**
Performance Measure: Air Quality/Air Emissions.
Objective: Reduce auto emissions in Mammoth Lakes in accordance with the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations.

Measurement Data:	Existing air quality data from GBUAPCD.
Performance Indicator:	Air quality data from GBUAPCD.
4 Desired Outcome:	ENVIRONMENTAL QUALITY
Performance Measure:	Environmental Protection and Enhancement.
Objective:	Fully analyze environmental impacts, short-term and long-term, of transportation decisions. Avoid or mitigate impacts and implement environmental enhancements where possible.
Measurement Data:	Environmental standards in local planning documents.
Performance Indicator:	Environmental documentation required to meet state and federal standards is adopted by local planning entities.
5 Desired Outcome:	MOBILITY ON AVIATION SYSTEM
Performance Measure:	Airport Usage Data.
Objective:	Expand accessibility to the airports in the county and increase usage at those airports.
Measurement Data:	Airport usage data provided by FAA, Mono County Public Works Department, and Town of Mammoth Lakes Public Works Department.
Performance Indicator:	Evaluation of the change in airport usage at time of the next RTP update.
6 Desired Outcome:	MOBILITY ON TRANSIT SYSTEMS
Performance Measure:	Ridership.
Objective:	Expand ridership on all transit systems (interregional, regional, community, Dial-A-Ride).
Measurement Data:	Ridership data provided by transit providers (Eastern Sierra Transit Authority, Yosemite Area Regional Transit system).
Performance Indicator:	Evaluation of the change in ridership at time of the next RTP update.
7 Desired Outcome:	MOBILITY/ACCESSIBILITY ON NON-MOTORIZED FACILITIES
Performance Measure:	Mileage of non-motorized facilities and linkages provided between different segments of non-motorized facilities.
Objective:	By 2025, the mileage of non-motorized facilities in the county should increase by 10%. Linkages should be developed between non-motorized facilities both within communities and between communities.
Measurement Data:	Inventory of non-motorized facilities and linkages.
Performance Indicator:	Updated mileage data for non-motorized facilities and linkages between those facilities.
8 Desired Outcome:	MAINTAIN EXISTING INFRASTRUCTURE – BRIDGES AND ROADWAYS IN GOOD CONDITION
Performance Measure:	Mileage of existing roadways and bridges in good condition under PMS/AMS – Pavement Condition Index
Objective:	Roadways that fall below a PASER 5 should be scheduled for Preventative Maintenance System programming.
Measurement Data:	Maintain roadways to not less than a PCI rating of five or greater
Performance Indicator:	Update all pavement conditions via PMS/AMS every two years.
9 Desired Outcome:	LIVABILITY OF LOCAL COMMUNITIES ECONOMIC WELL-BEING OF LOCAL COMMUNITIES
Performance Measure:	Livable community design standards/projects for roads that serve as Main Street in communities.

Objective: Integrate livable community design standards into the transportation planning process and implement livable community design projects.
Measurement Data: Apply for funding to improve livability of communities through the Active Transportation Program and/or other funding sources.
Performance Indicator: Evaluation of number of livable community projects implemented by next update of the RTP.

10 Desired Outcome: **SUSTAINABILITY OF LOCAL TRANSPORTATION SYSTEM AND COMMUNITIES**
Performance Measure: Resource-efficient design standards/projects for transportation system projects.
Objective: Integrate resource-efficient design standards into the transportation planning process and implement resource-efficient projects.
Measurement Data: Greenhouse gas (ghg) emissions, including indicators such as fuel consumption and vehicle miles traveled.
Performance Indicator: Evaluation of reduction in ghg emissions and/or related indicators compared to the 2010 baseline.

11 Desired Outcome: **REDUCE COLLISIONS BETWEEN VEHICLES AND WILDLIFE**
Performance Measure: Reduce reported vehicle/wildlife collisions.
Objective: Continue to research methods for reducing Deer-Vehicle Collisions (DVC).
Measurement Data: Apply for funding to implement a demonstration project, and/or incorporate reduction methods into future transportation construction projects.
Performance Indicator: Evaluate number of potential projects during 2019 RTP update process.

12 Desired Outcome: **EXTEND MOUNTAIN PASS OPENING / OPERATING PERIODS**
Performance Measure: Increase the number of days mountain passes are open to the public for recreation and/or trans-sierra travel.
Objective: Continue to review and catalog the number of calendar days mountain passes and seasonal roads are open to the public and collaborate with the National Park Service and Caltrans on operating procedures.
Measurement Data: Number of days seasonal roads are open, snowfall data, number of temporary road closures due to winter storms.-
Performance Indicator: The number of days seasonal roads are open should show an inverse relationship to snowfall (e.g., with less snowfall, roads should be open longer). Temporary road closures and snowfall should track together (e.g. less snowfall should coincide with fewer temporary closures). Over time, performance improvements would be indicated by an increase in the number of days seasonal roads are open and/or fewer temporary closures for years with similar snowfall amount

Section 11. Regional and Statewide Benefits of RTIP

In order to demonstrate maximum benefit of the programming requested in this 2020 RTIP, the Mono County Local Transportation Commission has evaluated the projects included in this 2020 RTIP, with the purpose of demonstrating how effective the RTIP is in achieving the goals, objectives, and standards that have been established in the Mono County Regional Transportation Plan (RTP). In addition, the State Transportation Improvement Program (STIP) Guidelines also require that projects included in this RTIP against measures of performance and cost effectiveness. For purposes of measuring performance and cost-effectiveness, the STIP Guidelines provide specific criteria with which to evaluate the RTIP.

The two new projects local road rehabilitation projects are proposed for the 2020 RTIP. A list of existing RTP policies on the Regional Benefits are listed below.

Chapter 4 Regional Policy Element of the RTP:

Policy 1.C. Plan and implement a transportation and circulation system that supports the county Land Use objectives of concentrating development in community areas.

Objective 1.C.1. Accommodate future circulation and transit demand by using existing facilities more efficiently, or improving and expanding them before building new facilities

Objective 1.C.2. As transportation funding and maintenance dollars continues to be flat (or negative), consider providing a larger portion of discretionary funding toward maintaining and fixing current transportation infrastructure (fix it first).

Time frame: Ongoing over the 20-year time frame of this plan; review compliance every four years with update of RTP; review funding with current STIP Transportation Improvement Program cycle.

Policy 9.A. Enhance the safety of the countywide road system.

Objective 9.A.1. Support projects on local roads that upgrade structural adequacy, consistent with Caltrans standards and county Road Standards.

Time frame: Ongoing over the 20-year time frame of this project.

Policy 9.C. Ensure that the County's multi-year Capital Improvement Program (CIP) addresses long-range transportation system improvement needs.

Action 9.C.1. Use the CIP to establish improvement priorities and scheduling for transportation system improvement. Prioritize improvement needs based on the premise that maintenance, rehabilitation, and reconstruction of the existing system have first call on available funds.

Time frame: Ongoing over the 20-year time frame of this project; review every two years with update of the STIP.

Policy 9.D. Local roads shall be engineered using system performance criteria (safety, cost, volume, speed, travel time).

Objective 9.D.1. Require new development to comply with the County Road Improvement Standards as a condition of project approval. The Public Works Department shall work with developers to meet this objective where appropriate.

Time frame: Ongoing over the 20-year time frame of this plan; implement at time of project approval.

Based on the qualitative evaluations of the projects in the RTIP against the performance indicators provided by the Commission and the goals and objectives identified in the Mono County RTP, the

2020 RTIP is consistent with and effective in achieving the goals and objectives of the Mono County RTP.

D. PERFORMANCE AND EFFECTIVENESS OF RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollars invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita		
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	PM 2,4, & 8	PMS sys is updated every 2 years
	Improve Pavement Condition Index (local streets and roads)	PM 2,4, & 8	PMS sys is updated every 2 years
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
	Improve accessibility and on-time performance for rail and transit		
Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Reduce mean commute travel time (to work or school)		
	Increase farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		
	CO ₂ emissions reduction per capita		

Table B2(a)
Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist		
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)		
Transit	Change in Total operating cost per revenue mile		
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	PM 2,4, & 8	PMS sys is updated every 2 years
	Change in Pavement Condition Index (local streets and roads)	PM 2,4, & 8	PMS sys is updated every 2 years
Safety	Change in Total accident cost per capita and VMT		
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)		

Section 13. Project Specific Evaluation (Required per Section 19)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change).

The STIP Guidelines state that this evaluation should be included in the PPRs (Section 15 of the RTIP Template).

E. DETAILED PROJECT INFORMATION

Section 14. Overview of Projects Programmed with RIP Funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per Section 19 of the STIP Guidelines.

- The Project Study Report for Town of Mammoth Lakes Road Rehabilitations at Multiple Locations is attached.
- The Project Study Report for Eastside Lane Rehabilitation Project – Phase 2 is attached.

F. APPENDICES

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2018 STIP, or a new project.

Section 16. Board Resolution or Documentation of 2020 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 18. Detailed Project Programming Summary Table

E. DETAILED PROJECT INFORMATION

Section 14. Overview of Projects Programmed with RIP Funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per Section 19 of the STIP Guidelines.

- The Project Study Report for Town of Mammoth Lakes Road Rehabilitations at Multiple Locations is attached.
- The Project Study Report for Eastside Lane Rehabilitation Project – Phase 2 is attached.

PROJECT STUDY REPORT
(For STIP Projects off the State Highway System)

PROJECT STUDY REPORT
TOWN OF MAMMOTH LAKES ROAD REHABILITATION AT MULTIPLE LOCATIONS
(For STIP Projects off the State Highway System)

Responsible Agency: Town of Mammoth Lakes
 Project Name: Local Road and Multi-Use Path Rehabilitation

APPROVED

Grady Dutton, Director of Public Works

1. Transportation Problem

In the Town of Mammoth Lakes, California, eight roadway and multi-use path locations have been identified for pavement rehabilitation. The pavement that is deteriorated and ride quality is poor due to cracking and uneven patch material. The need for the project is heightened because Mammoth Lakes receives heavy snow fall and the condition of the roads can deteriorate rapidly.

2. Route – Location – (Post Mile):

Table 1 - Road Information								
Location	Type of Rehab	PCI*	Length (ft.)	AC Width (ft.)	Section (in.)	ROW ** (ft.)	Func. Class	Project Limits
Sherwin St.	Reconstruct, Subgrade Stabilization	0	500'	15'	3.5"	20	Local	North End
Mountain Blvd.	Cold Plane and Pave Back	46	1200'	25'	3.5"	60	Local	Hwy 203 to Sierra Blvd.
Red Fir Rd.	Cold Plane and Pave Back	33	1600'	20'	3.5"	60	Local	Entire Length
Commerce Circle	Reconstruct Base and Pave Back	44	1250'	35'	5.5"	60	Local	Entire Length
Monterey Pine Rd.	Cold Plane and Pave Back	45	500'	35'	3.5"	60	Local	Between Majestic Pines Dr and southeast cul-de-sac
Mammoth Creek MUP***	Reconstruct Base and Pave Back		3900'	9'	3.0"		Local	Old Mammoth Rd to Meridian Blvd.
South Hwy 203 MUP	Reconstruct Base and Pave Back		5200'	9'	3.0"		Local	Meridian Blvd to Thompsons Way
North Meridian Blvd MUP	Reconstruct Base and Pave Back		5500'	9'	3.0"		Local	Commerce Dr to Sierra Park Rd, including Wagon Wheel Rd spur

*PCI - Pavement Condition Index

**ROW - Right of Way

***MUP – Multi-Use Path

PROJECT STUDY REPORT
(For STIP Projects off the State Highway System)

3. Description of Project Limits

Refer to Table 1 and Figures 2-9 for Project Limits.

4. Description of Project Scope

The project will rehabilitate approximately 3.8 miles of existing asphalt pavement roads and Multi-Use Paths (MUP). Mountain Boulevard, Red Fir Road, Commerce Circle, Monterey Pine Road, Mammoth Creek MUP, South Highway 203 MUP, North Meridian Boulevard MUP, and Meridian Boulevard MUP will be reconstructed. Sherwin Street will be reconstructed and the subgrade stabilized. The horizontal geometry and limits of the roadways will remain the same. Existing utilities will be adjusted to match new grade of the roadway.

5. Functional Classification/Federal-aid System

All roadways in this project are classified as local and are not eligible for federal aid.

6. Environmental Status

Environmental Document Type (CEQA) Categorical Exemption (NEPA) Categorical Exemption

Anticipated Completion Date: 11/2020

Environmental Issues:

- This project will rehabilitate existing asphalt pavement within the limits of existing roadway width and section. No significant impermeable areas will be added. Minor shoulder grading will be required to back new AC Pavement.

7. Traffic Data (Estimated)

No Traffic Data is available for these local roads. Generally, the roads are low volume neighborhood streets with a small percentage of trucks. Commerce Circle is an exception since it is located in an industrial area. It sees a higher percentage of trucks and heavy equipment. The MUPs only see pedestrian and bike traffic with an occasional maintenance vehicle.

8. Roadway Geometric Information

- There is no proposed geometry change at any of the project locations.

9. Structure Information

No bridge rehabilitation is included in this project.

10. Condition of Existing Facility (Repeat information for each homogeneous segment):

The Town of Mammoth Lakes evaluated the condition of the roads in 2017 utilizing the Pavement Condition Index (ASTM D6433-11)

- Sherwin Street pavement is heavily warped, cracked, and uneven. Many sections are noticeably depressed due to seasonally soft saturated subgrade. The pavement is approximately 15' wide with no striping. **PCI = 0**
- Mountain Boulevard pavement is deteriorated due to moderate blocking cracking and patching. The pavement is approximately 25' wide with no striping. There is paved private parking within right of way. **PCI = 46**
- Red Fir Road is deteriorated due to transverse cracking, edge cracking, and longitudinal cracking. The pavement is approximately 20' wide with no striping. **PCI = 33**
- Commerce Circle pavement is deteriorated due to transverse cracking. Edges of the pavement are broken. The pavement is approximately 35' wide with no striping. There are paved driveways within right of way. This road is located in and industrial area. **PCI = 44**
- Monterey Pine Road pavement is badly deteriorated due to transverse cracking and edge cracking. The pavement is approximately 35' wide with no striping. **PCI = 45**

PROJECT STUDY REPORT

(For STIP Projects off the State Highway System)

- Mammoth Creek MUP pavement is deteriorated and ride quality is poor due to severe transverse cracking. Cracks have been patched with AC material but the ride is still rough. The pavement is approximately 9' wide with no striping. This area includes 3 sections of Mammoth Creek MUP, see figure 7.
- South Highway 203 MUP pavement is deteriorated and ride quality is poor due to severe transverse cracking. Cracks have been patched with AC material but the ride is still rough. The pavement is approximately 9' wide with no striping.
- North Meridian Boulevard MUP pavement is deteriorated and ride quality is poor due to severe transverse cracking. Cracks have been patched with AC material but the ride is still rough. The pavement is approximately 9' wide with no striping.

11. Pavement Rehabilitation

The primary scope of this project is to rehabilitate existing asphalt pavement to extend the roadway's life greater than 10 years. The proposed section is based on local standard plans for arterial and collector roads. ESE proposes the following roadway reconstruction for Town roadways.

Method 1) Cold plane 3.5" of existing AC pavement and pave back 3.5" of AC pavement. This rehabilitation will match existing grade.

Method 2) Pulverize existing AC pavement to a depth of 12", Remove approx. 3.5" of material, Recompact Pulverized material to 95% maximum density, and pave back 3.5" AC pavement. This rehabilitation will Match existing grade.

Method 3) Pulverize existing AC pavement to a depth of 12", Recompact Pulverized material to 95% maximum density, and pave 3" AC pavement. This rehabilitation will raise existing grade approx. 3"

Final rehabilitation method will be determined based on a geotechnical investigation performed before roadway rehabilitation. Based on visual inspection of the roadways in September 2019, it is recommended to use the following methods at each road location:

- **Sherwin Street:** Remove existing AC and 18" of base/subgrade. Place geotextile fabric and cover with 18" base compacted to 95% max. density. Pave with 3.5" AC.
- **Forest Trail:** Method 2 with additional earthwork to correct the profile at the intersection with Convict Dr. Pulverization may not be effective on Forest Trail if it is determined there are large rocks within the structural section of the roadway.
- **Red Fir Rd:** Method 1.
- **Commerce Circle:** Method 2, with a 5.5" thick remove and pave back AC section.
- **Monterey Pine Rd:** Method 1.
- **Mountain Boulevard:** Method 1.
- **All MUPS:** Method 3. Additionally, intersections with roadways should be updated with truncated domes and all culvert pipes should be cleaned.

The consequences of not doing the project would be pavement failure, loss of ride quality, damage to vehicles, deteriorated appearance in an area dependent on a tourist economy.

12. Cost Estimate Breakdown

For cost estimate broken down by location refer to Table 2-9. The estimated cost to complete all work identified in this project is \$3,238,000.

**PROJECT STUDY REPORT
(For STIP Projects off the State Highway System)**

13. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	N/A	
Plans, Specifications, and Estimate	2/2020	6/2020
Right of Way	N/A	
Construction	6/2020	11/2020

14. Other Agencies Involved: N/A

15. Other Considerations:

The South Highway 203 MUP is constructed under a special use permit from USFS. This permit allows maintenance.

The Mammoth Creek MUP and North Meridian MUP are constructed on a combination of Town ownership and easements.

16. Proposed Funding

	Local Commitment	STIP Request	Total
Environmental Studies and Permits	\$0	\$0	\$0
Right of Way (including support)	\$0	\$0	\$0
Plans, Specifications, and Estimate – Sherwin St.	\$21,000	\$0	\$21,000
Construction (including support) – Sherwin St.	\$29,000	\$222,000	\$251,000
Plans, Specifications, and Estimate – Mountain Blvd.	\$27,000	\$0	\$27,000
Construction (including support) – Mountain Blvd.	\$50,000	\$385,000	\$435,000
Plans, Specifications, and Estimate – Red Fir Rd.	\$24,000	\$0	\$24,000
Construction (including support) – Red Fir Rd.	\$44,000	\$337,000	\$381,000
Plans, Specifications, and Estimate – Monterey Pine Rd.	\$13,000	\$0	\$13,000
Construction (including support) – Monterey Pine Rd.	\$23,000	\$177,000	\$200,000
Plans, Specifications, and Estimate – Commerce Circle	\$28,000	\$0	\$28,000
Construction (including support) – Commerce Circle	\$76,000	\$577,000	\$653,000
Plans, Specifications, and Estimate – Mammoth Creek MUP	\$19,000	\$0	\$19,000
Construction (including support) – Mammoth Creek MUP	\$35,000	\$270,000	\$305,000
Plans, Specifications, and Estimate – South Highway 203 MUP	\$26,000	\$0	\$26,000
Construction (including support) – South Highway 203 MUP	\$47,000	\$359,000	\$406,000
Plans, Specifications, and Estimate – North Meridian Blvd. MUP	\$27,000	\$0	\$27,000
Construction (including support) – North Meridian Blvd. MUP	\$49,000	\$373,000	\$422,000
Total	\$538,000	\$2,700,000	\$3,238,000

PROJECT STUDY REPORT
(For STIP Projects off the State Highway System)

17. List of Attachments

1. Figure 1 – Location Map
2. Figure 2 – Sherwin Street
3. Figure 3 – Mountain Boulevard
4. Figure 4 – Red Fir Road
5. Figure 5 – Monterey Pine Road
6. Figure 6 – Commerce Circle
7. Figure 7 – Mammoth Creek MUP
8. Figure 8 – South Highway 203 MUP
9. Figure 9 – North Meridian Boulevard MUP
10. Figure 10 – Road and MUP Typical Section
11. Table 2 – Sherwin St. Cost Estimate
12. Table 3 – Mountain Blvd. Cost Estimate
13. Table 4 – Red Fir Rd. Cost Estimate
14. Table 5 – Monterey Pine Rd. Cost Estimate
15. Table 6 – Commerce Circle Cost Estimate
16. Table 7 – Mammoth Creek MUP Cost Estimate
17. Table 8 – South Highway 203 MUP Cost Estimate
18. Table 9 – North Meridian Blvd. MUP Cost Estimate
19. Project Programming Request

