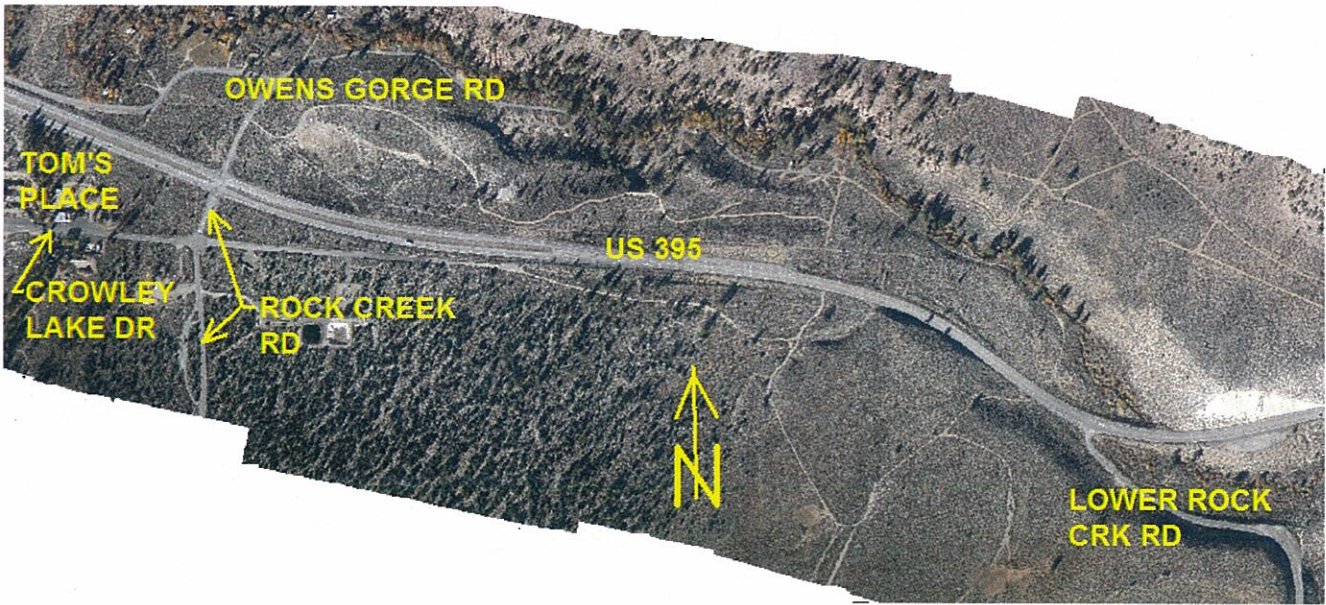
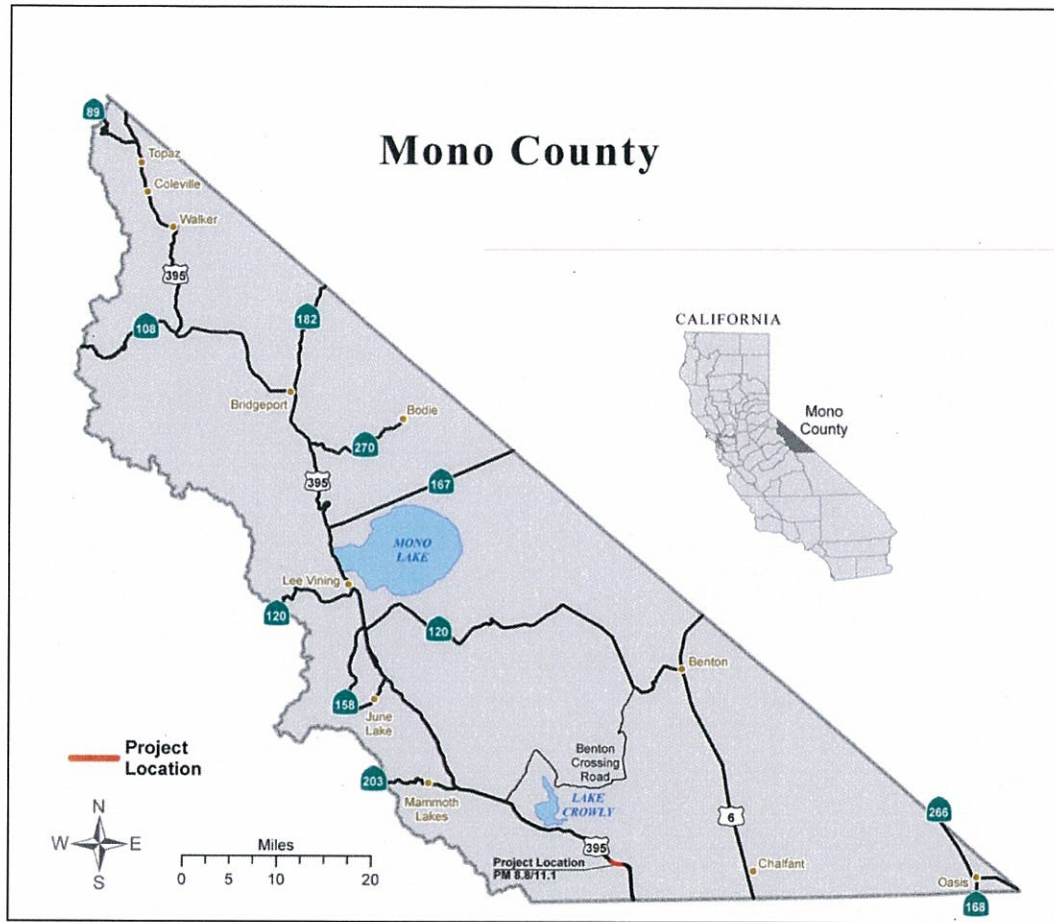


# FEASIBILITY STUDY REPORT FOR "Tom's Place Multimodal Connectivity"

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





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

APPROVAL RECOMMENDED:

*Tom Meyers*  
TOM MEYERS, PROJECT MANAGER

APPROVED:

*Thomas P. Hallenbeck*  
THOMAS P. HALLENBECK, DISTRICT 9 DIRECTOR

*12/20/12*  
DATE

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

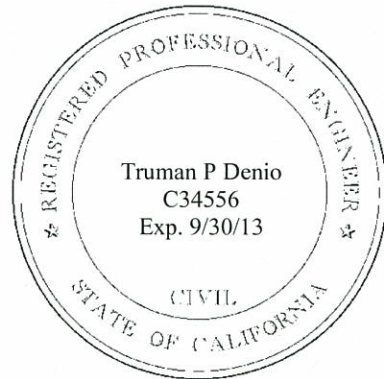
This Feasibility Study Report has been prepared under the direction of the following Registered Engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