18. Report Preparation

This project study report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

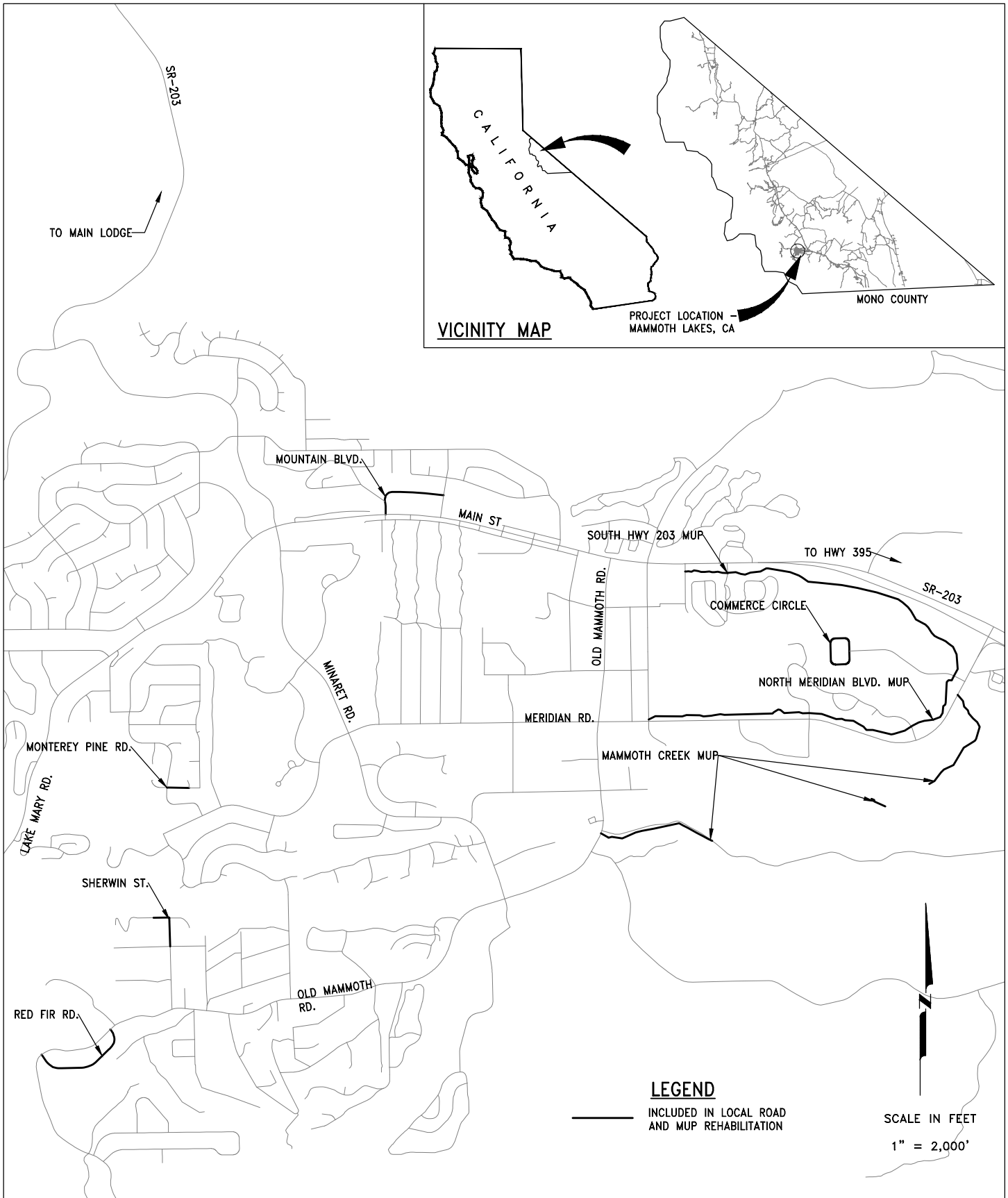


Michael Collins, P.E. 80742

11-7-19

DATE

Prepared By:
Eastern Sierra Engineering, P.C.
140 Whitney Alley
Bishop, CA 93514



**EASTERN
SIERRA
ENGINEERING**

CIVIL ENGINEERING & CONSTRUCTION SERVICES
140 WHITNEY ALLEY
BISHOP, CA 93514

**TOWN OF MAMMOTH LAKES
LOCAL ROAD AND MUP REHABILITATION
LOCATION MAP**

FIGURE

1

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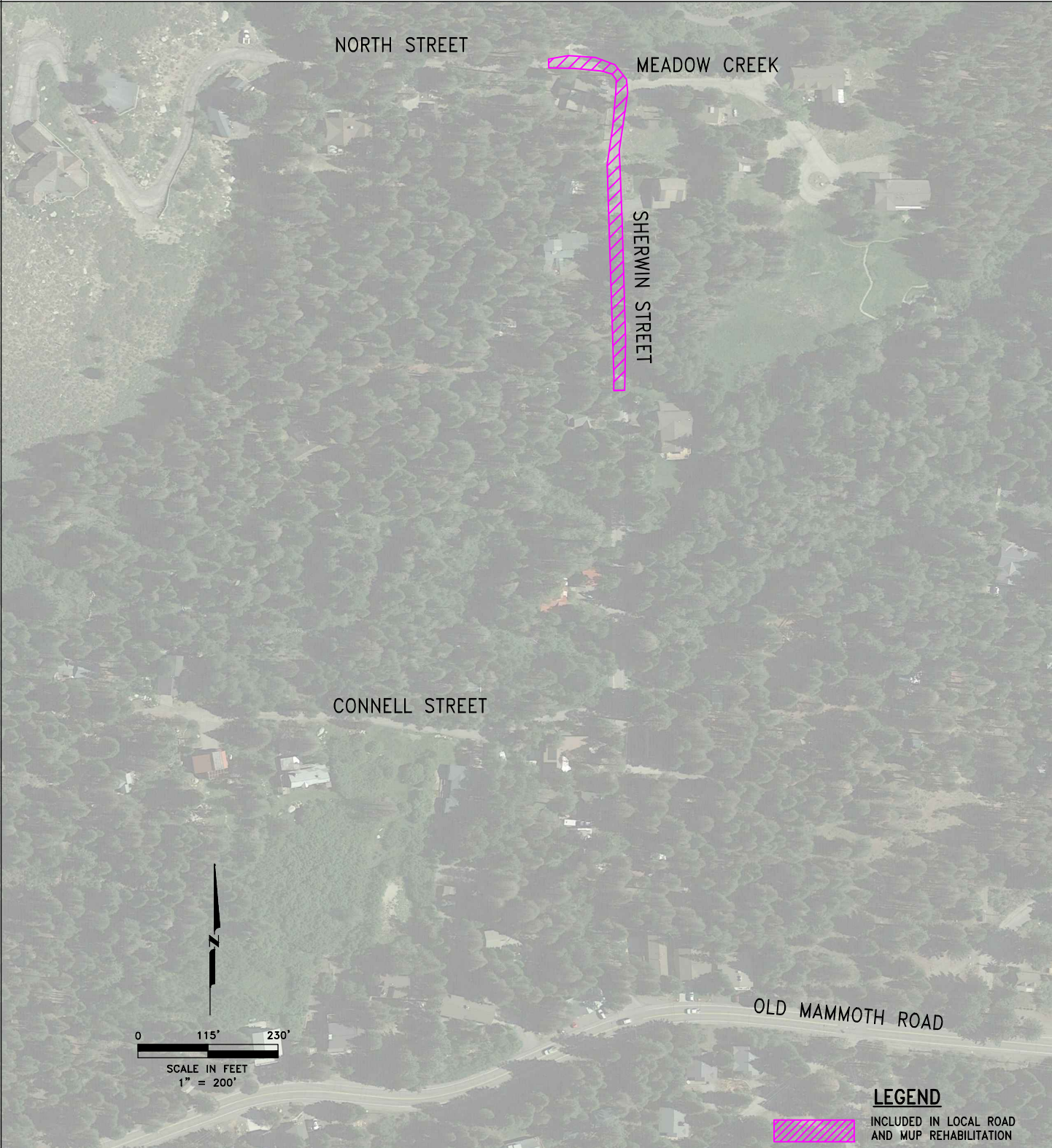
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9-17-19

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DATE



TOWN OF MAMMOTH LAKES
LOCAL ROAD AND MUP REHABILITATION
SHERWIN STREET

FIGURE

2

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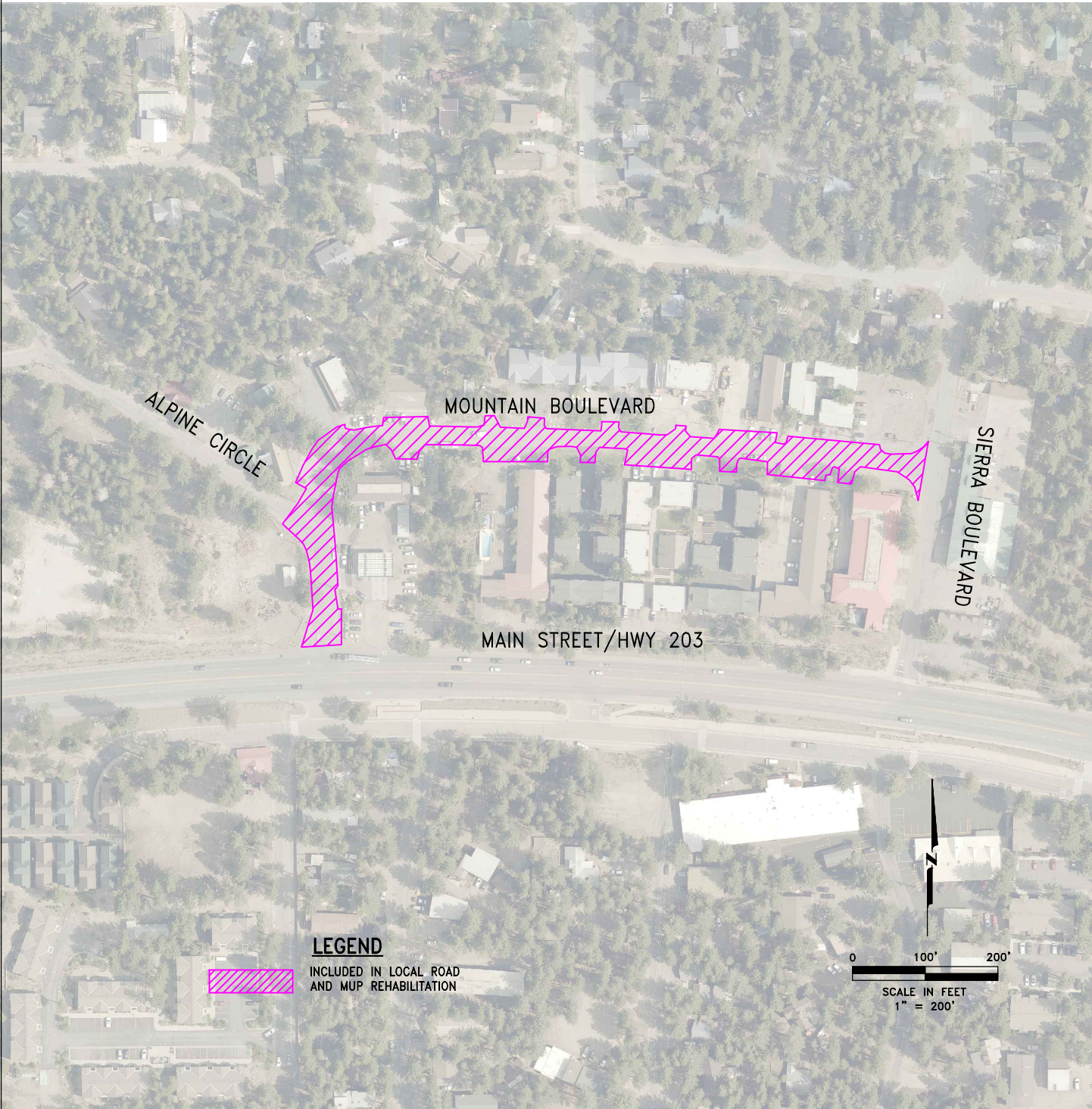
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TOWN OF MAMMOTH LAKES
 LOCAL ROAD AND MUP REHABILITATION
 MOUNTAIN BOULEVARD

FIGURE
 3

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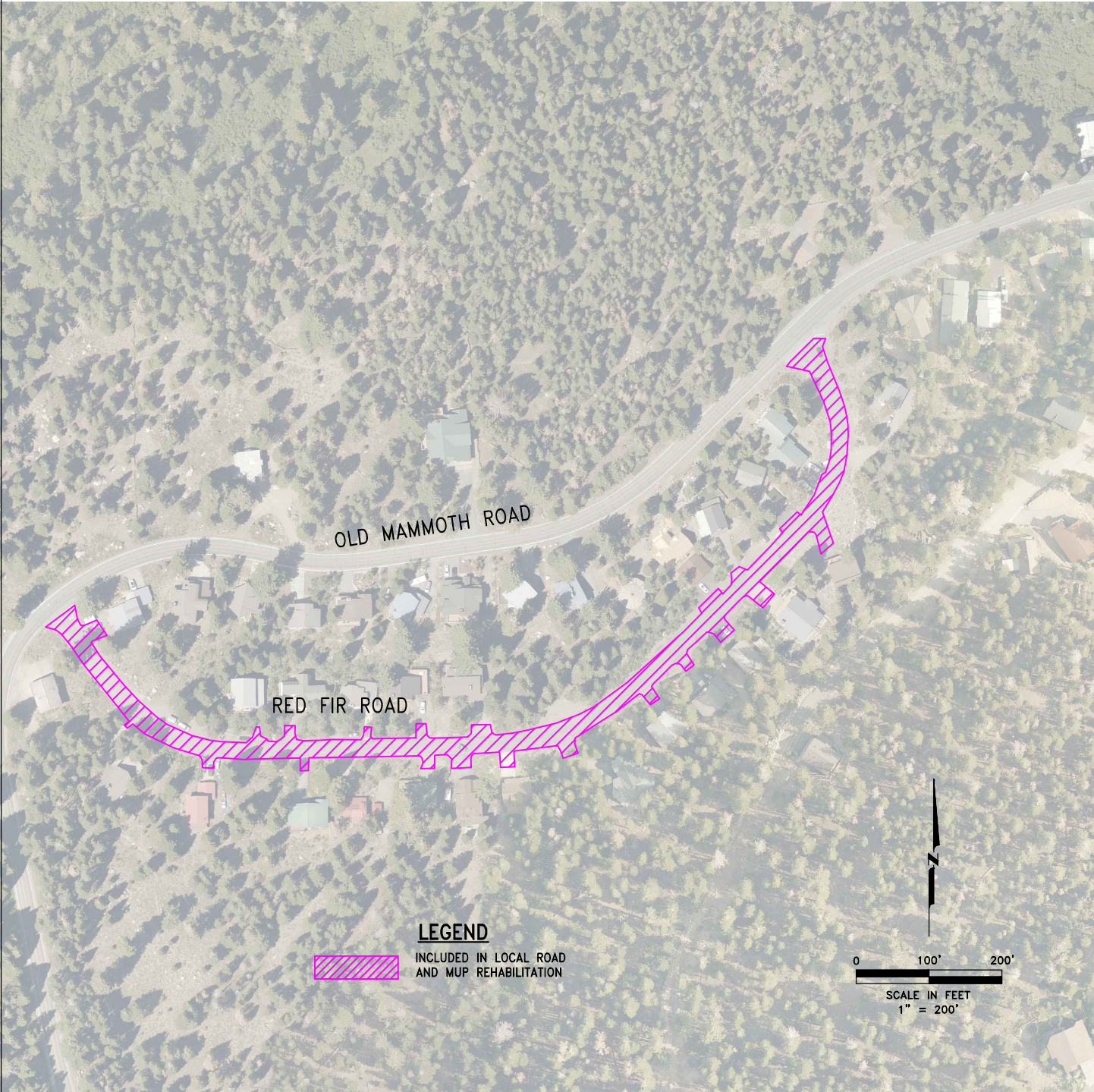
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DATE



TOWN OF MAMMOTH LAKES
 LOCAL ROAD AND MUP REHABILITATION
 RED FIR ROAD

FIGURE
 4

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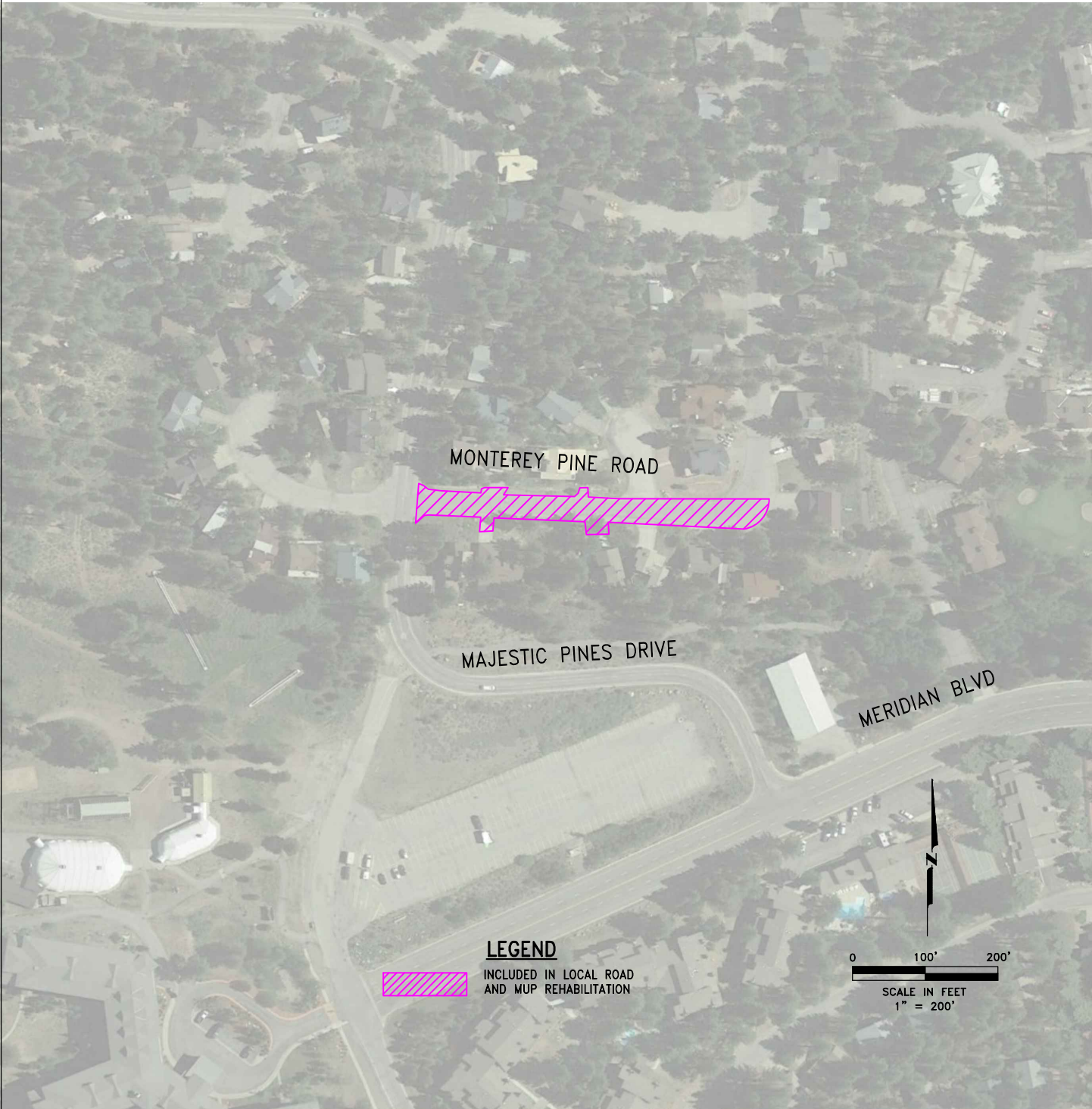
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TOWN OF MAMMOTH LAKES
 LOCAL ROAD AND MUP REHABILITATION
 MONTEREY PINE ROAD