Truman P Denio, REGISTERED CIVIL ENGINEER

12/12/12

DATE



## TABLE OF CONTENTS

1. INTRODUCTION.....	1
2. BACKGROUND.....	1
3. PURPOSE AND NEED STATEMENT .....	2
4. DEFICIENCIES.....	3
5. CORRIDOR AND SYSTEM COORDINATION .....	6
6. ALTERNATIVES .....	6
ALTERNATIVE 1 - FRONTAGE ROAD ALIGNMENT .....	7
ALTERNATIVE 2 - SEPARATE ALIGNMENT.....	11
ALTERNATIVE 3 - NO BUILD ALTERNATIVE.....	15
US 395 MEDIAN WIDENING OPTIONAL ADD-ON .....	15
OTHER ALTERNATIVES CONSIDERED LESS VIABLE:.....	18
7. PUBLIC AND AGENCY INVOLVEMENT .....	19
8. ENVIRONMENTAL DETERMINATION / DOCUMENT .....	19
9. FUNDING.....	20
10. SCHEDULE.....	21
11. CALTRANS DISTRICT 9 CONTACTS.....	21
12. MONO COUNTY CONTACTS.....	21
13. LIST OF ATTACHMENTS .....	22
14. REFERENCES.....	22

## Table of Figures

Figure 1: Proposed Alternative 1 Alignment Overview East .....	7
Figure 2: Proposed Alternative 1 Alignment Overview West .....	8
Figure 3: Visual of Alt 1 In Cut Section Looking Nothbound .....	9
Figure 4: Proposed Alternative 2 Overview East .....	11
Figure 5: Proposed Alternative 2 Overview West .....	13
Figure 6: Visual of Alt 2 near the Existing Lower Rock Creek Road Intersection Looking Northbound .....	14
Figure 7: Proposed Optional Median Widening Add-on Overview .....	16

## 1. INTRODUCTION

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

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

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

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

## 2. BACKGROUND

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

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

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

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

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

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

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

### **3. PURPOSE AND NEED STATEMENT**

#### **Need:**

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

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

#### **Purpose:**

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

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

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

#### **4. DEFICIENCIES**

##### **Existing Geometrics:**

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

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

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

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

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

##### **Traffic:**

###### **Traffic Volume:**

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

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

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

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

PERIOD	ADT
May 25th - July 13th	801
July 20th - Aug 1st	1278
Aug 17th - Oct 11th	781
Oct 20th - Nov 4th	259

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

**Mainline Accident Data:**

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

**MNO-395-PM 9.0/R10.5**

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

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

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



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

**Lower Rock Creek Road, MNO 395 PM 9.330**

Type and Number of Accidents		Accidents/MV		
Fatal	0		Actual	Statewide Average
Injury	6	Fatal	0.00	0.003
Property Damage Only	4	Fatal + Injury	0.24	0.08
Total	10	Total	0.40	0.20

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

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

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

**Rock Creek Rd, MNO 395 PM 10.264**

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

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

## 5. CORRIDOR AND SYSTEM COORDINATION

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

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

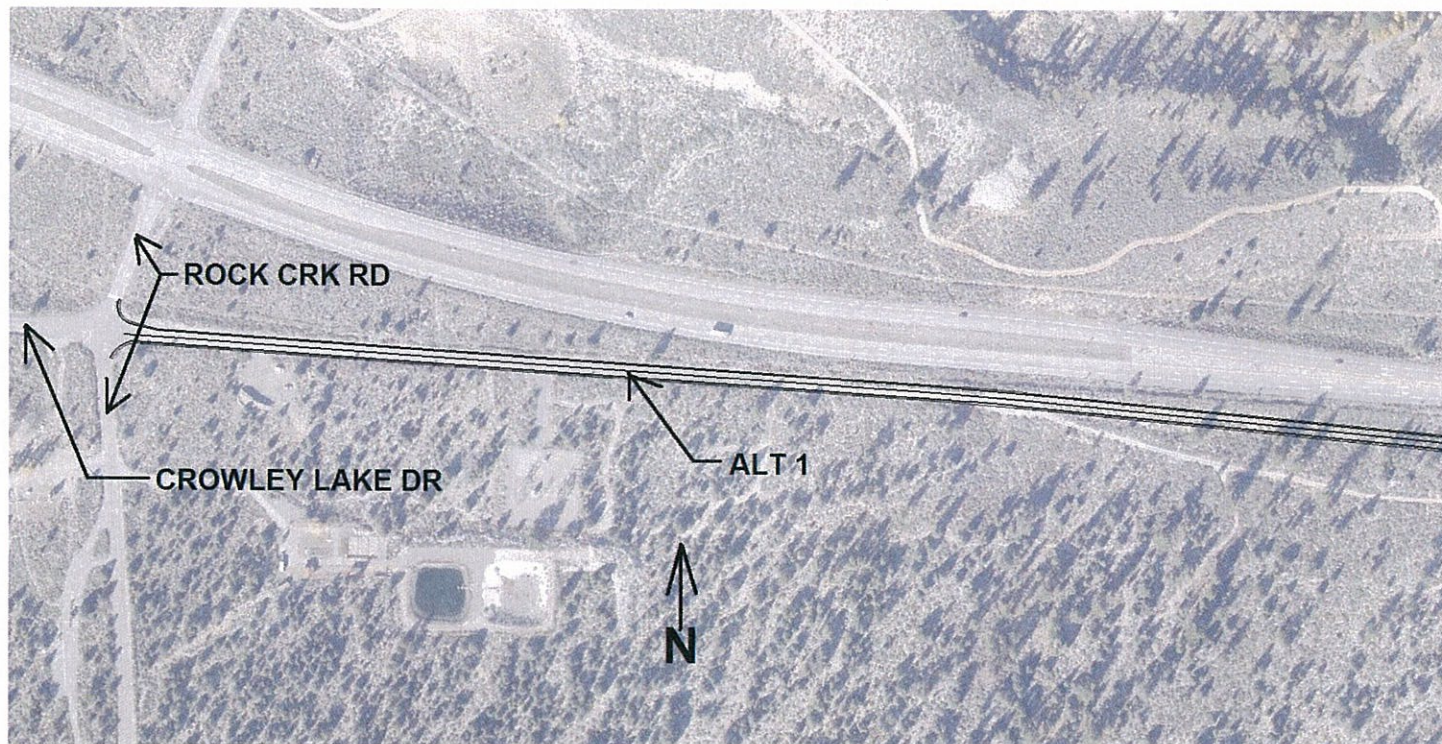
## 6. ALTERNATIVES

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

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

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

## ALTERNATIVE 1 - Frontage Road Alignment



**Figure 1: Proposed Alternative 1 Alignment Overview East**

### **Description:**

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

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

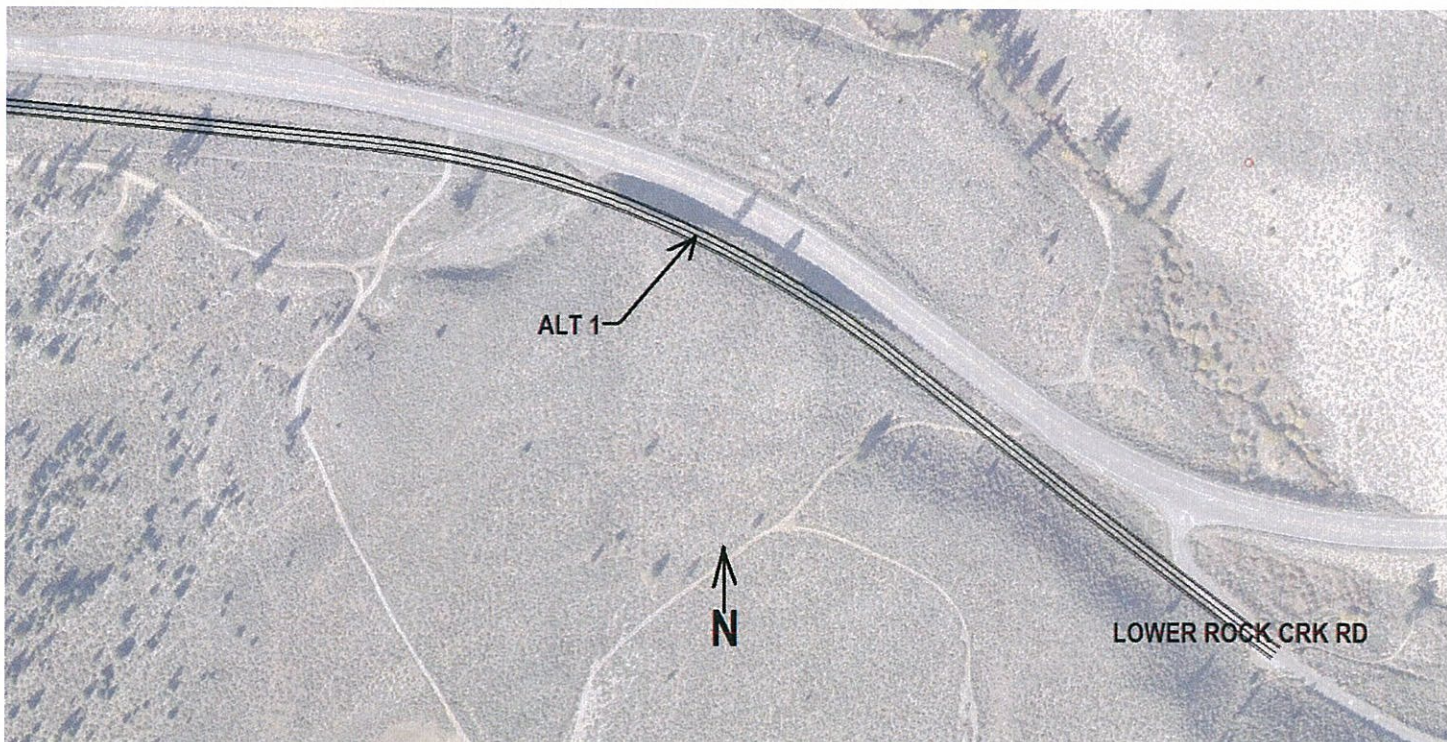
**Anticipated Effectiveness:**

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

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

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

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



**Figure 2: Proposed Alternative 1 Alignment Overview West**

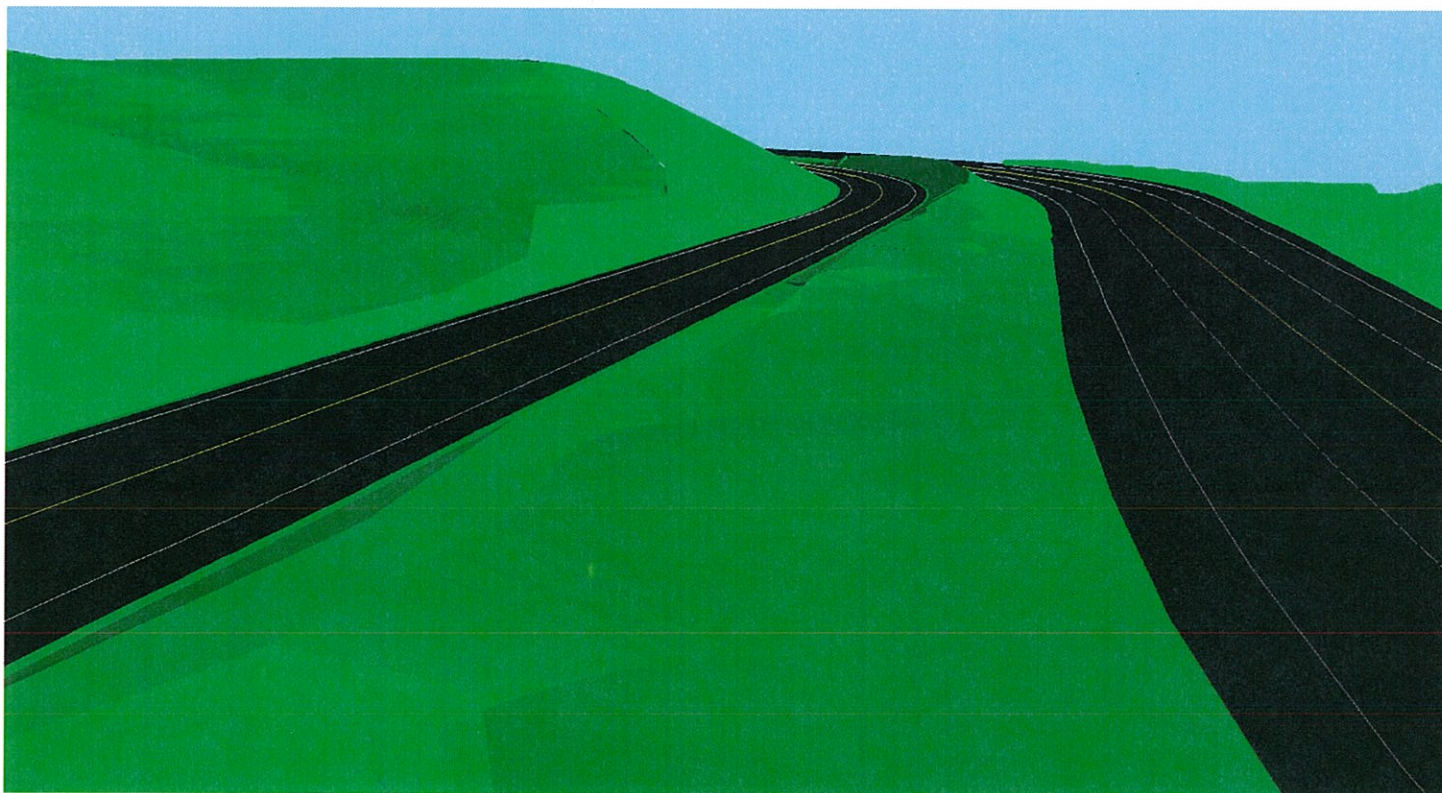
**Possible Concerns:**

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

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

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

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



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

**Design Exceptions:**

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