FIGURE
 5

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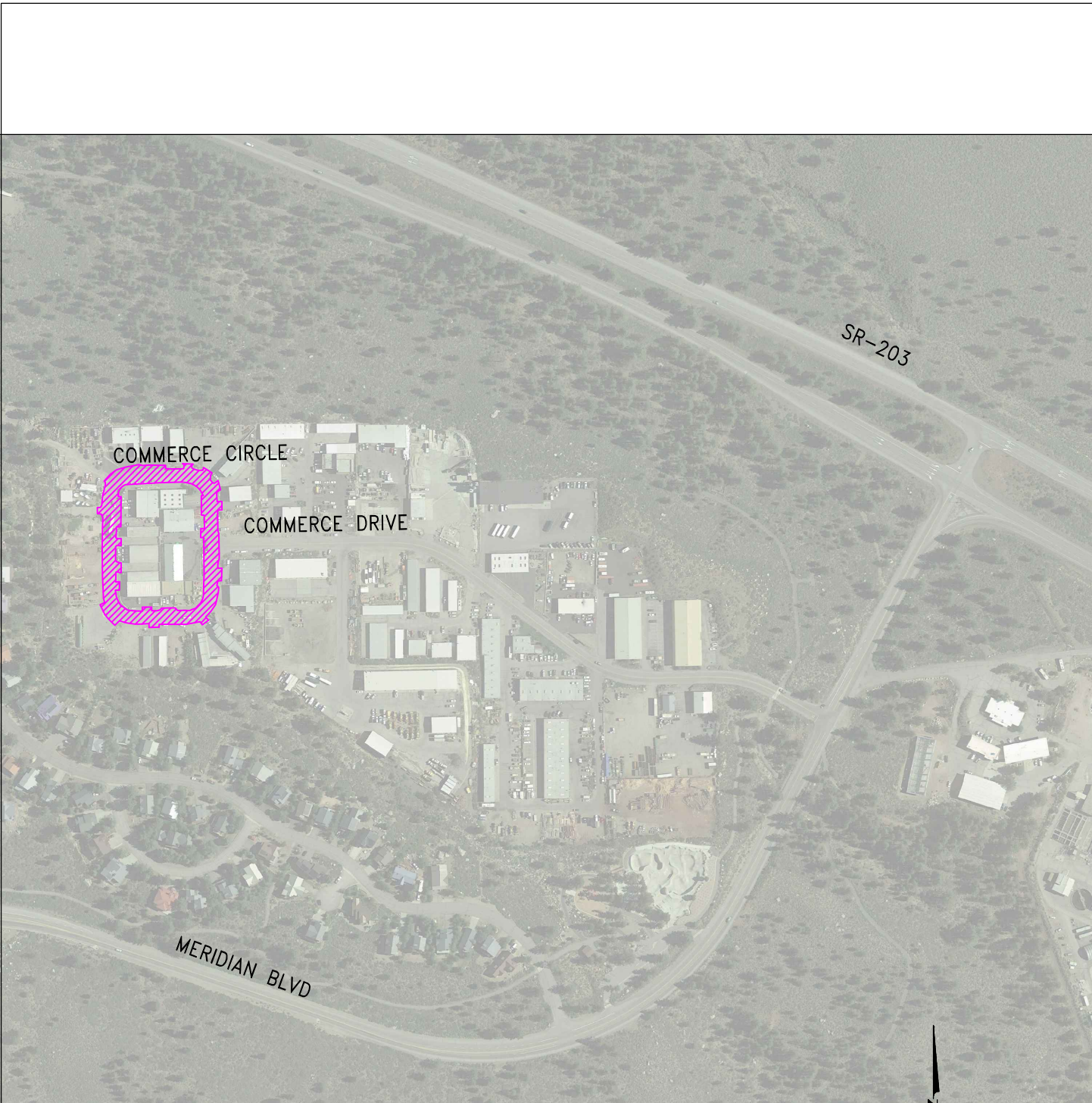
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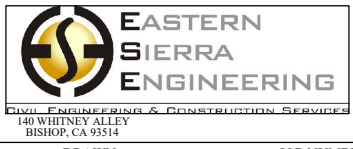
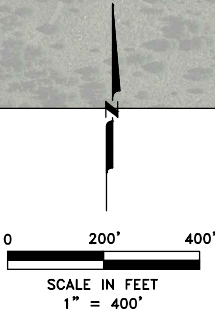
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LEGEND
 INCLUDED IN LOCAL ROAD AND MUP REHABILITATION



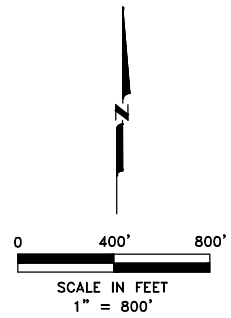
TOWN OF MAMMOTH LAKES
 LOCAL ROAD AND MUP REHABILITATION
 COMMERCE CIRCLE

FIGURE
 6

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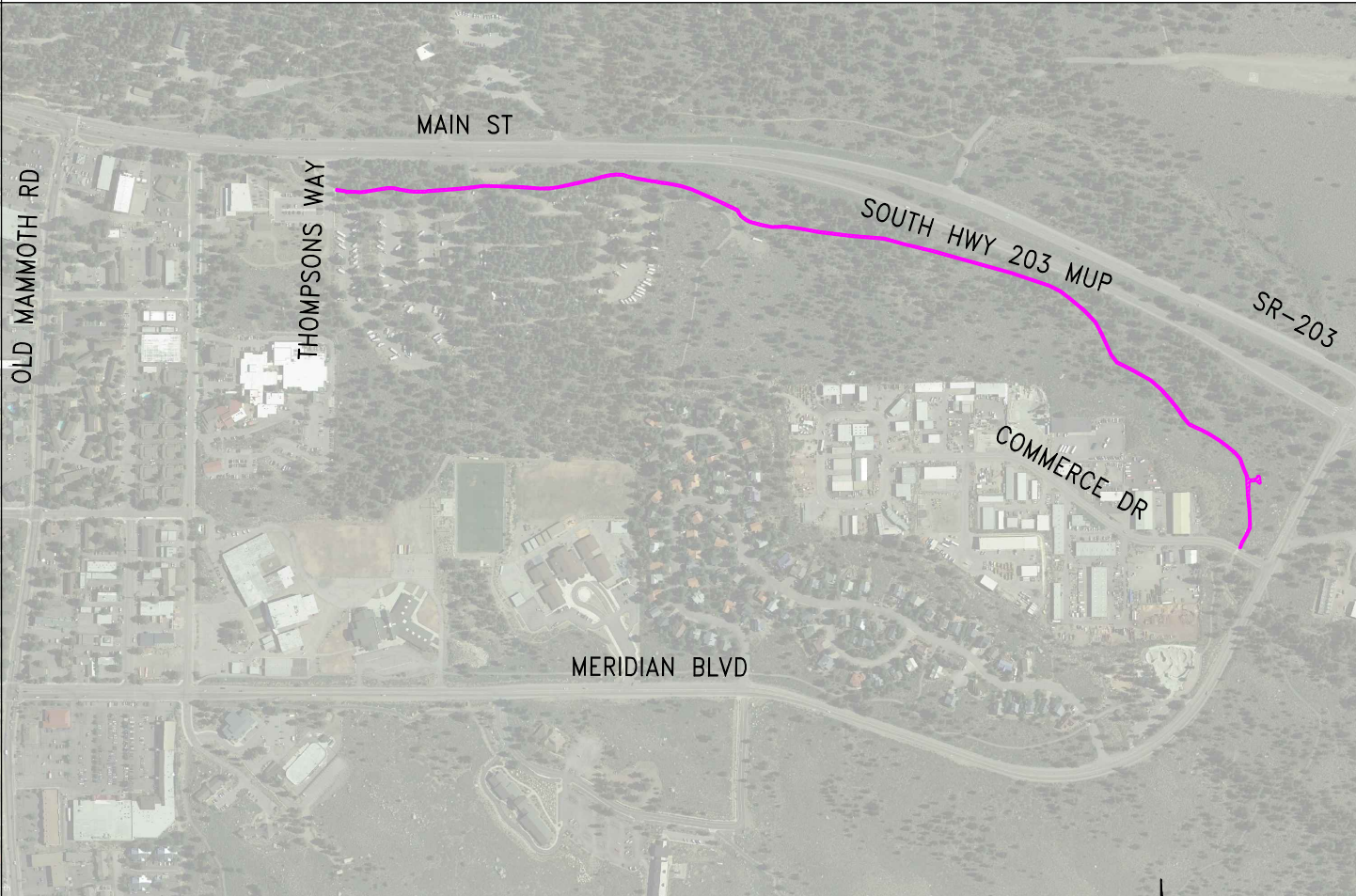


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TOWN OF MAMMOTH LAKES
 LOCAL ROAD AND MUP REHABILITATION
 MAMMOTH CREEK MUP

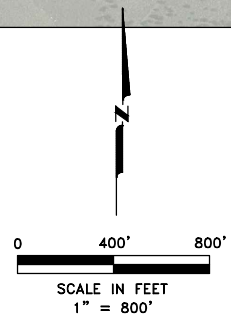
FIGURE
 7



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TOWN OF MAMMOTH LAKES
 LOCAL ROAD AND MUP REHABILITATION
 SOUTH HIGHWAY 203 MUP

FIGURE

8

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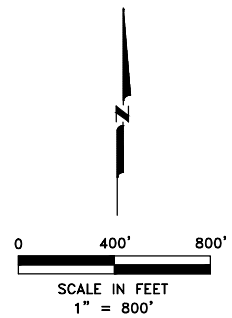
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AND MUP REHABILITATION



TOWN OF MAMMOTH LAKES
LOCAL ROAD AND MUP REHABILITATION
NORTH MERIDIAN BOULEVARD MUP

FIGURE

9

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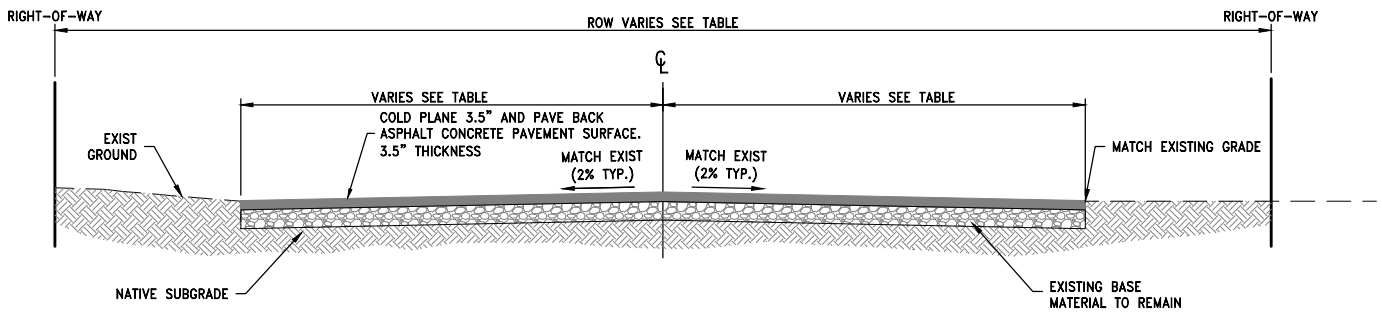
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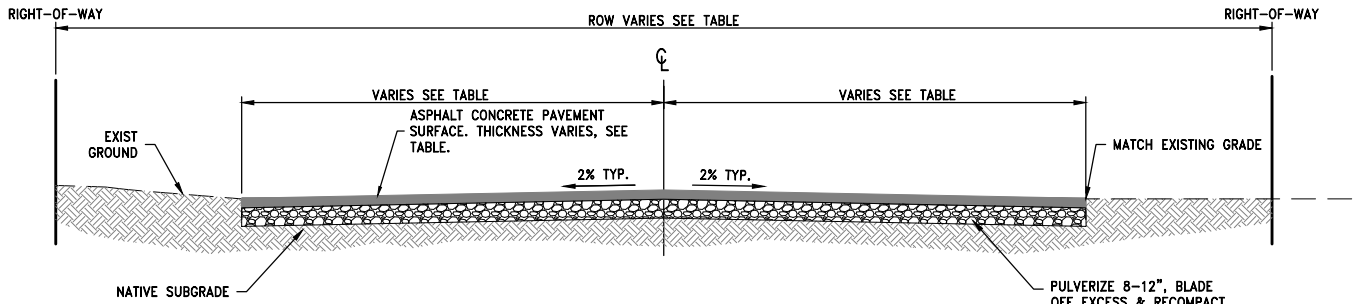
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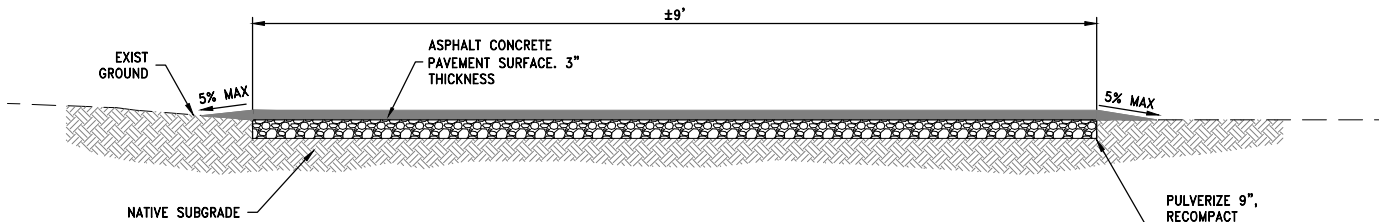
ROADWAY SECTION 1 - COLD PLANE AND PAVE BACK

SCALE: N.T.S.



ROADWAY SECTION 2 - RECONSTRUCTION

SCALE: N.T.S.



MUP PAVEMENT SECTION 1 - RECONSTRUCTION

SCALE: N.T.S.

Location	Travel Lane Width	Bike Lane/Paved Shoulder Width	ROW Width
-	(ft)	(ft)	(ft)
Sherwin St.	7.5'	N/A	20'
Mountain Blvd.	12.5'	N/A	60'
Red Fir Rd.	10.0'	N/A	60'
Commerce Circle	17.5'	N/A	60'
Monterey Pine Rd.	17.5'	N/A	60'
Mammoth Creek MUP	4.5'	N/A	N/A
South Hwy 203 MUP	4.5'	N/A	N/A
North Meridian Blvd MUP	4.5'	N/A	N/A
North Meridian Blvd MUP	4.5'	N/A	N/A

*Lane widths vary



**TOWN OF MAMMOTH LAKES
LOCAL ROAD AND MUP REHABILITATION
SECTION**

FIGURE

10

DRAWN
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JOB NUMBER
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MRC

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11-7-19

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DATE

Table 2, Town of Mammoth Lakes - Sherwin St.

Description: Rehabilitate 500' of 15' wide AC Pavement.

Eastern Sierra Engineering

11/1/2019

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1	MOBILIZATION / DEMOBILIZATION	1	LS	\$19,000	\$19,000
2	CONSTRUCTION AREA SIGNS	1	LS	\$5,000	\$5,000
3	TRAFFIC CONTROL	1	LS	\$20,000	\$20,000
4	SWPPP PREPARATION AND IMPLEMENTATION	1	LS	\$10,000	\$10,000
5	COLD PLANE AC PAVEMENT	1,000	SY	\$20	\$20,000
6	HMA TYPE A (3.5" THICK)	200	TON	\$250	\$50,000
7	CLASS 2 BASE	400	CY	\$120	\$48,000
8	ROADWAY EXCAVATION	400	CY	\$80	\$32,000
9	ADJUST UTILITIES	1	LS	\$5,000.00	\$5,000

TOTAL CONTRACT ITEMS	\$209,000
CONTINGENCY (10%)	\$20,900
CON ITEMS + CONTINGENCY	\$229,900

Project Cost Estimate:	
Type of Project Delivery Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	
Plans, Specifications and Estimates (PS&E):	\$ 20,900
Total PE:	\$ 20,900
Right of Way (RW)	
Right of Way Engineering:	\$ -
Acquisitions and Utilities:	\$ -
Total RW:	\$ -
Construction (CON)	
Construction Engineering (CE):	\$ 20,900
Total Construction Items & Contingencies:	\$ 229,900
Total CON:	\$ 250,800
Total Cost Estimate:	\$ 271,700

Table 3, Town of Mammoth Lakes - Mountain Blvd.

Description: Rehabilitate 1,200' of 25' wide AC Pavement. Includes parking in town right of way.

Eastern Sierra Engineering

11/1/2019

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1	MOBILIZATION / DEMOBILIZATION	1	LS	\$32,911	\$32,911
2	CONSTRUCTION AREA SIGNS	1	LS	\$10,000	\$10,000
3	TRAFFIC CONTROL	1	LS	\$20,000	\$20,000
4	SWPPP PREPARATION AND IMPLEMENTATION	1	LS	\$10,000	\$10,000
5	COLD PLANE AC PAVEMENT	5,111	SY	\$10	\$51,110
6	HMA TYPE A (3.5" THICK)	1,000	TON	\$230	\$230,000
7	ADJUST UTILITIES	1	LS	\$5,000.00	\$5,000
8	STRIPING	1	LS	\$3,000.00	\$3,000

TOTAL CONTRACT ITEMS	\$362,021
CONTINGENCY (10%)	\$36,202
CON ITEMS + CONTINGENCY	\$398,223

Project Cost Estimate:	
Type of Project Delivery Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	
Plans, Specifications and Estimates (PS&E):	\$ 27,152
Total PE:	\$ 27,152
Right of Way (RW)	
Right of Way Engineering:	\$ -
Acquisitions and Utilities:	\$ -
Total RW:	\$ -
Construction (CON)	
Construction Engineering (CE):	\$ 36,202
Total Construction Items & Contingencies:	\$ 398,223
Total CON:	\$ 434,425
Total Cost Estimate:	\$ 461,577

Table 4, Town of Mammoth Lakes - Red Fir Rd.

Description: Rehabilitate 1600' of 20' wide AC Pavement.

Eastern Sierra Engineering

11/1/2019

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1	MOBILIZATION / DEMOBILIZATION	1	LS	\$28,810	\$28,810
2	CONSTRUCTION AREA SIGNS	1	LS	\$5,000	\$5,000
3	TRAFFIC CONTROL	1	LS	\$15,000	\$15,000
4	SWPPP PREPARATION AND IMPLEMENTATION	1	LS	\$10,000	\$10,000
5	COLD PLANE AC PAVEMENT	4,900	SY	\$9	\$44,100
6	HMA TYPE A (3.5" THICK)	950	TON	\$220	\$209,000
7	ADJUST UTILITIES	1	LS	\$5,000.00	\$5,000

TOTAL CONTRACT ITEMS	\$316,910
CONTINGENCY (10%)	\$31,691
CON ITEMS + CONTINGENCY	\$348,601

Project Cost Estimate:	
Type of Project Delivery Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	
Plans, Specifications and Estimates (PS&E):	\$ 23,768
Total PE:	\$ 23,768
Right of Way (RW)	
Right of Way Engineering:	\$ -
Acquisitions and Utilities:	\$ -
Total RW:	\$ -
Construction (CON)	
Construction Engineering (CE):	\$ 31,691
Total Construction Items & Contingencies:	\$ 348,601
Total CON:	\$ 380,292
Total Cost Estimate:	\$ 404,060

Table 5, Town of Mammoth Lakes - Monterey Pine Road

Description: Rehabilitate 500' of 35' wide AC Pavement.

Eastern Sierra Engineering

11/1/2019

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1	MOBILIZATION / DEMOBILIZATION	1	LS	\$15,112	\$15,112
2	CONSTRUCTION AREA SIGNS	1	LS	\$5,000	\$5,000
3	TRAFFIC CONTROL	1	LS	\$15,000	\$15,000
4	SWPPP PREPARATION AND IMPLEMENTATION	1	LS	\$10,000	\$10,000
5	COLD PLANE AC PAVEMENT	1,944	SY	\$13	\$25,272
6	HMA TYPE A (3.5" THICK)	395	TON	\$230	\$90,850
7	ADJUST UTILITIES	1	LS	\$5,000.00	\$5,000

TOTAL CONTRACT ITEMS	\$166,234
CONTINGENCY (10%)	\$16,623
CON ITEMS + CONTINGENCY	\$182,858

Project Cost Estimate:	
Type of Project Delivery Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	
Plans, Specifications and Estimates (PS&E):	\$ 12,468
Total PE:	\$ 12,468
Right of Way (RW)	
Right of Way Engineering:	\$ -
Acquisitions and Utilities:	\$ -
Total RW:	\$ -
Construction (CON)	
Construction Engineering (CE):	\$ 16,623
Total Construction Items & Contingencies:	\$ 182,858
Total CON:	\$ 199,481
Total Cost Estimate:	\$ 211,949

Table 6, Town of Mammoth Lakes - Commerce Cir.

Description: Rehabilitate 1,250' of 35' wide AC pavement. Includes AC parking inside Town Right of Way
 Eastern Sierra Engineering
 11/1/2019

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1	MOBILIZATION / DEMOBILIZATION	1	LS	\$49,484	\$49,484
2	CONSTRUCTION AREA SIGNS	1	LS	\$5,000	\$5,000
3	TRAFFIC CONTROL	1	LS	\$10,000	\$10,000
4	SWPPP PREPARATION AND IMPLEMENTATION	1	LS	\$10,000	\$10,000
5	PULVERIZE AC PAVEMENT, BLADE OFF EXCESS, AND RECOMPACT	6,070	SY	\$12	\$72,840
6	HMA TYPE A (5.5" THICK)	1,900	TON	\$200	\$380,000
7	STRIPING	1	LS	\$2,000	\$2,000
8	ADJUST UTILITIES	1	LS	\$15,000.00	\$15,000

TOTAL CONTRACT ITEMS	\$544,324
CONTINGENCY (10%)	\$54,432
CON ITEMS + CONTINGENCY	\$598,756

Project Cost Estimate:	
Type of Project Delivery Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	
Plans, Specifications and Estimates (PS&E):	\$ 27,216
Total PE:	\$ 27,216
Right of Way (RW)	
Right of Way Engineering:	\$ -
Acquisitions and Utilities:	\$ -
Total RW:	\$ -
Construction (CON)	
Construction Engineering (CE):	\$ 54,432
Total Construction Items & Contingencies:	\$ 598,756
Total CON:	\$ 653,189
Total Cost Estimate:	\$ 680,405

Table 7, Town of Mammoth Lakes - Mammoth Creek MUP

Description: Rehabilitate 3,900' of 9' wide AC pavement. Install truncated domes at roadway intersections.

Eastern Sierra Engineering

11/1/2019

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1	MOBILIZATION / DEMOBILIZATION	1	LS	\$23,114	\$23,114
2	CONSTRUCTION AREA SIGNS	1	LS	\$5,000	\$5,000
3	TRAFFIC CONTROL	1	LS	\$5,000	\$5,000
4	SWPPP PREPARATION AND IMPLEMENTATION	1	LS	\$20,000	\$20,000
5	PULVERIZE AC PAVEMENT AND RECOMPACT	3,900	SY	\$12	\$46,800
6	HMA TYPE A (3" THICK)	658	TON	\$230	\$151,340
7	TRUNCATED DOMES	1	LS	\$3,000	\$3,000

TOTAL CONTRACT ITEMS	\$254,254
CONTINGENCY (10%)	\$25,425
CON ITEMS + CONTINGENCY	\$279,679

Project Cost Estimate:	
Type of Project Delivery Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	
Plans, Specifications and Estimates (PS&E):	\$ 19,069
Total PE:	\$ 19,069
Right of Way (RW)	
Right of Way Engineering:	\$ -
Acquisitions and Utilities:	\$ -
Total RW:	\$ -
Construction (CON)	
Construction Engineering (CE):	\$ 25,425
Total Construction Items & Contingencies:	\$ 279,679
Total CON:	\$ 305,105
Total Cost Estimate:	\$ 324,174

Table 8, Town of Mammoth Lakes - South HWY 203 MUP

Description: Rehabilitate 5,200' of 9' wide AC pavement. Install truncated domes at roadway intersections.

Eastern Sierra Engineering

11/1/2019

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1	MOBILIZATION / DEMOBILIZATION	1	LS	\$30,734	\$30,734
2	CONSTRUCTION AREA SIGNS	1	LS	\$5,000	\$5,000
3	TRAFFIC CONTROL	1	LS	\$5,000	\$5,000
4	SWPPP PREPARATION AND IMPLEMENTATION	1	LS	\$20,000	\$20,000
5	PULVERIZE AC PAVEMENT AND RECOMPACT	5,200	SY	\$12	\$62,400
6	HMA TYPE A (3" THICK)	878	TON	\$230	\$201,940
7	TRUNCATED DOMES	1	LS	\$8,000	\$8,000
8	CLEAN STORM DRAIN PIPES	1	LS	\$5,000	\$5,000

TOTAL CONTRACT ITEMS	\$338,074
CONTINGENCY (10%)	\$33,807
CON ITEMS + CONTINGENCY	\$371,881

Project Cost Estimate:	
Type of Project Delivery Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	
Plans, Specifications and Estimates (PS&E):	\$ 25,356
Total PE:	\$ 25,356
Right of Way (RW)	
Right of Way Engineering:	\$ -
Acquisitions and Utilities:	\$ -
Total RW:	\$ -
Construction (CON)	
Construction Engineering (CE):	\$ 33,807
Total Construction Items & Contingencies:	\$ 371,881
Total CON:	\$ 405,689
Total Cost Estimate:	\$ 431,044

Table 9, Town of Mammoth Lakes - North Meridian Blvd MUP

Description: Rehabilitate 5,500' of 9' wide AC pavement. Install truncated domes at roadway intersections.

Eastern Sierra Engineering

11/1/2019

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1	MOBILIZATION / DEMOBILIZATION	1	LS	\$31,944	\$31,944
2	CONSTRUCTION AREA SIGNS	1	LS	\$5,000	\$5,000
3	TRAFFIC CONTROL	1	LS	\$5,000	\$5,000
4	SWPPP PREPARATION AND IMPLEMENTATION	1	LS	\$20,000	\$20,000
5	PULVERIZE AC PAVEMENT AND RECOMPACT	5,500	SY	\$12	\$66,000
6	HMA TYPE A (3" THICK)	928	TON	\$230	\$213,440
7	TRUNCATED DOMES	1	LS	\$10,000	\$10,000

TOTAL CONTRACT ITEMS	\$351,384
CONTINGENCY (10%)	\$35,138
CON ITEMS + CONTINGENCY	\$386,522

Project Cost Estimate:	
Type of Project Delivery Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	
Plans, Specifications and Estimates (PS&E):	\$ 26,354
Total PE:	\$ 26,354
Right of Way (RW)	
Right of Way Engineering:	\$ -
Acquisitions and Utilities:	\$ -
Total RW:	\$ -
Construction (CON)	
Construction Engineering (CE):	\$ 35,138
Total Construction Items & Contingencies:	\$ 386,522
Total CON:	\$ 421,661
Total Cost Estimate:	\$ 448,015

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/11/19
District	EA	Project ID		PPNO	MPO ID	
09						
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
MNO	Various			Mono County		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Amy Callanan		760-965-3657		acallanan@townofmammothlakes.ca.gov		
Project Title						
Local Road and Multi-Use Path Rehabilitation						
Location (Project Limits), Description (Scope of Work)						
The project will rehabilitate approximately 4.7 lane-miles of existing asphalt pavement roads and multi-use paths (MUP). Mountain Boulevard, Red Fir Road, Commerce Circle, Monterey Pine Road, Mammoth Creek MUP, South Highway 203 MUP, North Meridian Boulevard MUP, and Meridian Boulevard MUP will be reconstructed. Sherwin Street will be reconstructed and the subgrade stabilized. The horizontal geometry and limits of the roadways will remain the same. Existing utilities will be adjusted to match new grade of the roadway. New striping will be installed						
Component	Implementing Agency					
PA&ED	Town of Mammoth Lakes					
PS&E	Town of Mammoth Lakes					
Right of Way	Town of Mammoth Lakes					
Construction	Town of Mammoth Lakes					
Legislative Districts						
Assembly:	5	Senate:	8	Congressional:	8	
Project Benefits						
Extend the life of the existing AC pavement greater than 10 years. Improve ride quality on some of the local sections of road in the Town of Mammoth Lakes. On Sherwin Street, stabilize seasonally saturated subgrade.						
Purpose and Need						
The identified locations have pavement that is badly deteriorated and poor ride quality due to cracking and uneven patch material. The North end of Sherwin Street is extremely warped and requires subgrade stabilization. The need is heightened because Mammoth Lakes receives heavy snow fall and the condition of the roads can deteriorate rapidly.						
Category		Outputs			Unit	Total
Pavement (lane-miles)		Local road - reconstructed			Miles	4.7
NHS Improvements	No	Roadway Class		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		No	
Project Milestone					Existing	Proposed
Project Study Report Approved					Nov. 2019	
Begin Environmental (PA&ED) Phase						N/A
Circulate Draft Environmental Document			Document Type			N/A
Draft Project Report						N/A
End Environmental Phase (PA&ED Milestone)						N/A
Begin Design (PS&E) Phase						Feb. 2020
End Design Phase (Ready to List for Advertisement Milestone)						May. 2020
Begin Right of Way Phase						N/A
End Right of Way Phase (Right of Way Certification Milestone)						N/A
Begin Construction Phase (Contract Award Milestone)						Jun. 2020
End Construction Phase (Construction Contract Acceptance Milestone)						Nov. 2020
Begin Closeout Phase						Nov. 2020
End Closeout Phase (Closeout Report)						Jan. 2021

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/11/19

District	County	Route	EA	Project ID	PPNO
09	MNO	Various			
Project Title: Local Road and Multi-Use Path Rehabilitation					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Town of Mammoth Lakes
PS&E									Town of Mammoth Lakes
R/W SUP (CT)									Town of Mammoth Lakes
CON SUP (CT)									Town of Mammoth Lakes
R/W									Town of Mammoth Lakes
CON									Town of Mammoth Lakes
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		185						185	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,053						3,053	
TOTAL		3,238						3,238	

Fund No. 1:	STIP	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									State of California
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,700						2,700	
TOTAL		2,700						2,700	

Fund No. 2:	LOCAL	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Mammoth Lakes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		185						185	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		353						353	
TOTAL		538						538	

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

**PROJECT STUDY REPORT
(LOCAL REHABILITATION)
(For STIP Projects off the State Highway System)**

Responsible Agency: **County of Mono**
Project Name: **Eastside Lane Rehabilitation Project – Phase 2**

APPROVED



Garrett Higerd, Mono County Engineer

1. Transportation Problem

The roads in Antelope Valley have been monitored using Mono County’s Pavement Management System. The condition of Eastside Lane and Pine Nut Road have deteriorated to a point that rehabilitation is needed. This area is populated with full time residents that rely on these roads for access. Additionally, Eastside Lane provides a critical Highway 395 detour / alternate route around the communities of Walker and Coleville.

2. Route – Location – (Post Mile):

Project roads include Pine Nut Road, Eastside Lane from Cunningham Lane to Topaz Lane, Eastside Lane South of Offal Road to the junction of Highway 395, and the paved portion of Lone Company Road adjacent to Eastside Lane

3. Description of Project Limits

Rehabilitation of existing asphalt concrete roads within the Antelope Valley. Project roads include Pine Nut Road, Eastside Lane north of Cunningham Lane, Eastside Lane south of Offal Road to the junction of Highway 395, and the paved portion of Lone Company Road in the community of Walker.

4. Description of Project Scope

The project will rehabilitate approximately 5.9 miles of existing asphalt pavement roads and replace existing paint striping and paint markings.

5. Functional Classification/Federal-aid System

Federal-aid Highways

- | | |
|---|--|
| <input type="checkbox"/> Urban Principal Arterial | <input type="checkbox"/> Rural Principal Arterial |
| <input type="checkbox"/> Urban Minor Arterial | <input type="checkbox"/> Rural Minor Arterial |
| <input type="checkbox"/> Urban Collector | <input checked="" type="checkbox"/> Rural Major Collector (Eastside Lane Only) |

Highways ineligible for Federal-aid

- | | |
|--------------------------------------|---|
| <input type="checkbox"/> Urban Local | <input type="checkbox"/> Rural Minor Collector |
| | <input checked="" type="checkbox"/> Rural Local |

Federal-aid System

On the National Highway System? Yes ___ No X

6. Environmental Status

Environmental Document Type (CEQA): Categorical Exemption (NEPA): Categorical Exclusion
Anticipated Completion Date April 2022
Environmental Issues: None expected

Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)

7. Traffic Data (Estimated)

Current ADT: Varies <100

% Trucks: 10%

Current Design Hourly Volume: 100

8. Roadway Geometric Information

Will this project change existing geometrics? Yes _____ No X

If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median Width
		No. of Lanes	Lane Width	Left	Right	
*Existing						
**Proposed						
Min. 3R or Local Stds.***						

* Enter EXISTING information (Expand as needed, for varied geometrics.)

** Enter PROPOSED information (Expand as needed, for varied geometrics.)

*** Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:

9. Structure Information

Is bridge rehabilitation work included in this project? Yes _____ No X

If no, skip this section.

If 3R Standards for bridge width are not being met, briefly explain why:

Funding source of bridge rehabilitation (if not STIP) _____

10. Condition of Existing Facility (Repeat information for each homogeneous segment):

Pavement is badly deteriorated and ride quality is poor. Road pavement is in critical need of rehabilitation.

11. Pavement Rehabilitation

Is any work on existing pavement included in this project? Yes X No _____

If no, skip this section.

Will the work extend the service life for at least 10 years? Yes X No _____

If work will not extend the service life for a least 10 years, briefly explain why:

Structural Section Design method (i.e. *Caltrans Design Manual, Flexible Pavement Structural Section Design Guide for California Cities and Counties*, PMS strategy, other, i.e. local procedures.)

PMS Strategy and local procedures.

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

What are the consequences of not doing this project?

Pavement failure, loss of ride quality, damage to vehicles, deteriorated appearance in an area dependent on a tourist economy, increased frequency of vehicular accidents. Pedestrian and cyclist hazards.

12. Cost Estimate Breakdown		<u>Cost</u>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>		<u>\$0</u>
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>		<u>\$0</u>
<u>RIGHT OF WAY</u>		
Right of Way Acquisition		
Right of Way Support		
Utility Relocation (exclude if included in construction)		
TOTAL RIGHT OF WAY COMPONENT COST		<u>\$0</u>
 <u>CONSTRUCTION</u>		
<u>Pavement Structural Section Work</u>	<u>Lane-Miles</u>	
AC Overlay	11.8	\$2,192,000
Other AC		
Remove & replace localized failed areas		
Base materials		
Shoulder backing		\$80,000
Other structural section work (Identify)	11.8	\$598,000
<i>(Grind-Pulverize, Mill existing AC)</i>		
<u>Hardware Upgrades</u>		
Guardrail		
Signals and lighting		
Other (describe) – Upgrade Signs		\$9,000
 <u>Bridge Upgrades</u>		
<u>Grading</u>		
<u>Drainage Rehabilitation</u>		
<u>Utility Relocation</u>		
<u>Traffic Control</u>		\$147,000
<u>Traffic stripes, pavement markers and markings</u>		\$56,000
<u>Other (Mobilization Cost, Erosion Control)</u>		\$235,000
	SUBTOTAL	\$3,317,000
	10% Contingency	\$331,700
	TOTAL CONSTRUCTION COST	\$3,648,700
 <u>Construction Engineering</u>		\$99,300
	TOTAL CONSTRUCTION COMPONENT COST	<u>\$3,748,000</u>

13. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	07/2021	04/2022
Plans, Specifications, and Estimate	05/2022	04/2023
Right of Way	04/2022	06/2022
Construction	07/2023	08/2024

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

14. Other Agencies Involved: (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

Caltrans, Lahontan Regional Water Quality Control Board

15. Other Considerations

Utility and/or Railroad Involvement:

None

Consistency with other planning:

Consistent with Mono County General Plan

16. Proposed Funding

	Local Commitment	STIP Request	Total
Environmental Studies and Permits	\$20,000	\$0	\$20,000
Plans, Specifications and Estimate	\$30,000	\$0	\$30,000
Right of Way (including support)		\$0	\$0
Construction (including support)		\$3,748,000	\$3,748,000
Total	\$50,000	\$3,748,000	\$3,798,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)

N/A

17. List of Attachments

1. Project Programming Request
2. Exhibit 1 - Vicinity Map
3. Exhibit 2 - Project Location Map
4. Exhibit 3 – Eastside Lane (North) and Pine Nut Road Section
5. Exhibit 4 – Eastside Lane (South) Road Section

18. Report Preparation

Prepared by Garrett Higerd, P.E.

Date December 5, 2019

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



Garrett Higerd

December 5, 2019
DATE

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/9/19	
District		EA	Project ID		PPNO	MPO ID	
09							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
MNO				Mono County			
				MPO	Element		
				Non-MPO	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Chad Senior		760 924-1812		cseior@mono.ca.gov			
Project Title							
Eastside Lane Road Rehabilitation Project - Phase 2							
Location (Project Limits), Description (Scope of Work)							
Rehabilitation of existing asphalt concrete roads within the Mono County community of Walker. Project roads include Pine Nut Road, Eastside Lane north of Cunningham Lane, Eastside Lane south of Offal Road to the junction of Highway 395, and the paved portion of Lone Company Road.							
Component							
		Implementing Agency					
PA&ED	Mono County						
PS&E	Mono County						
Right of Way	Mono County						
Construction	Mono County						
Legislative Districts							
Assembly:	25		Senate:	1		Congressional:	25
Project Benefits							
This road project will repair failing Mono County roads in the Antelope Valley for the benefit of residents, tourists, bicyclists, and all other road users. The project will increase road safety, decrease vehicle damage, and improve ride quality and road appearance. Additionally, existing asphalt concrete will be recycled allowing for project cost reduction, less use of natural resources, less trucking of material, and an overall reduction in green house gas emissions for the project.							
Purpose and Need							
Based on Mono County's Pavement Management System, the subject roads are at a level where rehabilitation is needed before they deteriorate to a more expensive restoration solution. All the roads present problems in ride quality, road safety, potential damage to vehicles, and appearance. This project will correct these issues by providing a new road surface.							
Category		Outputs			Unit	Total	
Pavement (lane-miles)		Local road - rehabilitated			Miles	11.8	
NHS Improvements	No	Roadway Class			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						07/01/21	
Circulate Draft Environmental Document			Document Type	CE/CE		12/01/22	
Draft Project Report						01/01/22	
End Environmental Phase (PA&ED Milestone)						04/01/22	
Begin Design (PS&E) Phase						05/01/22	
End Design Phase (Ready to List for Advertisement Milestone)						04/01/23	
Begin Right of Way Phase						04/01/22	
End Right of Way Phase (Right of Way Certification Milestone)						06/01/22	
Begin Construction Phase (Contract Award Milestone)						07/01/23	
End Construction Phase (Construction Contract Acceptance Milestone)						08/01/24	
Begin Closeout Phase						08/01/24	
End Closeout Phase (Closeout Report)						06/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

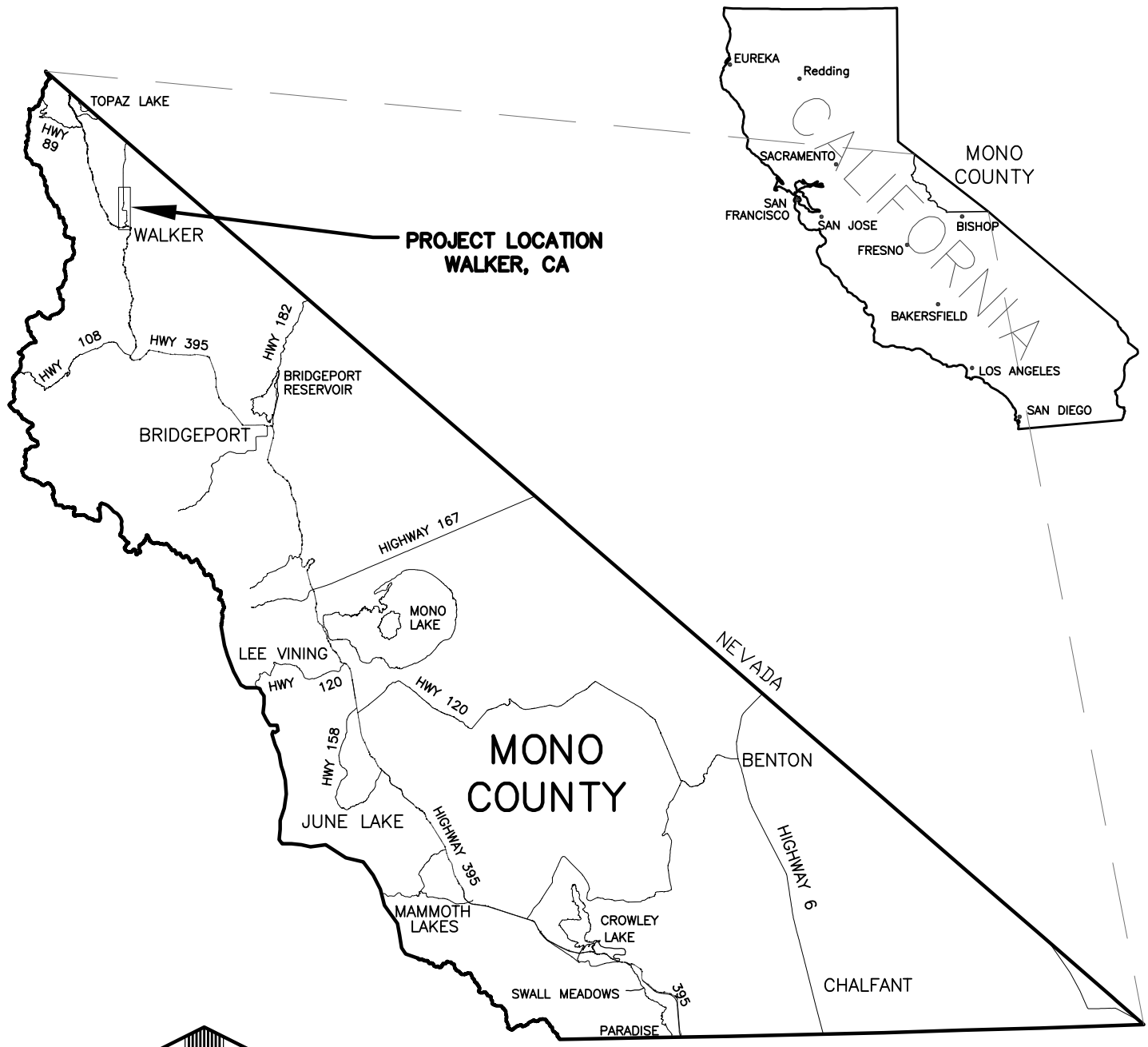
Date: 12/12/19

District	County	Route	EA	Project ID	PPNO
09	MNO				
Project Title: Eastside Lane Road Rehabilitation Project - Phase 2					