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

**Environmental:**

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

*Anticipated Level of Environmental Document for Alt 1:*

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

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

**Construction and Traffic Issues:**

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

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

**Right of Way:**

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

**Cost Estimate:**

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

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

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

**Risk:**

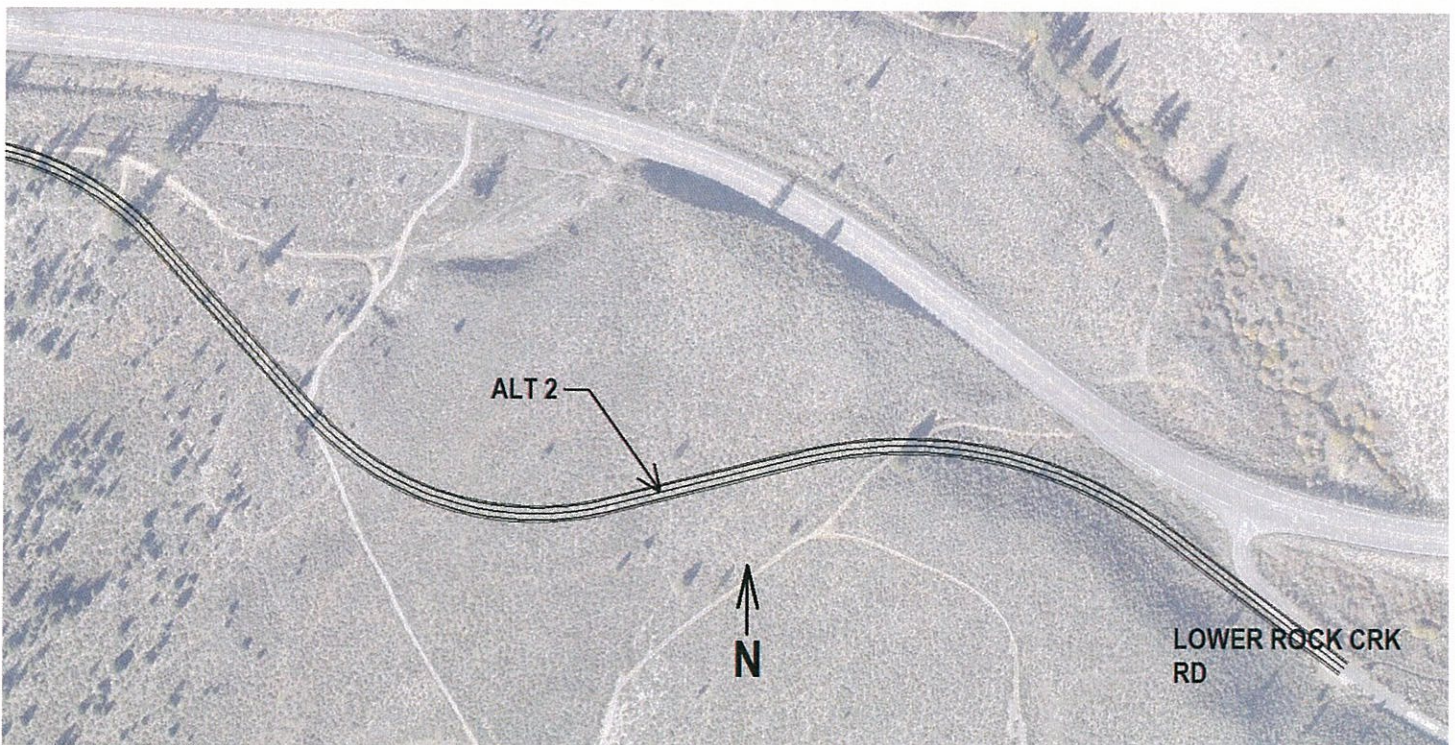
Because of the preliminary nature of this scoping document and subsequent lack of detailed study, the cost and scope of this alternative are subject to risk triggers. Any of the following could trigger increases to the project cost or scope:

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

**ALTERNATIVE 2 - Separate Alignment**

**Description:**

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



**Figure 4: Proposed Alternative 2 Overview East**

**Anticipated Effectiveness:**

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

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

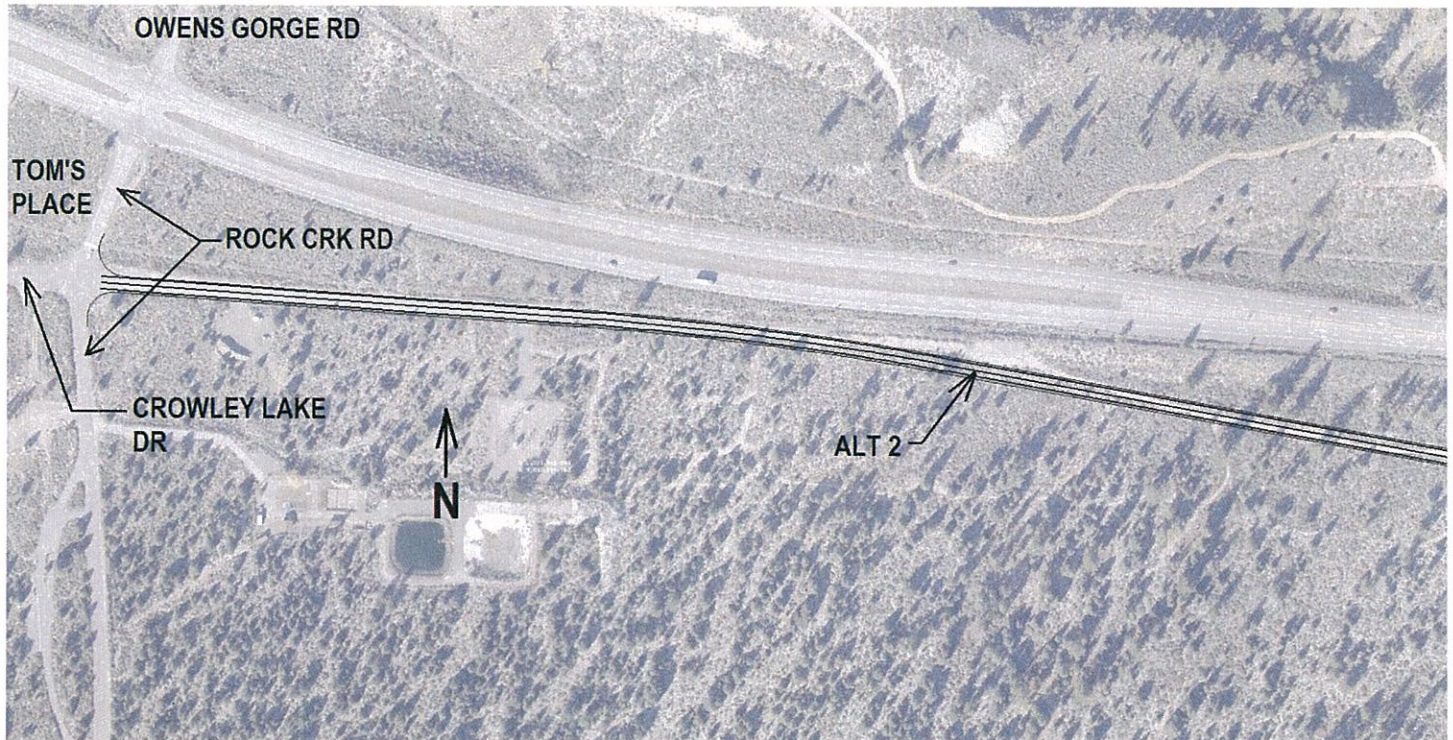
The elimination of the Lower Rock Creek Road / US 395 intersection would be an incremental improvement toward the planned ultimate facility for US 395, allowing for easier correction of non-standard vertical and horizontal curves on US 395 in the future.