Existing Total Project Cost (\$1,000s)								Implementing Agency	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+		Total
E&P (PA&ED)									Mono County
PS&E									Mono County
R/W SUP (CT)									Mono County
CON SUP (CT)									Mono County
R/W									Mono County
CON									Mono County
TOTAL									
Proposed Total Project Cost (\$1,000s)								Notes	
E&P (PA&ED)			20						20
PS&E				30					30
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					3,748				3,748
TOTAL			20	30	3,748				3,798

Fund No. 1:	2020 STIP	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Mono County LTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					3,748			3,748	
TOTAL					3,748			3,748	

Fund No. 2:	Local	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Mono County SB1 Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			20					20	
PS&E				30				30	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			20	30				50	



**PROJECT LOCATION
WALKER, CA**



**EXHIBIT 1
EASTSIDE LANE REHABILITATION PROJECT – PHASE 2**

VICINITY MAP

Sheet
1 OF 1

DATE: 11/22/19

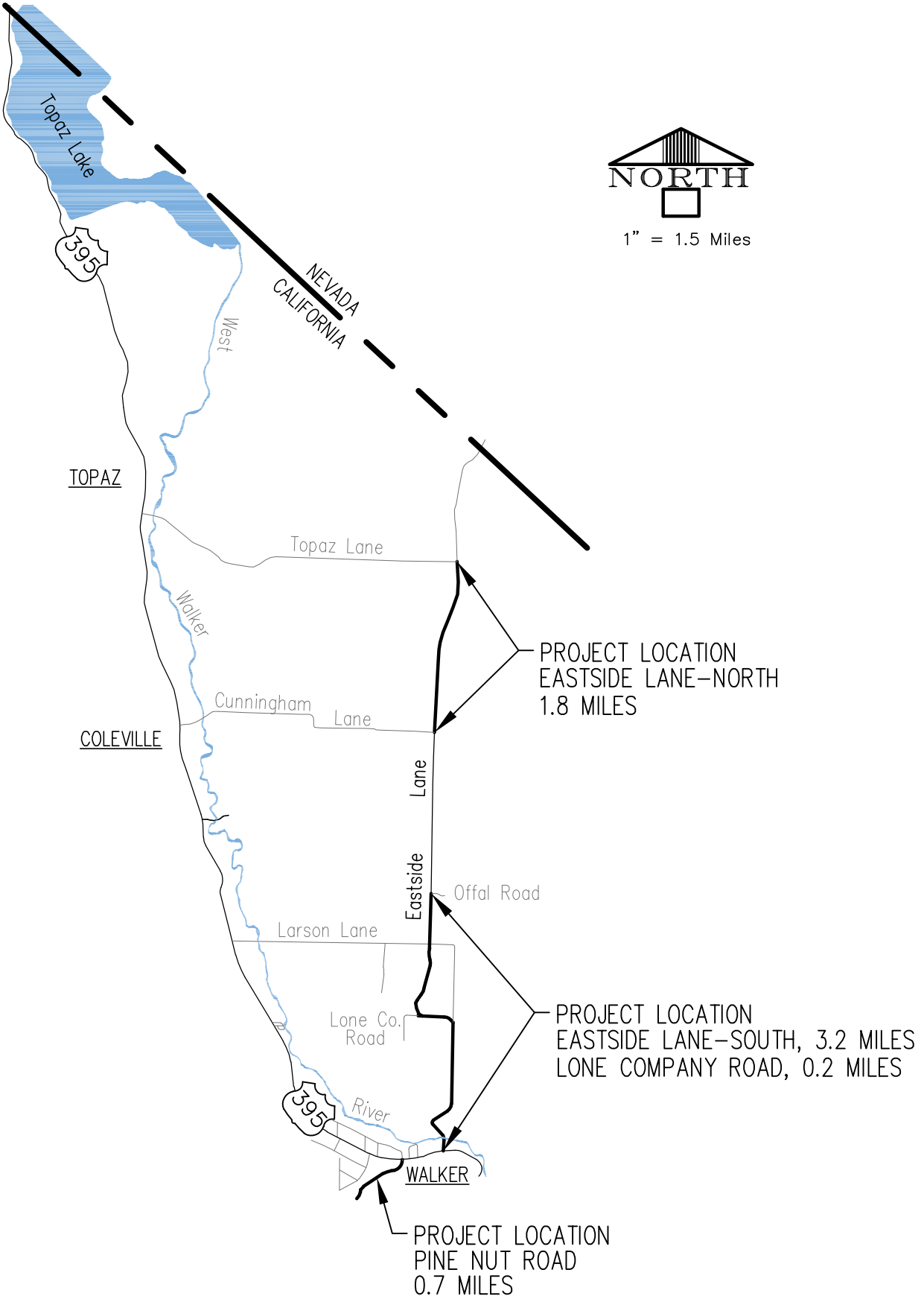
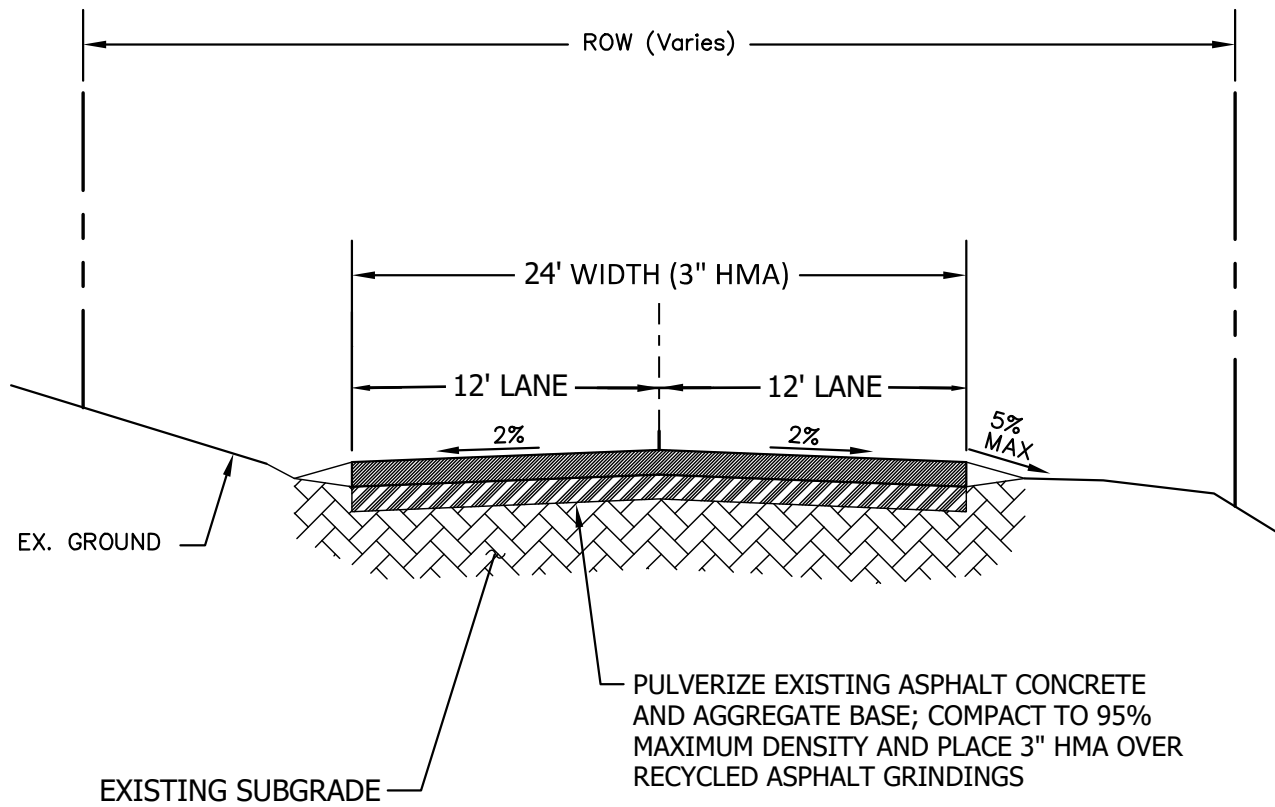


EXHIBIT 2
EASTSIDE LANE REHABILITATION PROJECT – PHASE 2
PROJECT LOCATION MAP



ROADWAY SECTION

EASTSIDE LANE - NORTH (CUNNINGHAM LN TO TOPAZ LN)
AND PINE NUT ROAD

A
N.T.S.

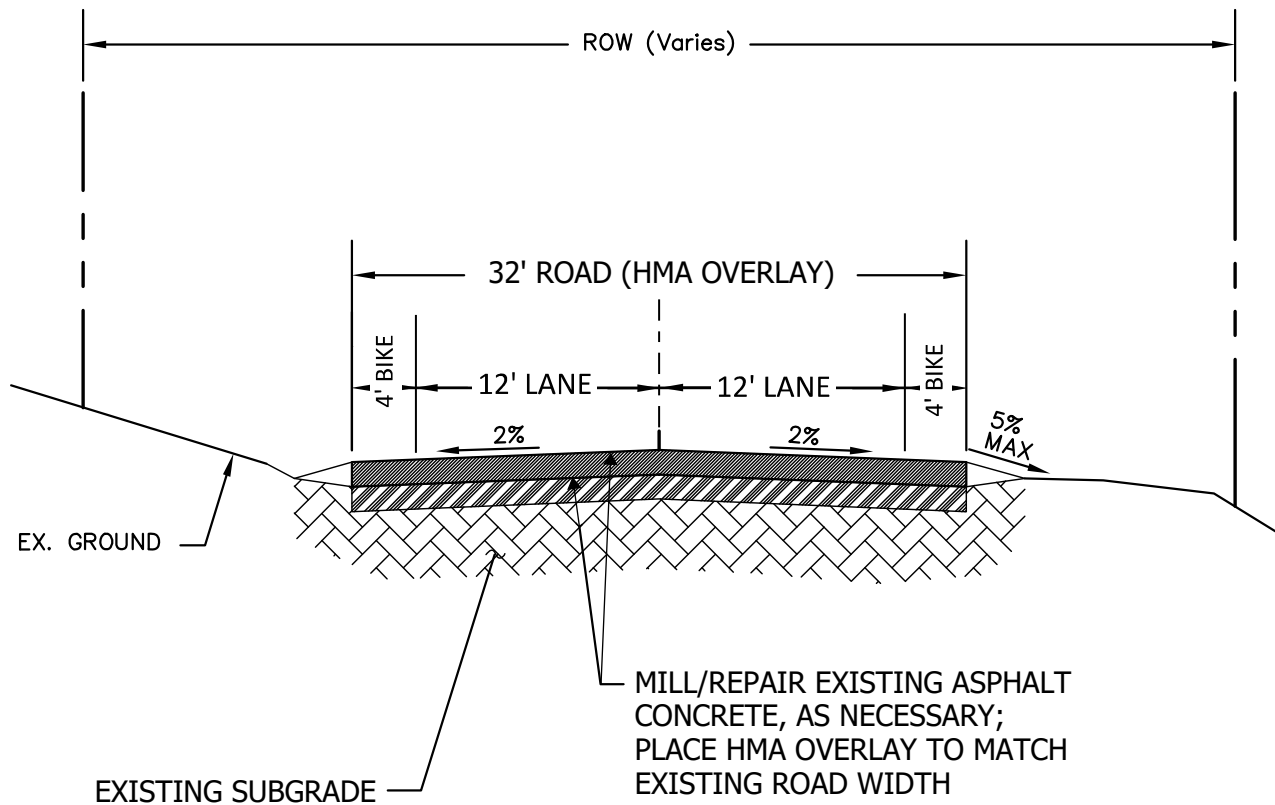
Mono County
Department of Public Works

74 North School St.
Post Office Box 457
Bridgeport, CA 93517

Phone: (760)932-5440
Fax: (760)932-5441
monopw@mono.ca.gov

EXHIBIT 3
EASTSIDE LANE REHABILITATION
PROJECT- PHASE 2
TYPICAL ROAD SECTION





ROADWAY SECTION

EASTSIDE LANE - SOUTH (OFFAL ROAD TO HWY 395)

B
N.T.S.

Mono County
Department of Public Works

74 North School St.
Post Office Box 457
Bridgeport, CA 93517

Phone: (760)932-5440
Fax: (760)932-5441
monopw@mono.ca.gov

EXHIBIT 4
EASTSIDE LANE REHABILITATION
PROJECT- PHASE 2
TYPICAL ROAD SECTION



F. APPENDICES

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2018 STIP, or a new project.

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

**PROJECT STUDY REPORT
(LOCAL REHABILITATION)
(For STIP Projects off the State Highway System)**

Responsible Agency: County of Mono
Project Name: Airport Road Rehabilitation Project

APPROVED



Garrett Higerd, Mono County Engineer

1. Transportation Problem

Pavement is badly deteriorated and ride quality is poor due to extreme transverse cracking. The need is heightened because of increased traffic between the Mammoth-Yosemite Airport and the Town of Mammoth Lakes due to growing commercial air service.

2. Route – Location – (Post Mile):

Airport Road and Hot Creek Hatchery Road in southern Mono County near the Town of Mammoth Lakes.

3. Description of Project Limits

Roads providing access to the Mammoth-Yosemite Airport from Highway 395 including Airport Road (approximately 1.3 miles) and a portion of Hot Creek Hatchery Road (approximately 0.3 miles). Net Length: 1.6 miles

4. Description of Project Scope

- The project will rehabilitate approximately 1.6 miles of existing asphalt pavement roads, add bike lanes, and repair / replace existing drainage culverts

5. Functional Classification/Federal-aid System

Federal-aid Highways

- | | |
|---|--|
| <input type="checkbox"/> Urban Principal Arterial | <input type="checkbox"/> Rural Principal Arterial |
| <input type="checkbox"/> Urban Minor Arterial | <input type="checkbox"/> Rural Minor Arterial |
| <input type="checkbox"/> Urban Collector | <input checked="" type="checkbox"/> Rural Major Collector* |

*Airport Road and Hot Creek Hatchery Road are classified Rural Minor Collector, but have been added to an Urban Area and are now Federal Aid eligible.

Highways ineligible for Federal-aid

- | | |
|--------------------------------------|--|
| <input type="checkbox"/> Urban Local | <input type="checkbox"/> Rural Minor Collector |
| | <input type="checkbox"/> Rural Local |

Federal-aid System

On the National Highway System? Yes ___ No X

6. Environmental Status

Environmental Document Type (CEQA) Categorical Exemption (NEPA) Categorical Exclusion
Anticipated Completion Date 03/2020

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

Environmental Issues:

- Adding bike lines will widen the paved road surface by six feet on Airport Road and eight feet on Hot Creek Hatchery Road necessitating shoulder grading/disturbance.

7. Traffic Data (Estimated)

Current ADT Varies (<1000)

% Trucks 5%

Current Design Hourly Volume 100

8. Roadway Geometric Information

Will this project change existing geometrics? Yes No

If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median Width
		No. of Lanes	Lane Width	Left	Right	
*Existing				1'	1'	
**Proposed				4'	4'	
Min. 3R or Local Stds.***						

* Enter EXISTING information (Expand as needed, for varied geometrics.)

** Enter PROPOSED information (Expand as needed, for varied geometrics.)

*** Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:

9. Structure Information

Is bridge rehabilitation work included in this project? Yes No

If no, skip this section.

If 3R Standards for bridge width are not being met, briefly explain why:

Funding source of bridge rehabilitation (if not STIP) _____

10. Condition of Existing Facility (Repeat information for each homogeneous segment):

Pavement is badly deteriorated and ride quality is poor due to extreme transverse cracking. The need is heightened because of increased traffic between the Mammoth-Yosemite Airport and the Town of Mammoth Lakes due to growing commercial air service.

11. Pavement Rehabilitation

Is any work on existing pavement included in this project? Yes No

If no, skip this section.

Will the work extend the service life for at least 10 years? Yes No

If work will not extend the service life for a least 10 years, briefly explain why:

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

Structural Section Design method (i.e. *Caltrans Design Manual, Flexible Pavement Structural Section Design Guide for California Cities and Counties*, PMS strategy, other, i.e. local procedures.)
PMS Strategy and local procedures

What are the consequences of not doing this project?

Pavement failure, loss of ride quality, damage to vehicles, deteriorated appearance in an area dependent on a tourist economy, pedestrian and cyclist hazards.

12. Cost Estimate Breakdown		<u>Cost</u>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>		<u>\$31,000</u>
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>		<u>\$110,000</u>
<u>RIGHT OF WAY</u>		
Right of Way Acquisition		
Right of Way Support		
Utility Relocation (exclude if included in construction)		
TOTAL RIGHT OF WAY COMPONENT COST		<u>\$25,000</u>
<u>CONSTRUCTION</u>		
<u>Pavement Structural Section Work</u>	<u>Lane-Miles</u>	
AC Overlay	3.2	\$850,000
Other AC		
Remove & replace localized failed areas		
Base materials (pulverize existing and use for base)		\$100,000
Shoulder backing		
Other structural section work (Identify)		
<u>Hardware Upgrades</u>		
Guardrail		
Signals and lighting		
Other (describe) – sidewalks, curbs, driveways, removals, adjustments, restoration		\$50,000
<u>Bridge Upgrades</u>		
<u>Grading</u>		
<u>Drainage Rehabilitation</u>		
<u>Utility Relocation</u>		
<u>Traffic Control</u>		\$30,000
<u>Traffic stripes, pavement markers and markings</u>		\$100,000
<u>Other (Mobilization Cost, Erosion Control)</u>		\$70,000
	SUBTOTAL	\$1,200,000
	10% Contingency	\$120,000
	TOTAL CONSTRUCTION COST	\$1,320,000
<u>Construction Support</u>		\$80,000
	TOTAL CONSTRUCTION COMPONENT COST	<u>\$1,400,000</u>

13. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	12/2018	03/2020

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

Plans, Specifications, and Estimate	01/2020	06/2020
Right of Way	01/2020	03/2020
Construction	08/2020	08/2021

14. Other Agencies Involved: (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

Caltrans, Lahontan Regional Water Quality Control Board, USDA Forest Service

15. Other Considerations

Utility and/or Railroad Involvement:

None

Consistency with other planning:

Work is coordinated with the Town of Mammoth Lakes for consistency with operations of the Mammoth-Yosemite Airport

16. Proposed Funding (See PPR Amendment regarding R/W and PS&E programmed funds)

	Local Commitment	STIP Request	Total
Environmental Studies and Permits		\$31,000	\$31,000
Plans, Specifications and Estimate		\$52,000	\$110,000
Right of Way (including support)		\$0	\$25,000
Construction (including support)		\$1,190,000	\$1,400,000
Total		\$1,273,000	\$1,566,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)

N/A

17. List of Attachments

1. Project Programming Request
2. Local Road Rehabilitation Project Certification
3. Exhibit 1A Airport Road Project Site and Vicinity Map
4. Typical Section (Reconstruction)

18. Report Preparation

Prepared by: Garrett Higerd, P.E.

Date: December 5, 2020

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



Garrett Higerd

December 5, 2020
DATE

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	11/04/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
09		0919000015	2603				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MNO				Mono County			
				MPO	Element		
				Non-MPO	LA		
Project Manager/Contact		Phone		E-mail Address			
Chad Senior		(760)924-1812		cseior@mono.ca.gov			
Project Title							
Airport Road							
Location (Project Limits), Description (Scope of Work)							
Rehabilitate 1.3 miles of Airport Road and 0.3 miles of Hot Creek Hatchery Road adjacent to the Mammoth-Yosemite Airport near Mammoth Lakes. This project will rehabilitate existing asphalt concrete, add paved bike lanes between Highway 395 and the Airport, and repair existing drainage culverts crossing under Airport Road, as necessary.							
Component							
		Implementing Agency					
PA&ED	Mono County						
PS&E	Mono County						
Right of Way	Mono County						
Construction	Mono County						
Legislative Districts							
Assembly:	25	Senate:	1	Congressional:	25		
Project Benefits							
This project will repair failing pavement and construct new paved bike lanes for the benefit of residents, tourists, bicyclists, and pedestrians accessing the Mammoth-Yosemite Airport. The project will increase road safety, decrease vehicle damage, and improve ride quality and road appearance. Additionally, existing pavement will be recycled allowing for project cost reduction, less use of natural resources, less trucking of material, and an overall reduction in greenhouse gas emissions for the project.							
Purpose and Need							
Pavement has extreme transverse cracks causing very poor ride quality. The area for bike lanes and or pedestrians is unpaved. Road pavement is in critical need of rehabilitation. With the continued improvements to the Mammoth/Yosemite Airport, the traffic along this road is increasing and the demand for bike lanes is increasing.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Local road lane-mile(s) rehabilitated			Miles	3.2	
Local streets and roads		Bicycle lane mile(s)			Miles	3.2	
ADA Improvements N		Bike/Ped Improvements Y			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals		Y			Reduces Greenhouse Gas Emissions Y		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					08/01/2018	12/06/18	
Circulate Draft Environmental Document			Document Type	CE/CE	01/15/2019	01/01/20	
Draft Project Report					03/30/2019	02/01/20	
End Environmental Phase (PA&ED Milestone)					04/30/2019	03/01/20	
Begin Design (PS&E) Phase					08/01/2019	01/01/20	
End Design Phase (Ready to List for Advertisement Milestone)					04/01/2020	06/01/20	
Begin Right of Way Phase					08/01/2019	01/01/20	
End Right of Way Phase (Right of Way Certification Milestone)					04/01/2020	03/15/20	
Begin Construction Phase (Contract Award Milestone)					08/01/2020	08/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2021	08/01/21	
Begin Closeout Phase					08/02/2021	08/02/21	
End Closeout Phase (Closeout Report)					02/01/2022	02/01/22	

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	MNO, ,	, ,		0919000015	2603	
Project Title: Airport Road						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	31							31	Mono County
PS&E	110							110	Mono County
R/W SUP (CT)									Mono County
CON SUP (CT)									Mono County
R/W	25							25	Mono County
CON		1,400						1,400	Mono County
TOTAL	166	1,400						1,566	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	31							31	
PS&E	110							110	
R/W SUP (CT)									
CON SUP (CT)									
R/W	25							25	
CON		1,400						1,400	
TOTAL	166	1,400						1,566	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	31							31	Mono County Local Transportation
PS&E	110							110	\$31 PAED voted 10/17/18
R/W SUP (CT)									
CON SUP (CT)									
R/W	25							25	
CON		1,400						1,400	
TOTAL	166	1,400						1,566	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	31							31	
PS&E	110							110	
R/W SUP (CT)									
CON SUP (CT)									
R/W	25							25	
CON		1,400						1,400	
TOTAL	166	1,400						1,566	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 11/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	MNO			0919000015	2603	

SECTION 1 - All Projects**Project Background**

The Airport Road Rehabilitation Project was programmed in the 2014 STIP cycle. The project has not been amended previously. The project will rehabilitate Hot Creek Hatchery Road and Airport Road providing access to the Mammoth-Yosemite Airport.

Programming Change Requested

Revised Scope of Work: Remove the realignment of the Airport Road intersection from the scope of work.

Reason for Proposed Change

The realignment of the Airport Road intersection to provide right-turn through movement has been determined to not be viable in the preliminary engineering phase of work. Thus, this portion of work needs to be removed from the proposed scope of work.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No delay is proposed.

Other Significant Information


Mono County intends to let the programmed R/W funds (\$25k) lapse due to the change in project scope. Current cost estimating shows programmed construction funds to be insufficient. In order to keep the project on schedule, Mono County intends to let the PS&E funds lapse and perform the PS&E in-house with SB-1 funds. Both lapsed funds would then supplement any requested construction cost increase that may be necessary to complete the project on schedule.

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Chad Senior		Associate Engineer	12/5/2019

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



MONO COUNTY

DEPARTMENT OF PUBLIC WORKS

Post Office Box 457 • 74 North School Street • Bridgeport, California 93517
760.932.5440 • Fax 760.932.5441 • monopw@mono.ca.gov • www.monocounty.ca.gov

EXHIBIT 23-K

LOCAL ROAD REHABILITATION PROJECT CERTIFICATION

To: Mono County Local Transportation Commission
P.O. Box 347
Mammoth Lakes, CA 93546

Date: 12/05/2019

The County of Mono submits the following local road rehabilitation project for certification that the project is in compliance with California Transportation Commission guidelines:

AIRPORT ROAD REHABILITATION PROJECT

Description:

The project will rehabilitate existing asphalt pavement and add bike lanes on Hot Creek Hatchery Road and Airport Road providing access to the Mammoth-Yosemite Airport.

Street/Road	From ----- to -----	Local Road Facility	PPNO	Rehabilitation Strategy	Service Life (Years)
Hot Creek Hatchery Road	0.3 mi	AC Pavement	2603	Pulverize / Overlay	>10
Airport Road	1.3 mi	AC Pavement	2603	Pulverize / Overlay	>10

The project listed above meets the following standards:

- The type of work is eligible for local road rehabilitation, and excludes routine maintenance work, as described in Section 23.2.4 “Eligibility of Local Road Rehabilitation Projects”, Chapter 23 of the Local Assistance Program Guidelines.
- For pavement rehabilitation, the estimated number of years the work will extend the service life of the facility is documented in a PSR or equivalent signed by a registered civil engineer.
- Pavement rehabilitation strategies with less than 10 years of service life have been determined by a Pavement Management System (PMS) to be cost-effective and have a service life of 5 years or more. (Attach PMS certification if appropriate.)
- The work does not degrade any existing safety or geometric aspect of the facility.



MONO COUNTY
DEPARTMENT OF PUBLIC WORKS

Post Office Box 457 • 74 North School Street • Bridgeport, California 93517
760.932.5440 • Fax 760.932.5441 • monopw@mono.ca.gov • www.monocounty.ca.gov

City/County Signature: *Janett Higerd* Title: Mono County Engineer

Regional Transportation Planning Agency/County Transportation Commission Certification:

The Mono County Local Transportation Commission certifies the project listed above meets California Transportation Commission guidelines.

Signature: _____ Title: Co-Director, Mono County LTC

Date: _____

AIRPORT ROAD REHABILITATION PROJECT

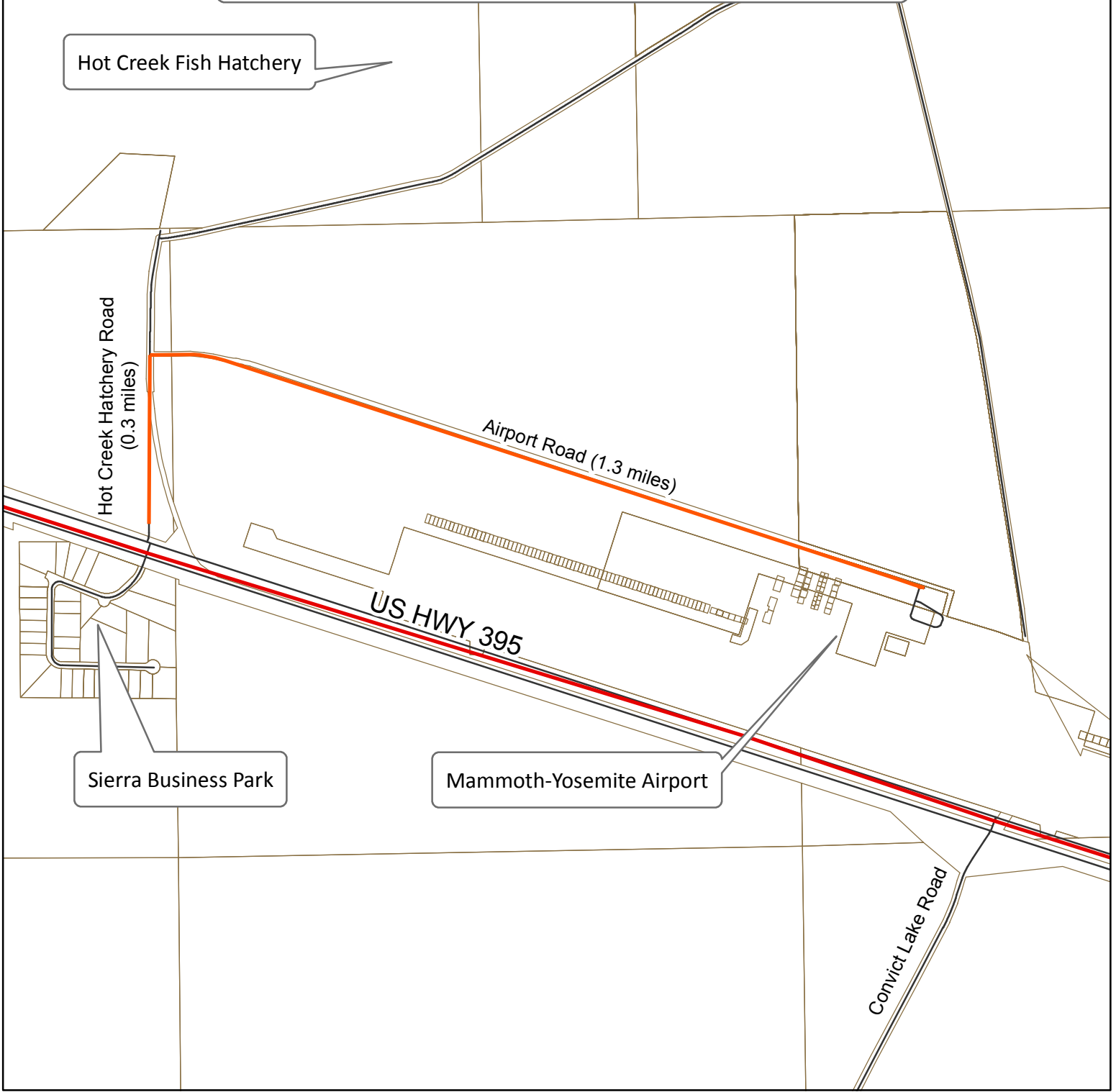
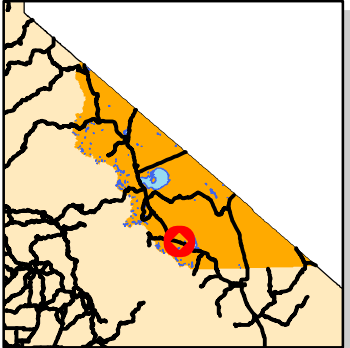


Exhibit 1A

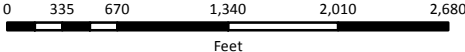
October 28, 2013

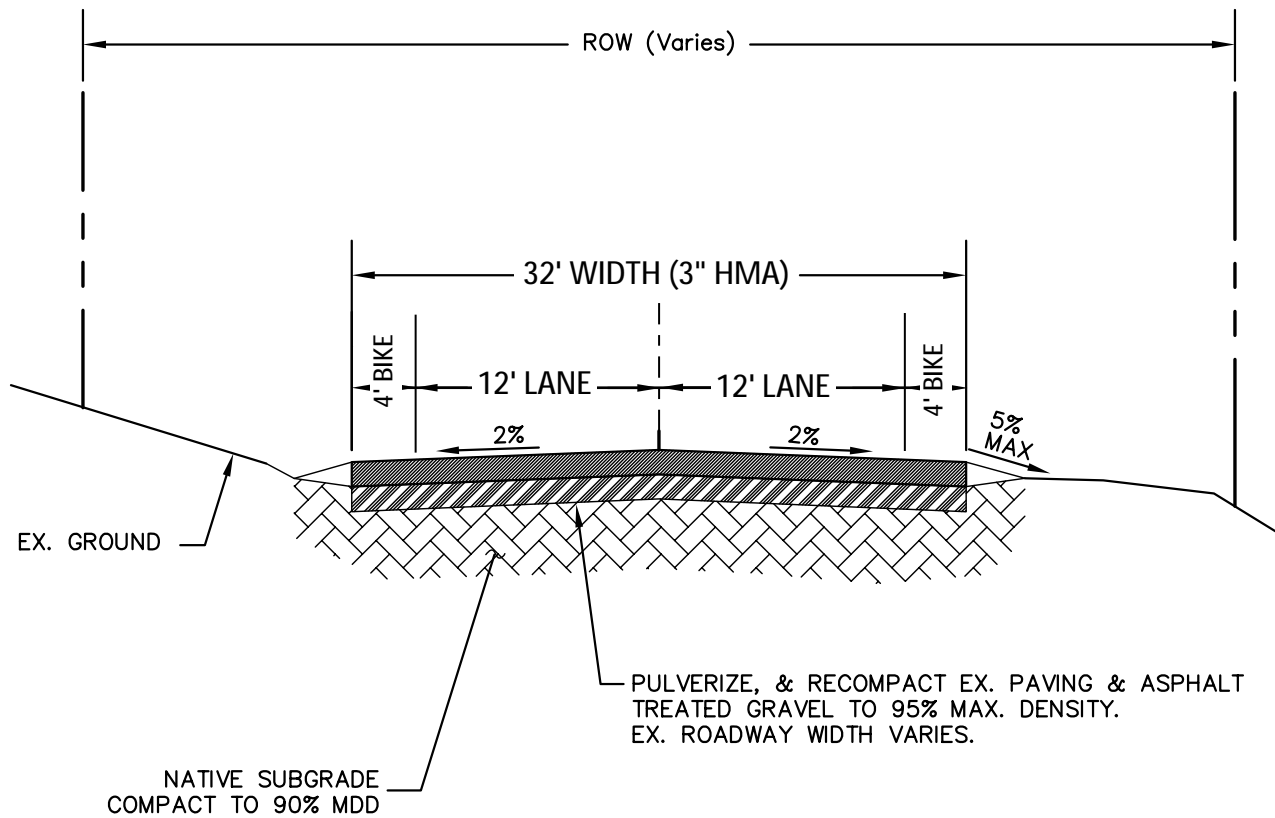
Mono County GIS
PO Box 7657
Mammoth Lakes, CA 93546
(760) 924-1819
gis.mono.ca.gov

— Project Extents



The information contained on this map is for reference purposes only and is in no way intended to serve as a legal description of property or other boundaries. The information on this map is subject to change without notice. This map is not to be reproduced or re-used without the prior permission of Mono County.





ROADWAY SECTION – RECONSTRUCTION

A
N.T.S.

Mono County
Department of Public Works

74 North School St.
Post Office Box 457
Bridgeport, CA 93517

Phone: (760)932-5440
Fax: (760)932-5441
monopw@mono.ca.gov

TYPICAL SECTION
(RECONSTRUCTION)

Figure

3

DATE: 2/8/08

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

**PROJECT STUDY REPORT
(LOCAL REHABILITATION)
(For STIP Projects off the State Highway System)**

Responsible Agency: **County of Mono**
Project Name: **Long Valley Streets**

APPROVED



Garrett Higerd, County Engineer

1. Transportation Problem

The roads in Long Valley have been monitored using Mono County's Pavement Management System. The condition of many of these roads have deteriorated to a point that they are in need of rehabilitation. This area is populated with full time residents that rely on these roads for access.

2. Route – Location – (Post Mile):

This project includes streets in the Long Valley communities of Crowley Lake, Hilton Creek, Sunny Slopes, and Swall Meadows.

3. Description of Project Limits

The project will perform asphalt rehabilitation on streets in Long Valley including Substation Road, Crowley Lake Place, Meadow View Drive, Lake Manor Place, Aspen Terrace, Delta Drive, Hilton Creek Drive, Hilton Creek Place, Crowley Lake Circle, Elderberry Lane, Placer Road (portion), Pearson Road, Wildrose Drive, Sierra Springs, Sunny Slopes Road, Wheeler View Drive, Montana Road, Foothill Road, and the westerly portion of Mountain View Drive.

4. Description of Project Scope

The project will rehabilitate approximately 5.0 miles of existing asphalt pavement roads.

5. Functional Classification/Federal-aid System

Federal-aid Highways

Urban Principal Arterial
 Urban Minor Arterial
 Urban Collector

Rural Principal Arterial
 Rural Minor Arterial
 Rural Major Collector

Highways ineligible for Federal-aid

Urban Local

Rural Minor Collector
 Rural Local

Federal-aid System

On the National Highway System? Yes ___ No X

6. Environmental Status

Environmental Document Type (CEQA) Categorical Exemption (NEPA) _____

Anticipated Completion Date April 2020

Environmental Issues:

- None expected.

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

7. Traffic Data (Estimated)

Current ADT: Varies <100

% Trucks: 5%

Current Design Hourly Volume: 100

8. Roadway Geometric Information

Will this project change existing geometrics? Yes _____ No X

If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median Width
		No. of Lanes	Lane Width	Left	Right	
*Existing						
**Proposed						
Min. 3R or Local Stds.***						

* Enter EXISTING information (Expand as needed, for varied geometrics.)

** Enter PROPOSED information (Expand as needed, for varied geometrics.)

*** Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:

9. Structure Information

Is bridge rehabilitation work included in this project? Yes _____ No X

If no, skip this section.

If 3R Standards for bridge width are not being met, briefly explain why:

Funding source of bridge rehabilitation (if not STIP) _____

10. Condition of Existing Facility (Repeat information for each homogeneous segment):

Pavement is badly deteriorated and ride quality is poor. Road pavement is in critical need of rehabilitation.

11. Pavement Rehabilitation

Is any work on existing pavement included in this project? Yes X No _____

If no, skip this section.

Will the work extend the service life for at least 10 years? Yes X No _____

If work will not extend the service life for a least 10 years, briefly explain why:

Structural Section Design method (i.e. *Caltrans Design Manual, Flexible Pavement Structural Section Design Guide for California Cities and Counties*, PMS strategy, other, i.e. local procedures.)

PMS Strategy and local procedures

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

What are the consequences of not doing this project?

Pavement failure, loss of ride quality, damage to vehicles, deteriorated appearance in an area dependent on a tourist economy, increased frequency of vehicular accidents. Pedestrian and cyclist hazards.

12. Cost Estimate Breakdown		<u>Cost</u>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>		<u>\$100,000</u>
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>		<u>\$200,000</u>
<u>RIGHT OF WAY</u>		
Right of Way Acquisition		
Right of Way Support		
Utility Relocation (exclude if included in construction)		
TOTAL RIGHT OF WAY COMPONENT COST		\$0
 <u>CONSTRUCTION</u>		
<u>Pavement Structural Section Work</u>	<u>Lane-Miles</u>	
AC Overlay	10	\$1,400,000
Other AC		
Remove & replace localized failed areas		
Base materials		
Shoulder backing		
Other structural section work (Identify)	10	\$400,000
<i>(Pulverize, spread and compact for thicker base section, Mill)</i>		
<u>Hardware Upgrades</u>		
Guardrail		
Signals and lighting		
Other (describe)		
 <u>Bridge Upgrades</u>		
<u>Grading</u>		
<u>Drainage Rehabilitation</u>		
<u>Utility Relocation</u>		
<u>Traffic Control</u>		\$50,000
<u>Traffic stripes, pavement markers and markings</u>		\$8,000
<u>Other</u> (Mobilization Cost, Erosion Control)		\$142,000
	SUBTOTAL	\$2,000,000
	10% Contingency	\$200,000
	TOTAL CONSTRUCTION COST	\$2,200,000
 <u>Construction Support</u>		\$50,000
	TOTAL CONSTRUCTION COMPONENT COST	<u>\$2,250,000</u>

13. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	08/2019	04/2020
Plans, Specifications, and Estimate	01/2020	04/2020
Right of Way	n/a	n/a
Construction	08/2020	08/2021

**Project Study Report (Local Rehabilitation)
(For STIP Projects off the State Highway System)**

14. Other Agencies Involved: (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

Caltrans, Lahontan Regional Water Quality Control Board

15. Other Considerations

Utility and/or Railroad Involvement:

None

Consistency with other planning:

Consistent with Mono County General Plan

16. Proposed Funding

	Local Commitment	STIP Request	Total
Environmental Studies and Permits		\$100,000	\$100,000
Plans, Specifications and Estimate		\$200,000	\$200,000
Right of Way (including support)		\$0	\$0
Construction (including support)		2,250,000	\$2,250,000
Total		\$2,550,000	\$2,550,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)

N/A

17. List of Attachments

1. Project Programming Request
2. Local Road Rehabilitation Project Certification
3. Long Valley Streets Project Location Maps (Exhibit 1)
4. Typical Road Sections (Exhibit 2, Exhibit 3, Exhibit 4)

18. Report Preparation

Prepared by Garrett Higerd, P.E.