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

**Possible Concerns:**

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





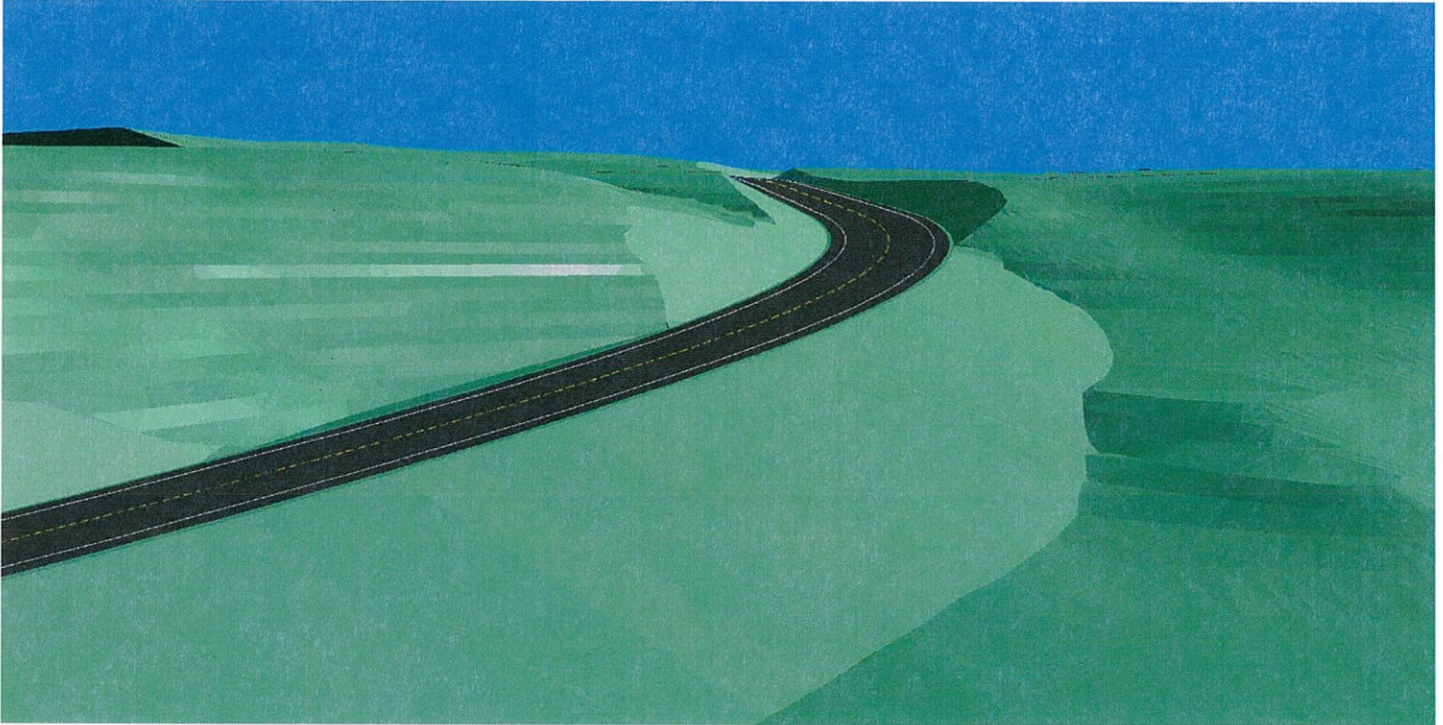
**Figure 5: Proposed Alternative 2 Overview West**

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

**Design Exceptions:**

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

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



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

**Environmental Issues:**

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

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

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

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

**Construction and Traffic Issues:**

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

**Right of Way Issues:**

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

**Cost Estimate:**

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

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

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

**Risk:**

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

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

**ALTERNATIVE 3 - No Build Alternative**

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

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

**Description:**

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

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

**Anticipated Effectiveness:**

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

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

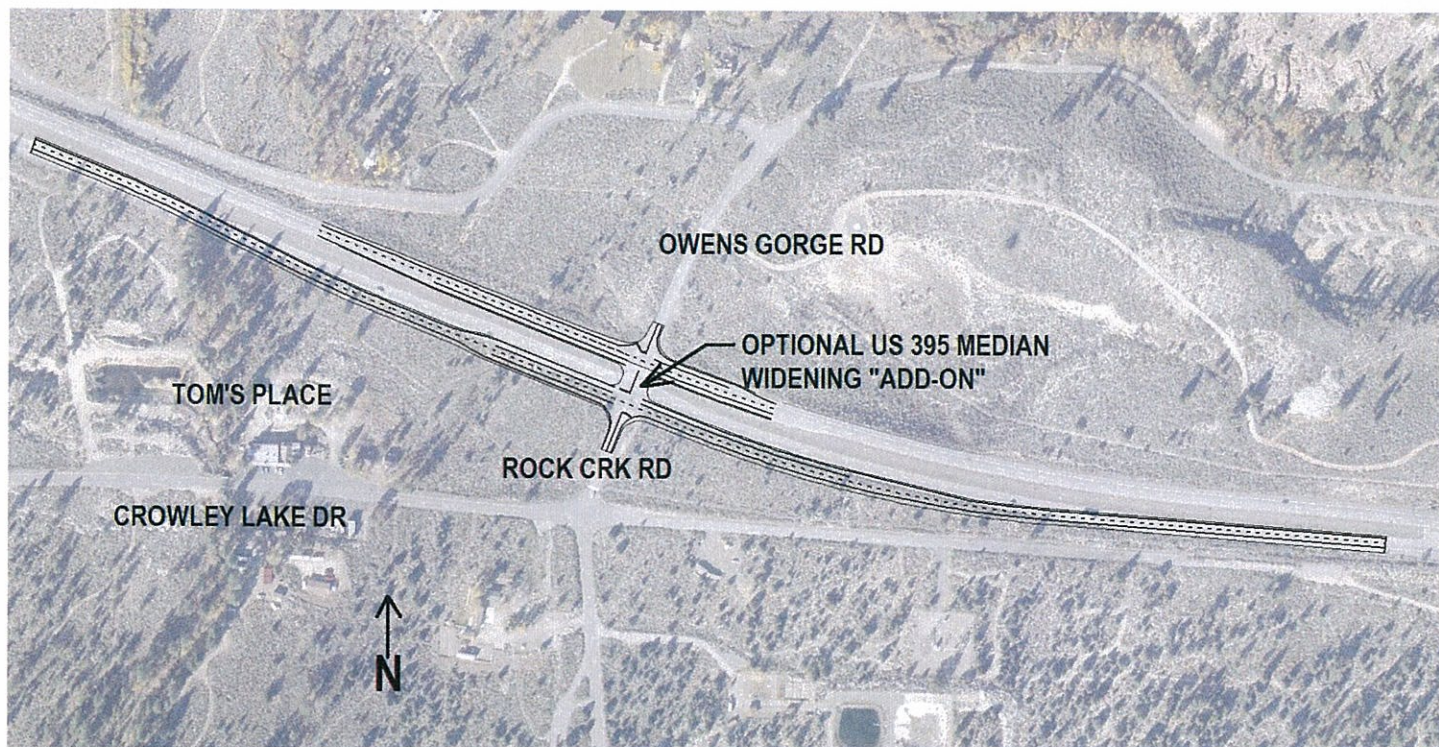


Figure 7: Proposed Optional Median Widening Add-on Overview

#### Design Exceptions:

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

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

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

#### Environmental Issues:

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

**Construction and Traffic Issues:**

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

**Right of Way Issues:**

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

**Cost Estimate:**

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

*Capital Cost Estimate US 395 Median Widening Optional Add-on*

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

**Risk:**

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

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

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

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

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

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

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

**OTHER ALTERNATIVES CONSIDERED LESS VIABLE:**

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

## 7. PUBLIC AND AGENCY INVOLVEMENT

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

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

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

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

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

## 8. ENVIRONMENTAL DETERMINATION / DOCUMENT

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

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

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

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

**Environmental Mitigation:**

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

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

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

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

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

**9. FUNDING**

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

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

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



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

**10. SCHEDULE**

The project phase durations are estimated as follows:

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

**11. CALTRANS DISTRICT 09 CONTACTS**

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

**12. MONO COUNTY CONTACTS**

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

### 13. LIST OF ATTACHMENTS

Attachment A	Location Map
Attachment B	Typical Cross-Sections
Attachment C	Layouts for Alternatives and Optional “Add-on”
Attachment D	Preliminary Environmental Analysis Report (PEAR)
Attachment E	Traffic Data Report
Attachment F	Cost Estimates for Alternatives and Optional “Add-on”
Attachment G	Right of Way Data Sheet

### 14. REFERENCES

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

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

# **ATTACHMENT A**

## **Location Map**

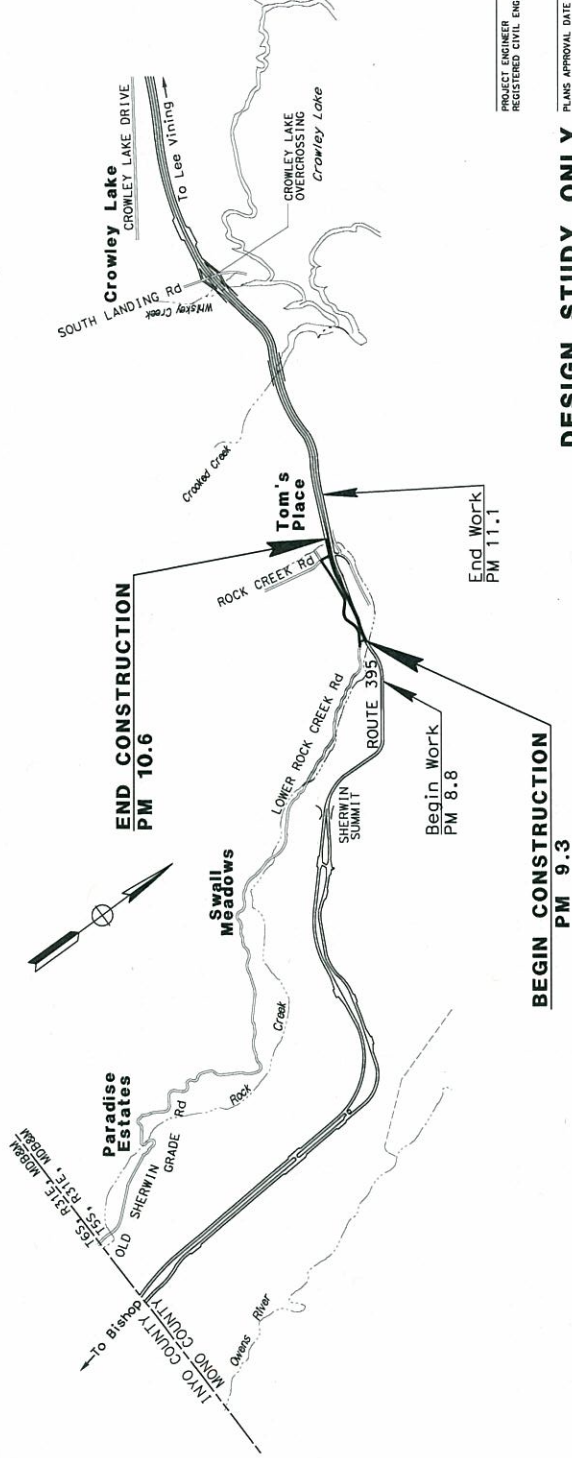
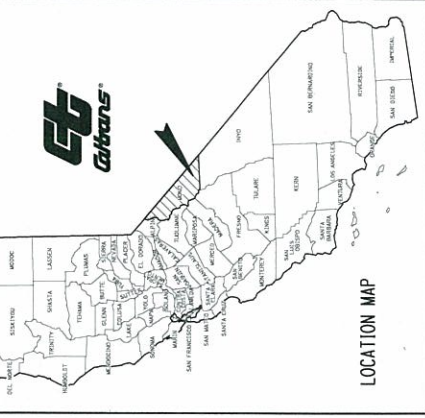
INDEX OF PLANS

# STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

## FEASIBILITY STUDY PLANS FOR CONSTRUCTION ON STATE HIGHWAY AND COUNTY ROAD

### IN MONO COUNTY NEAR TOMS PLACE FROM 0.5 MILE SOUTH OF LOWER ROCK CREEK ROAD TO 0.7 MILE NORTH OF ROCK CREEK RD

Dist#	COUNTY	ROUTE	PROJECT NUMBER	TOTAL PROJECT	SHEET NUMBER	TOTAL SHEETS
09	MNO	395	R9.0/R11.0		1	1



**DESIGN STUDY ONLY**

PROJECT ENGINEER REGISTERED CIVIL ENGINEER  
DATE

PLANS APPROVAL DATE  
THE STATE OF CALIFORNIA OR ITS  
AGENCIES SHALL BE RESPONSIBLE FOR THE ACCURACY AND  
COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT NO.	0912000034
PROJECT ID	0912000034
PROJECT NUMBER & PHASE	0912000034K

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

DESIGN ENGINEER	TRUMAN DENIO
PROJECT MANAGER	TOM MEYERS

# **ATTACHMENT B**

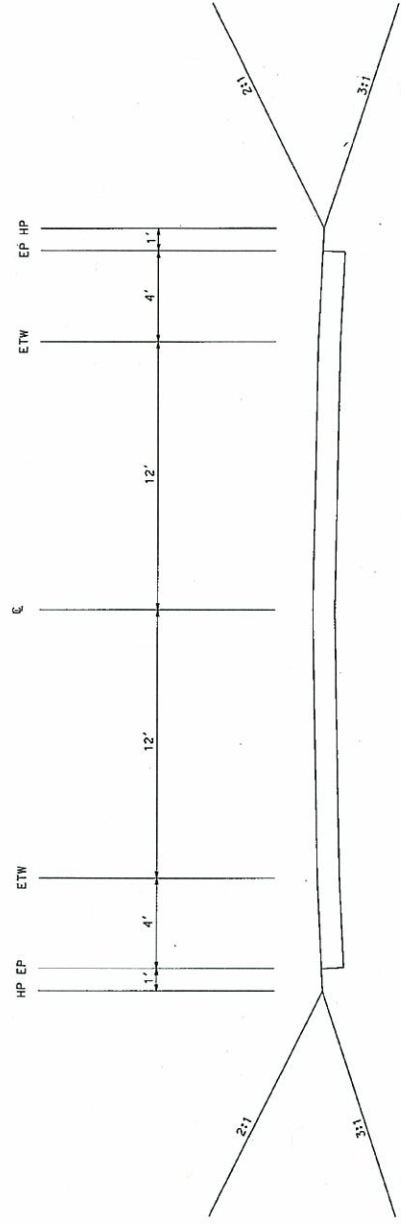
## **Typical Cross-Sections**

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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

FOR THESE PLANS ONLY BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THIS PLAN SHEET.