Date December 5, 2019

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



Garrett Higerd

December 5, 2019

DATE

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	11/04/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
09				2656			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MNO				Mono County			
				MPO	Element		
				Non-MPO	LA		
Project Manager/Contact		Phone		E-mail Address			
Chad Senior		(760)924-1812		cseior@mono.ca.gov			
Project Title							
Long Valley Streets							
Location (Project Limits), Description (Scope of Work)							
Perform pavement rehabilitation on approximately 5 miles of road in Long Valley, including the communities of Crowley Lake, Hilton Creek, Sunny Slopes, and Swall Meadows. This project includes Substation Road, Crowley Lake Place, Meadow View Drive, Lake Manor Place, Aspen Terrace, Delta Drive, Hilton Creek Drive, Hilton Creek Place, Crowley Lake Circle, Elderberry Lane, Placer Road (portion), Pearson Road, Wildrose Drive, Sierra Springs Road, Sunny Slopes Road, Wheeler View Drive, Montana Road, Foothill Road, and the westerly portion of Mountain View Drive.							
Component		Implementing Agency					
PA&ED		Mono County					
PS&E		Mono County					
Right of Way		Mono County					
Construction		Mono County					
Legislative Districts							
Assembly:	25		Senate:	1		Congressional:	25
Project Benefits							
This road project will rehabilitate existing Mono County roads for the benefit of residents, tourists, bicyclists, and all other users. The project will increase traffic safety, improve ride quality, and decrease vehicle damage. Additionally, existing asphalt concrete will be recycled allowing for project cost reduction, less use of natural resources, less trucking of material, and an overall reduction in greenhouse gas emissions for the project.							
Purpose and Need							
Based on Mono County's Pavement Management System, the majority of these roads are at a level where they need some rehabilitation before deteriorating to a more expensive restoration solution. All the roads present problems in ride quality, road safety, potential damage to vehicles, and appearance. This project will correct these issues by providing a new road surface.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Local road lane-miles rehabilitated			Miles	10	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					08/01/2019		
Circulate Draft Environmental Document			Document Type	CE	12/01/2019		
Draft Project Report					12/01/2019		
End Environmental Phase (PA&ED Milestone)					04/01/2020		
Begin Design (PS&E) Phase					01/01/2020		
End Design Phase (Ready to List for Advertisement Milestone)					04/01/2020		
Begin Right of Way Phase					01/01/2020		
End Right of Way Phase (Right of Way Certification Milestone)					04/01/2020		
Begin Construction Phase (Contract Award Milestone)					08/01/2020		
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2021		
Begin Closeout Phase					08/02/2021		
End Closeout Phase (Closeout Report)					02/01/2022		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	MNO, ,	, ,			2656	
Project Title: Long Valley Steets						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	100							100	Mono County
PS&E	200							200	Mono County
R/W SUP (CT)									Mono County
CON SUP (CT)									Mono County
R/W									Mono County
CON		2,250						2,250	Mono County
TOTAL	300	2,250						2,550	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E	200							200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,250						2,250	
TOTAL	300	2,250						2,550	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	100							100	Mono County Local Transportation
PS&E	200							200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,250						2,250	
TOTAL	300	2,250						2,550	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	100							100	
PS&E	200							200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,250						2,250	
TOTAL	300	2,250						2,550	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 11/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	MNO				2656	

SECTION 1 - All Projects**Project Background**

The project was programmed in 2018 STIP cycle, and has not been previously amended. The Long Valley Streets Project will rehabilitate roads in Long Valley in Mono County, including the communities of Crowley Lake, Hilton Creek, Sunnyslopes, and Swall Meadows.

Programming Change Requested

See Revised Project Location / Description: The roads included in this project have been revised based on the update to the County's Pavement Management System and the proposed rehabilitation treatment for this project. Work on Sherwin Creek Road, Mount Morrison Road, Larkspur Ln, Shanna Circle, Aspen Springs Ranch Rd, and Gregory Ln have been removed from this project. A portion of Placer Road and roads in Swall Meadows, including Foothill Road and the westerly portion of Mountain View Drive, have been added to this project. See revised Purpose and Need: Hot-in-Place Recycling has been determined to not be a viable road rehabilitation treatment for this project due to the amount of crack sealing that has been placed on the roads. Full Depth Reclamation will be implemented for three of the roads and repair/overlay for the remaining portion of the roads. See revised Project Benefits text based on proposed rehabilitation treatment.

Reason for Proposed Change

The proposed change is needed to update the project description to match the revised project scope. The roads included in this project have been revised based on the update to our Pavement Management System and proposed road rehabilitation treatment. The intended implementation of the Hot-in-Place Recycling treatment has been determined to not be a viable rehabilitation treatment for this project.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No delay or cost increase is anticipated.

Other Significant Information

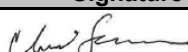
Mono County intends on letting PA&ED programmed funding (\$100k) and PS&E programmed funding (\$200k) lapse. The lapsed \$300k will be used in construction (CON) for the project as noted in the RTIP.

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Chad Senior		Associate Engineer	11/18/2019

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



MONO COUNTY

DEPARTMENT OF PUBLIC WORKS

Post Office Box 457 • 74 North School Street • Bridgeport, California 93517
 760.932.5440 • Fax 760.932.5441 • monopw@mono.ca.gov • www.monocounty.ca.gov

EXHIBIT 23-K

LOCAL ROAD REHABILITATION PROJECT CERTIFICATION

To: Mono County Local Transportation Commission
 P.O. Box 347
 Mammoth Lakes, CA 93546

Date: 11/25/2019

The County of Mono submits the following local road rehabilitation project for certification that the project is in compliance with California Transportation Commission guidelines:

LONG VALLEY STREETS PROJECT

Description:

The project will rehabilitate existing asphalt pavement on select roads in the communities of Crowley Lake, Hilton Creek, Sunnyslopes, and Swall Meadows.

Street/Road	From ----- to -----	Local Road Facility	PPNO	Rehabilitation Strategy	Service Life (Years)
Substation Rd	1.31 mi	AC Pavement	2656	Mill / Overlay	10
Crowley Lk Pl	0.59 mi	AC Pavement	2656	Mill / Overlay	10
Meadow View	0.22 mi	AC Pavement	2656	Mill / Overlay	10
Lake Manor Pl	0.16 mi	AC Pavement	2656	Mill / Overlay	10
Aspen Terrace	0.25 mi	AC Pavement	2656	Mill / Overlay	10
Delta Dr	0.26 mi	AC Pavement	2656	Mill / Overlay	10
Hilton Creek Dr	0.22 mi	AC Pavement	2656	Mill / Overlay	10
Hilton Creek Pl	0.09 mi	AC Pavement	2656	Mill / Overlay	10
Crowley Lake C	0.04 mi	AC Pavement	2656	Mill / Overlay	10
Eldeberry Ln	0.11 mi	AC Pavement	2656	Mill / Overlay	10
Placer Rd	0.04 mi	AC Pavement	2656	Mill / Overlay	10
Pearson Rd	0.30 mi	AC Pavement	2656	Full Depth Rec	>10
Wildrose Dr	0.04 mi	AC Pavement	2656	Full Depth Rec	>10
Sierra Springs	0.64 mi	AC Pavement	2656	Full Depth Rec	>10



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Mountain View	0.41 mi	AC Pavement	2656	Mill / Overlay	10
Foot Hill Rd	0.22 mi	AC Pavement	2656	Mill / Overlay	10

The project listed above meets the following standards:

- The type of work is eligible for local road rehabilitation, and excludes routine maintenance work, as described in Section 23.2.4 “Eligibility of Local Road Rehabilitation Projects”, Chapter 23 of the Local Assistance Program Guidelines.
- For pavement rehabilitation, the estimated number of years the work will extend the service life of the facility is documented in a PSR or equivalent signed by a registered civil engineer.
- Pavement rehabilitation strategies with less than 10 years of service life have been determined by a Pavement Management System (PMS) to be cost-effective and have a service life of 5 years or more. (Attach PMS certification if appropriate.)
- The work does not degrade any existing safety or geometric aspect of the facility.

City/County Signature:  Title: Mono County Engineer

Regional Transportation Planning Agency/County Transportation Commission Certification:

The Mono County Local Transportation Commission certifies the project listed above meets California Transportation Commission guidelines.