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**LOWER ROCK CREEK ACCESS**  
**TYPICAL CROSS SECTION**  
 ALTERNATIVES 1 & 2 NO SCALE X-1

PROJECT NUMBER & PHASE  
 UNIT 2462

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# **ATTACHMENT C**

## **Layouts for Alternatives and Optional “Add-on”**

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	RICK KUYKENDALL	TRUMAN DENIO
	REVISOR	DATE REVISED

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			DESIGNED BY	RICK KUYKENDALL	REVISOR	

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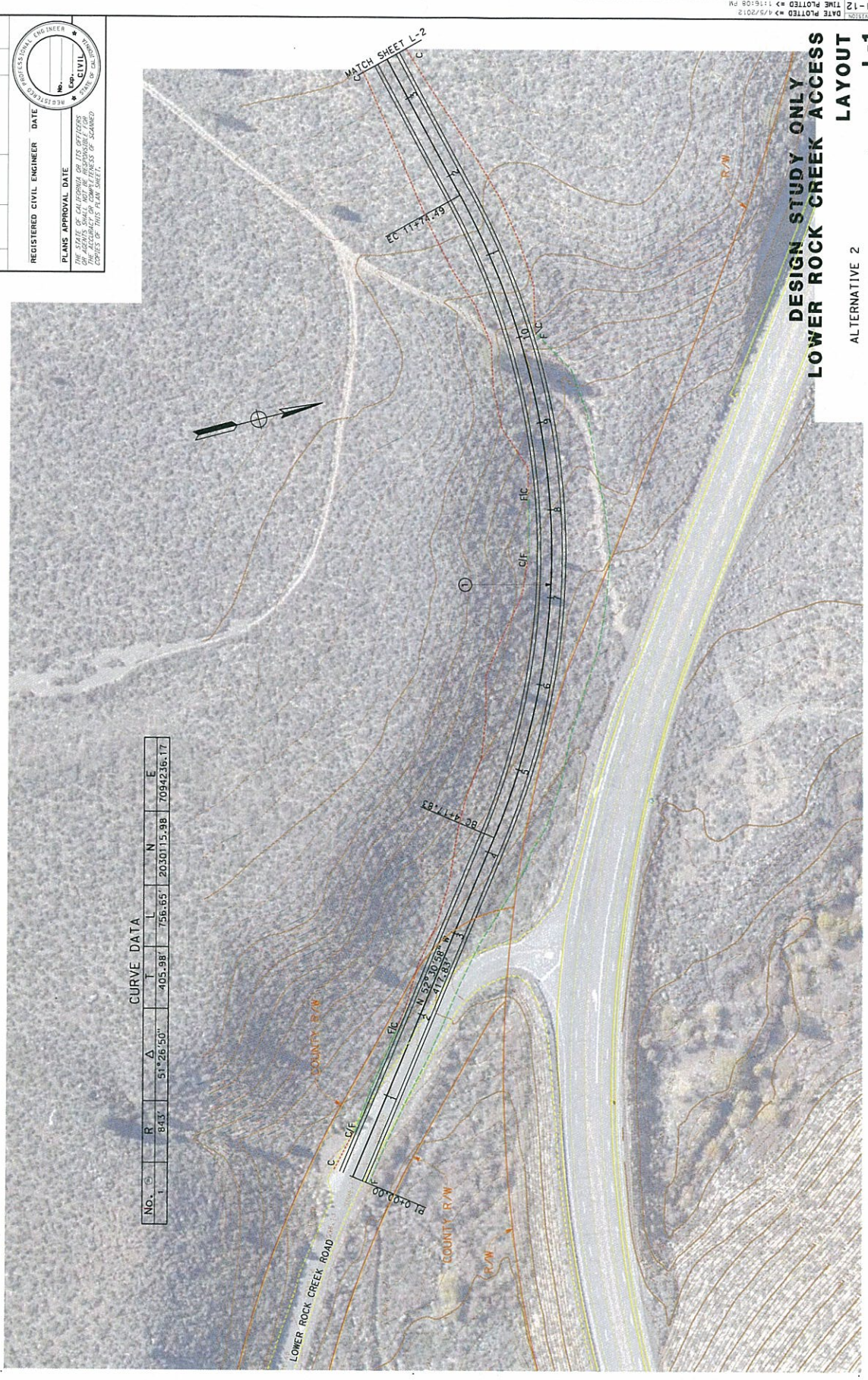
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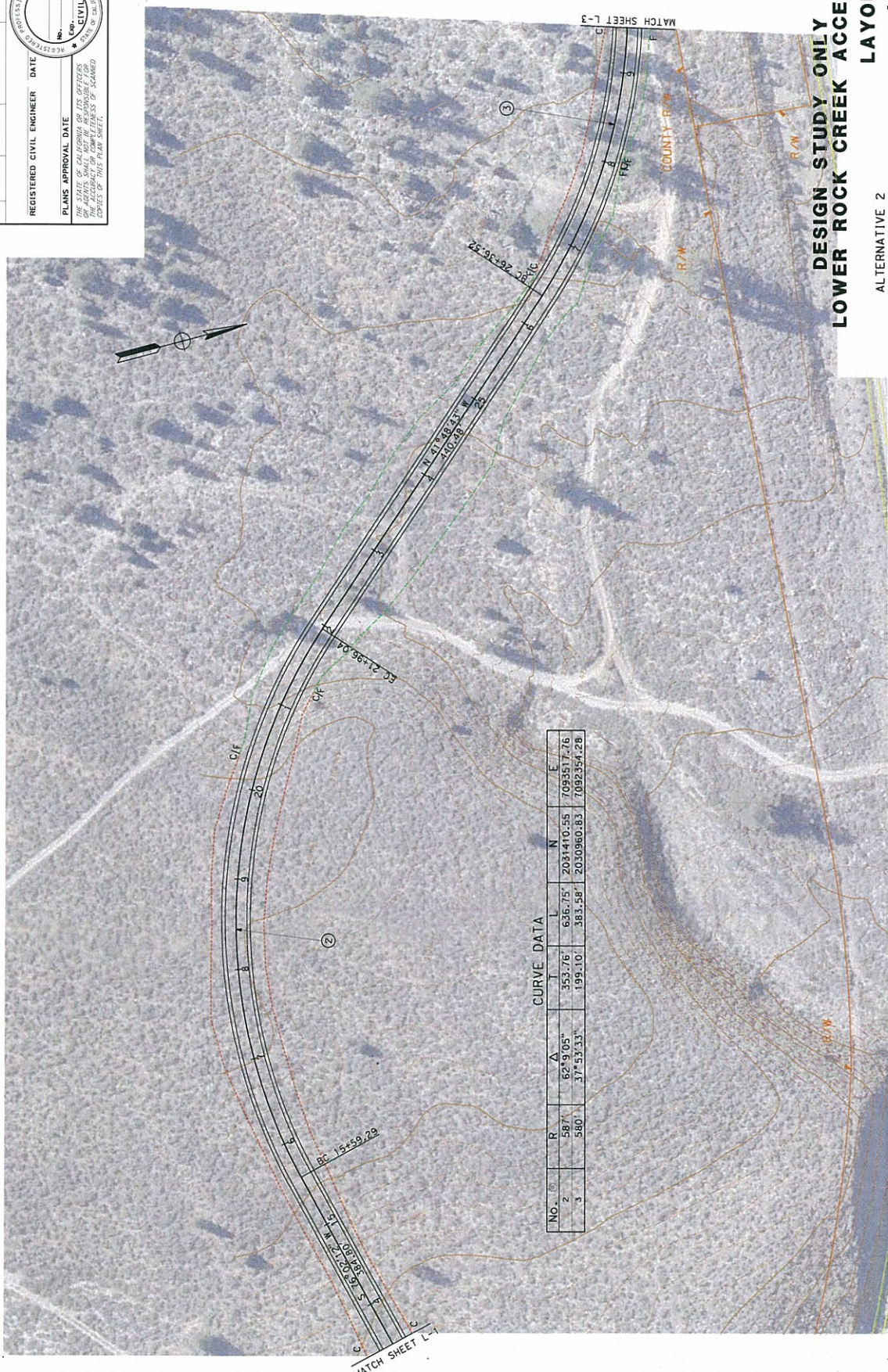
  