Signature: _____ Title: Co-Director, Mono County LTC

Date: _____

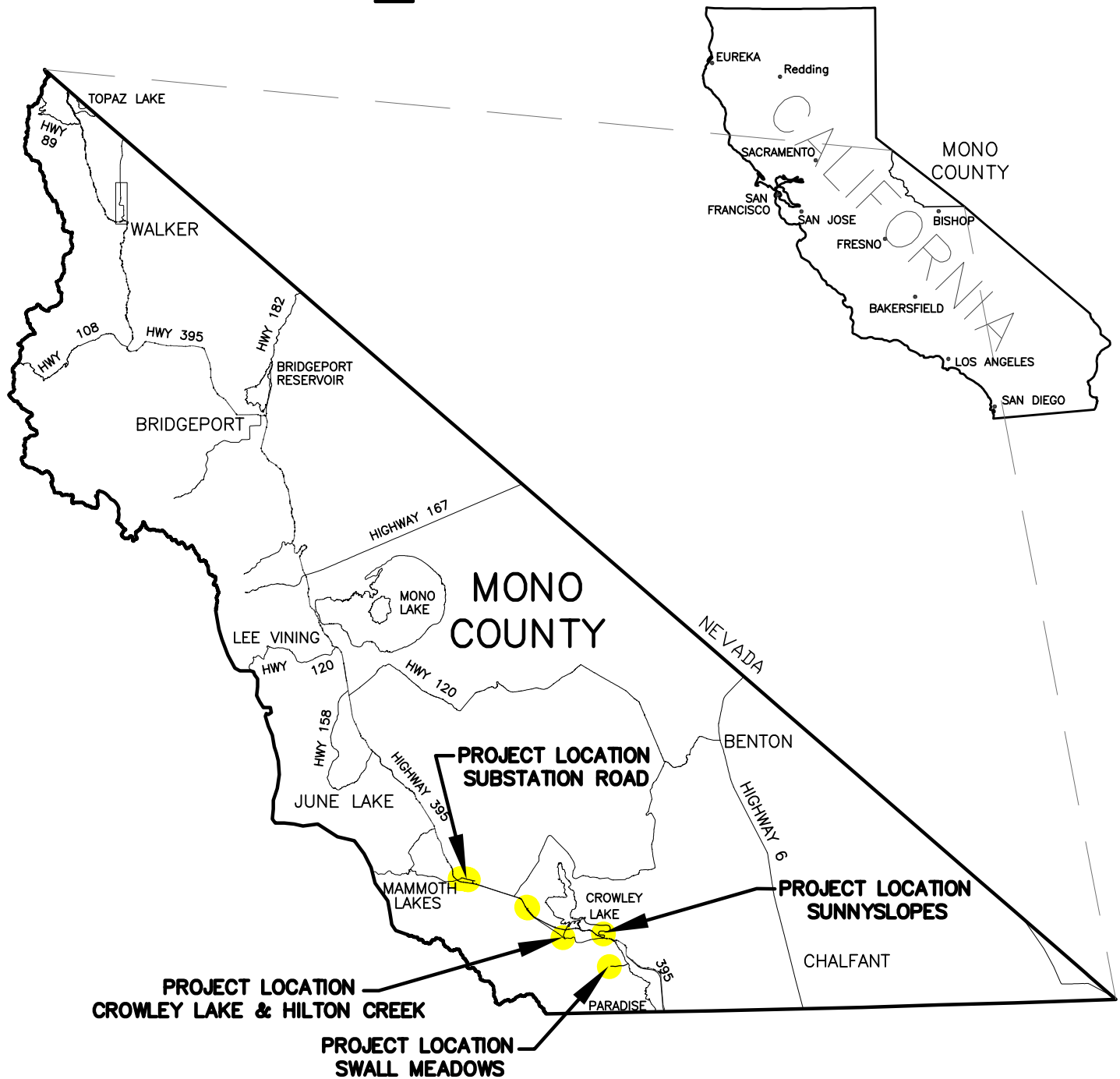


EXHIBIT 1
LONG VALLEY STREETS PROJECT

PROJECT LOCATION MAP

Sheet
1 OF 5

NO SCALE

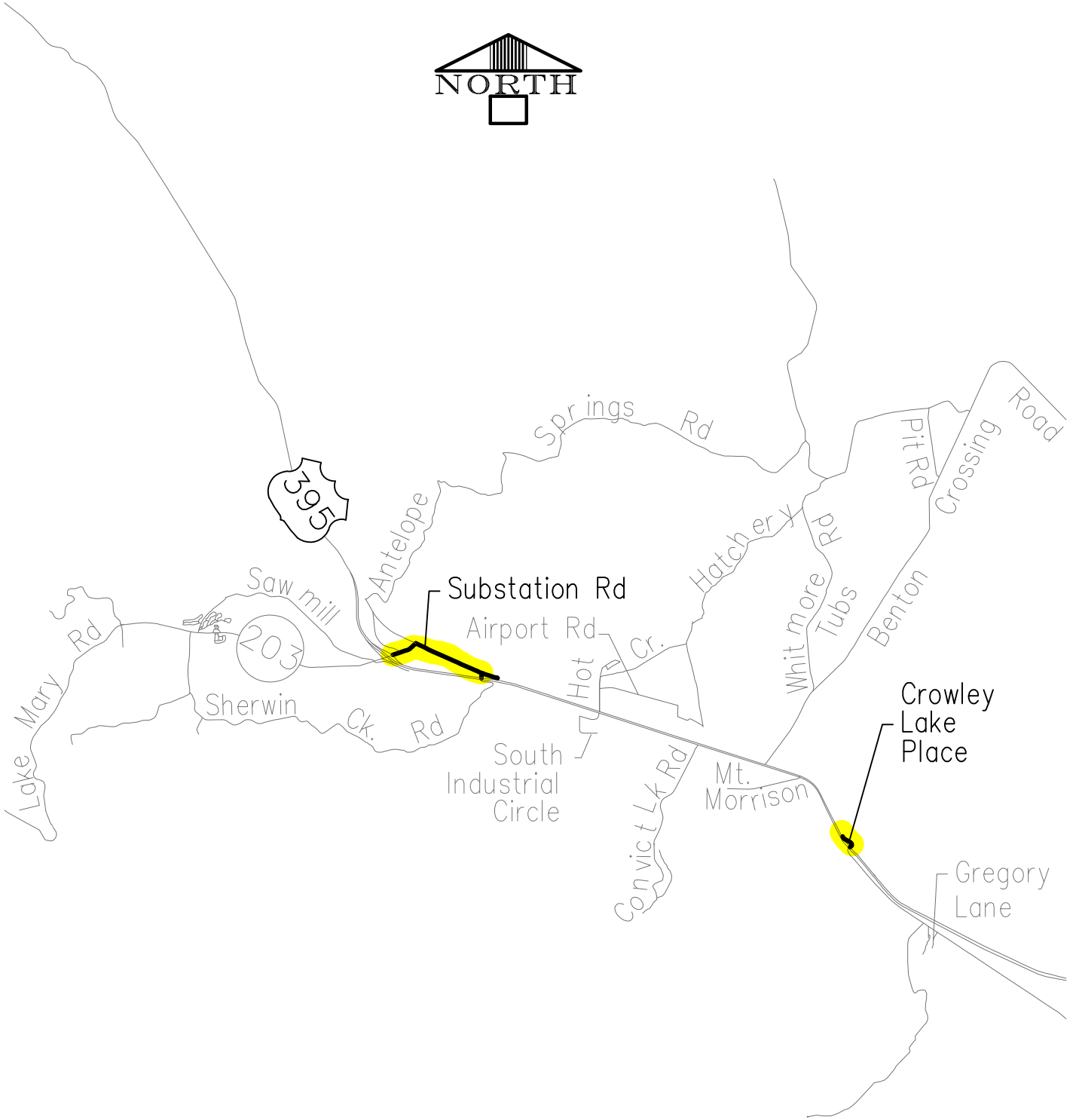


EXHIBIT 1
LONG VALLEY STREETS PROJECT
LOCATION MAP
SUBSTATION ROAD & CROWLEY LAKE PLACE

Sheet
2 OF 5

NO SCALE

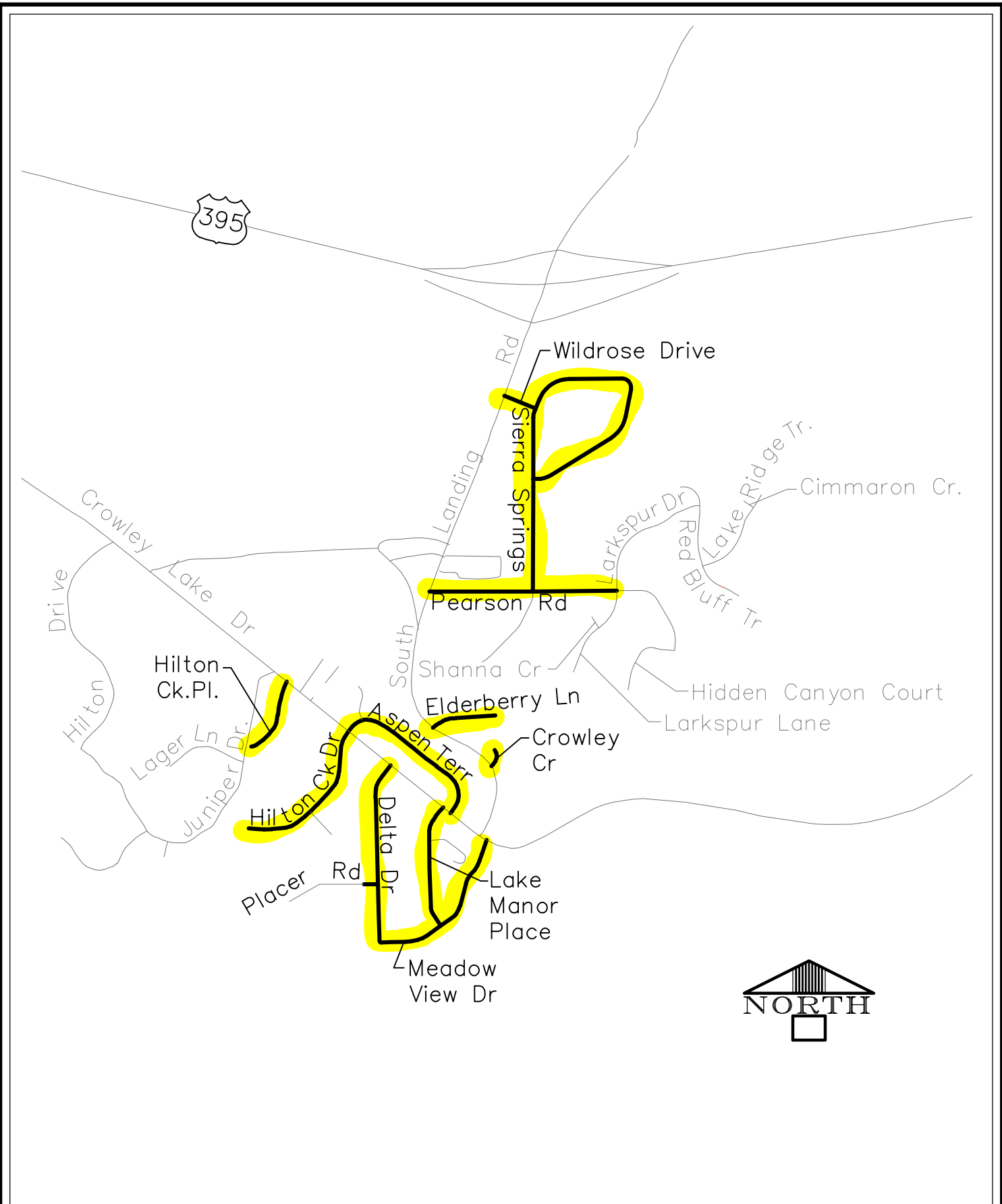


EXHIBIT 1
LONG VALLEY STREETS PROJECT
LOCATION MAP
HILTON CREEK AND CROWLEY LAKE STREETS

Sheet
 3 OF 5
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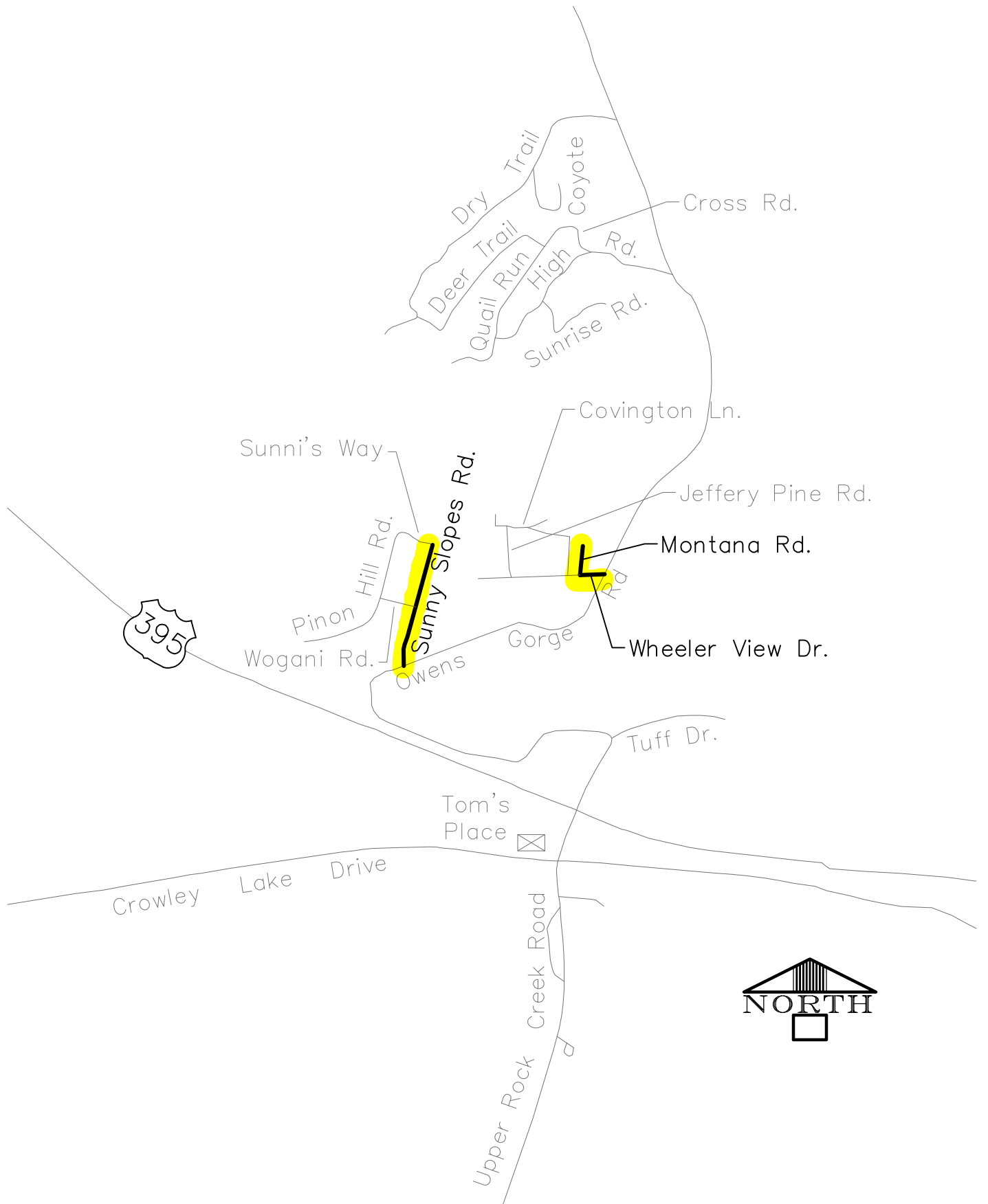


EXHIBIT 1
LONG VALLEY STREETS REHABILITATION PROJECT
LOCATION MAP
SUNNYSLOPES STREETS

Sheet
 4 OF 5

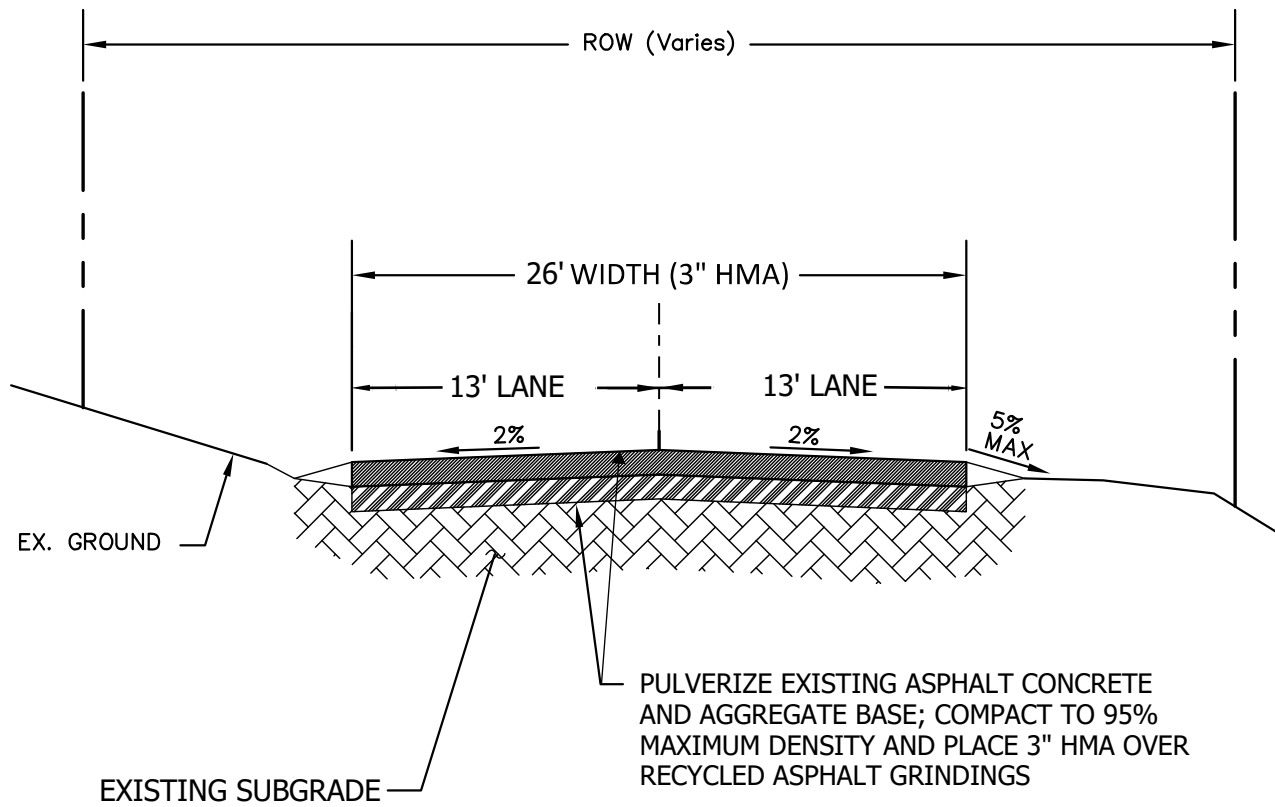
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EXHIBIT 1
 LONG VALLEY STREETS PROJECT
 LOCATION MAP
 SWALL MEADOWS STREETS

Sheet
 5 OF 5

NO SCALE



ROADWAY SECTION

SIERRA SPRINGS ROAD AND WILDROSE DRIVE



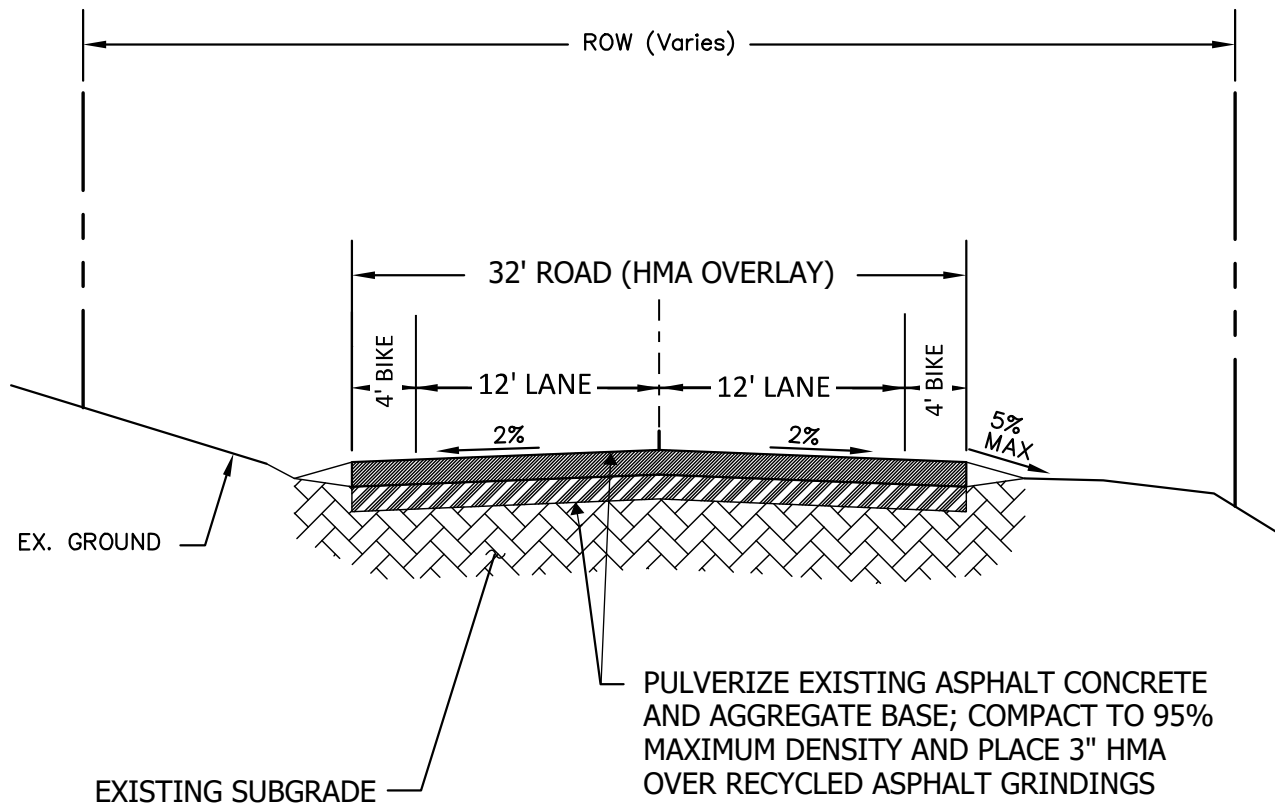
Mono County
Department of Public Works

74 North School St.
 Post Office Box 457
 Bridgeport, CA 93517

Phone: (760)932-5440
 Fax: (760)932-5441
 monopw@mono.ca.gov

EXHIBIT 2
 LONG VALLEY STREETS PROJECT
 TYPICAL 26'-WIDE ROAD SECTION
 FULL DEPTH RECLAMATION





ROADWAY SECTION

PEARSON ROAD

B
N.T.S.

Mono County
Department of Public Works

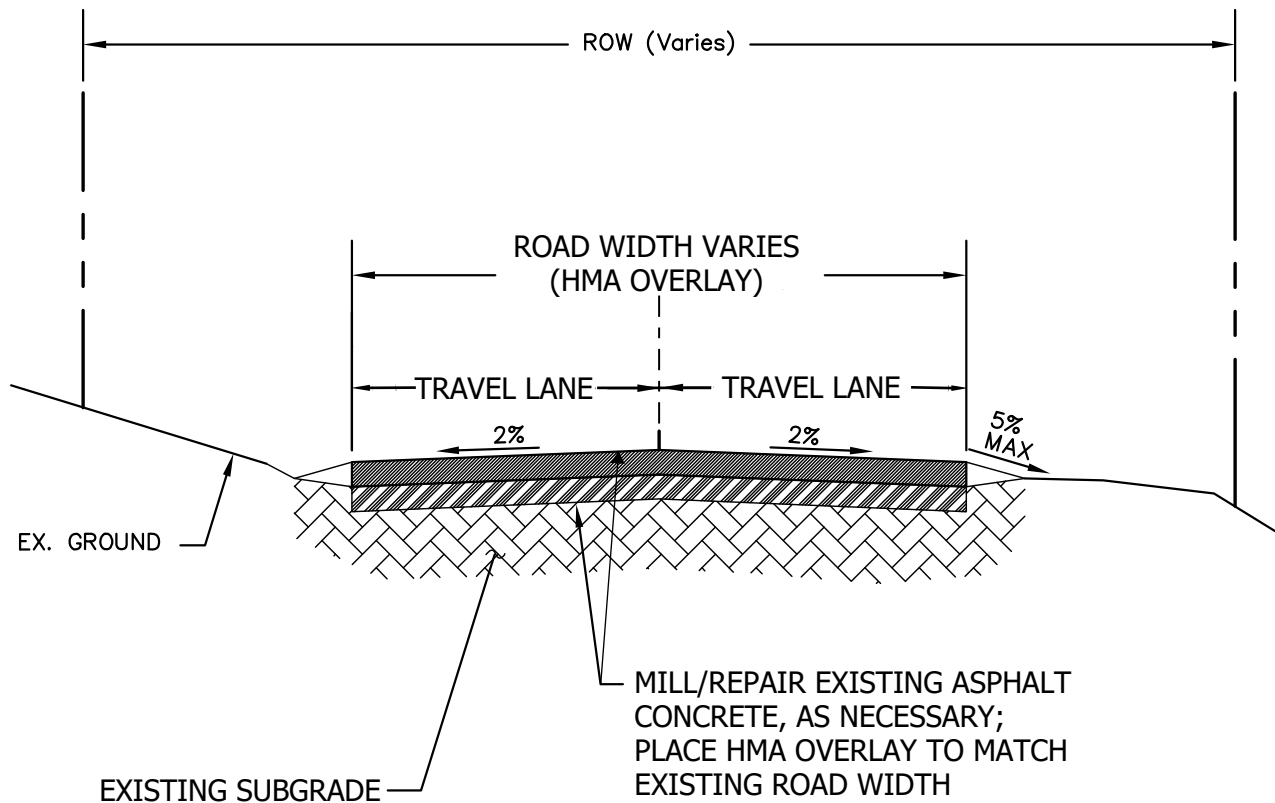
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monopw@mono.ca.gov

EXHIBIT 3

LONG VALLEY STREETS PROJECT
TYPICAL 32'-WIDE ROAD SECTION
FULL DEPTH RECLAMATION





ROADWAY SECTION

C
N.T.S.

SUBSTATION ROAD, CROWLEY LAKE PLACE, MEADOW VIEW DRIVE, LAKE MANOR PLACE, ASPEN TERRACE, DELTA DRIVE, HILTON CREEK DRIVE, HILTON CREEK PLACE, CROWLEY LAKE CIRCLE, ELDEBERRY LANE, PLACER ROAD, SUNNYSLOPES ROAD, WHEELER VIEW DRIVE, MONTANA ROAD, FOOTHILL ROAD, AND THE WESTERLY PORTION OF MOUNTAIN VIEW DRIVE

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EXHIBIT 4
LONG VALLEY STREETS PROJECT
TYPICAL ROAD SECTION
HMA OVERLAY, MILL/OVERLAY



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/13/19
District	EA	Project ID		PPNO	MPO ID	
09				2003		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
MNO				Mono LTC		
				MPO	Element	
				Non-MPO		
Project Manager/Contact		Phone		E-mail Address		
Gerry LeFrancois		760.924.1810		glefrancois@mono.ca.gov		
Project Title						
Planning Programming and Monitoring						
Location (Project Limits), Description (Scope of Work)						
Region Wide						
Component						
Implementing Agency						
PA&ED						
PS&E						
Right of Way						
Construction Mono LTC						
Legislative Districts						
Assembly:	25	Senate:	1	Congressional:	25	
Project Benefits						
Provides funding to develop pre construction studies, PSRs, and monitoring of completed projects when necessary.						
Purpose and Need						
This funding provides Mono County and Town of Mammoth Lakes the ability to have projects shovel ready for various funding opportunities.						
Category		Outputs			Unit	Total
Other						
NHS Improvements	Y/N	Roadway Class		Reversible Lane analysis	Y/N	
Inc. Sustainable Communities Strategy Goals		Y/N	Reduces Greenhouse Gas Emissions		Y/N	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

ADA Notice

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Section 16. Board Resolution or Documentation of 2020 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

RESOLUTION R19-010
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ADOPTING THE 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

WHEREAS, the Mono County Regional Transportation Improvement Program is a multi-modal listing of capital improvement projects for which the Mono County Local Transportation Commission has programmed as priority projects for our region; and

WHEREAS, prior projects have been developed in accordance with the guidelines established by the California Transportation Commission, the Regional Transportation Plan, and the input of Mono County, the Town of Mammoth Lakes, Caltrans District 9, Inyo County LTC, and Kern Council of Governments; and

WHEREAS, the two new local projects are identified in the 2020 Regional Transportation Improvement Program are the Eastside Lane Rehabilitation phase 2 (Mono County) and Local Streets and Roads Rehabilitation project (Town of Mammoth Lakes) and have been developed with the 2020 STIP guidelines; and

WHEREAS, the projects identified in the 2020 Regional Transportation Improvement Program are consistent with the 2019 Regional Transportation Plan update; and

WHEREAS, the adoption of the Regional Transportation Improvement Program is exempt from the California Environmental Quality Act (CEQA) PRC § 21080 (b) (13).

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby adopts the 2020 Regional Transportation Improvement Program.

PASSED AND ADOPTED this 9th day of December 2019, by the following vote:

Ayes: Sandy Hogan, Jennifer Kreitz, John Peters, Lynda Salcido, Fred Stump, John Wentworth

Noes:

Abstains:

Absent:



Fred Stump, Chair
Mono County Local Transportation Commission

Approved as to form:



Christian Milovich, Assistant County Counsel

ATTEST:



CD Ritter, Secretary

Section 18. Detailed Project Programming Summary Table

MONO 2020 RTIP (Adopted December 9, 2019)

(\$1,000's)

				FY Totals							Component Totals					
Agency	Rte	PPNO	Project	Total	Prior	20-21	21-22	22-23	23-24	24-25	ROW	Const	PA & ED	PS & E	R/W sup	Con sup
Mono LTC		2003	Planning Programming and Monitoring (100k in new PPM)	135	135	100						100				
Mono County	loc	2603	Airport Rd Rehab	1,566	166	1,400					0	1,400	31	135	0	0
Mono County	loc	2605	Eastside Lane, Phase 1, rehab (\$550 incr at vote)	1,650	1,650							1,650				
Mono County	loc	2656	Long Valley Streets Rehab	2,550	300	2,250					0	2,250	100	200	0	0
Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch segment 2	260	260	260								260		
unfunded	Caltrans	14	8042C	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 3												
	Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)		500	500					500				
	Caltrans	395	170	Olancha-Cartago 4-lane expressway - total needed 10.94m (+ 1,250 above 10% MOU for const)	15,043	4,498	10,545				2,480	9,560	937	731	350	985
	Caltrans	395	8539	Kern, Inyokern 4-lane (10%)	310	310							310			
			subtotal	21,514												
new	Mammoth Lakes	loc	xxx	Local streets & road rehabilitation	2,700	2,700						2,700				
new	Mono County	loc	xxx	Eastside Lane phase 2 rehabilitation	3,748				3,748			3,748				
				subtotal new programming	6,548	7,819										
				subtotal new 2020 RTIP programming - table 4 fund estimate	3,561											
				Unprogrammed Balance	3,005											
				Total Fund Balance less new 2020 programming	18											