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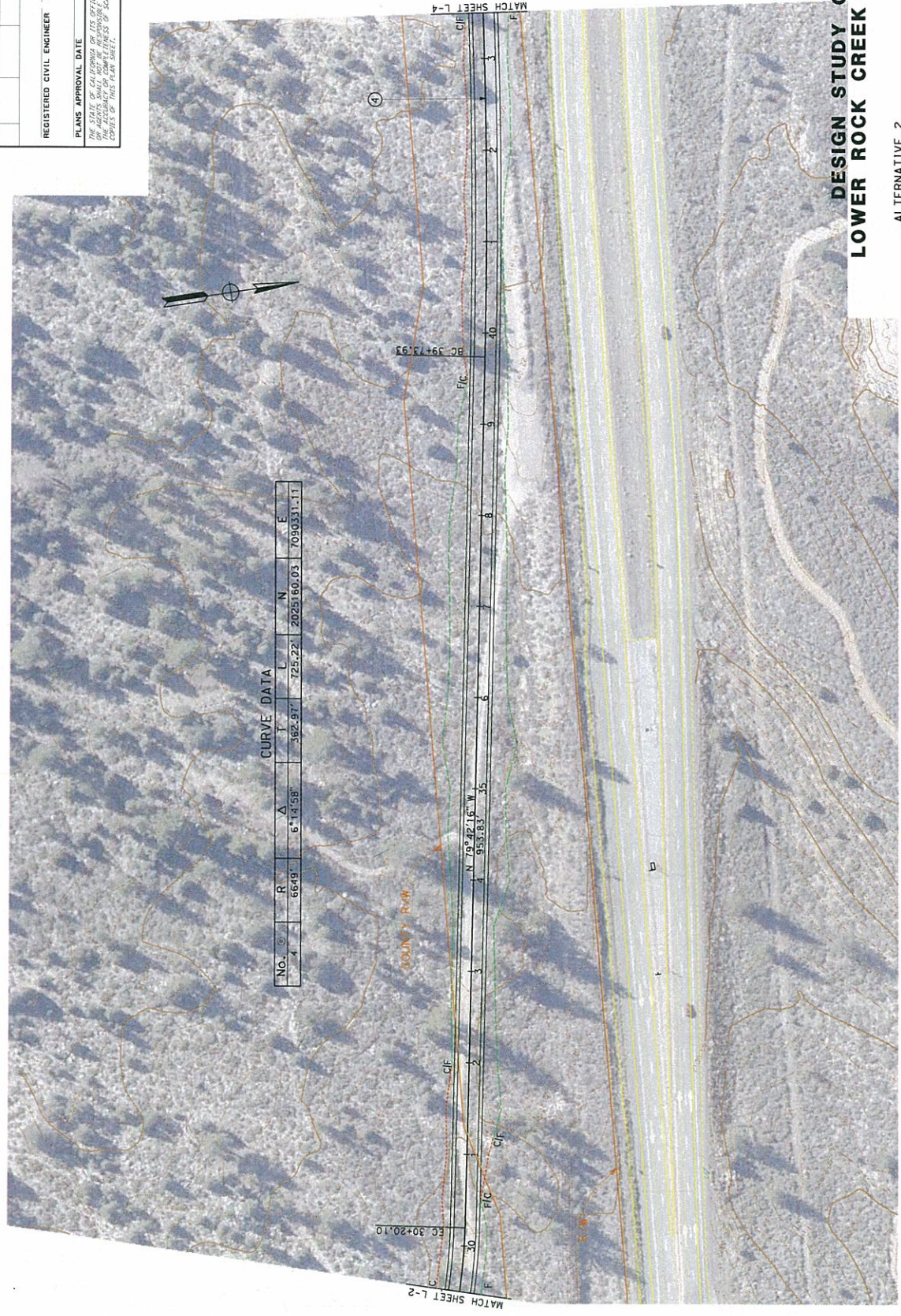
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	RICK KUYKENDALL	TRUMAN DENIO
	REVISOR	DATE REVISOR

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	DESIGNED BY	RICK KUYKENDALL
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DESIGNED BY	RICK KUYKENDALL	REVISION

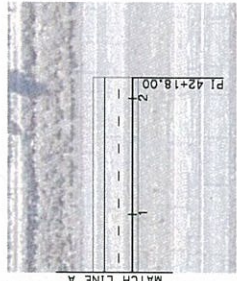
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	REVISOR				

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PROJECT NUMBER & PHASE

UNIT 2462

RELATIVE BORDER SCALE 15" IN INCHES

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0912000034K

DIST	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 ACCEPTS THE ACCURACY OF COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.

PROFESSOR OF CIVIL ENGINEERING  
 CIVIL  
 No. \_\_\_\_\_  
 STATE OF CALIF.

# **ATTACHMENT D**

## **Preliminary Environmental Analysis Report (PEAR)**



## Preliminary Environmental Analysis Report

### Project Information

District	09	County	Mono	Route	395	Post Mile	9.3-10.6	EA	09-35280K
Project ID#:	09-1200-0034								
Project Title:	Tom's Place Multi-Modal Connectivity								
Project Manager:	Tom Meyers					Phone #:	760-872-5214		
Design Manager:	Truman Denio					Phone #:	760-872-0733		
Design Engineer:	Truman Denio					Phone #:	760-872-0733		
Environmental Manager:	Trisha A. Moyer					Phone #:	760-872-2424		
Environmental Planner:	Mark A. Heckman					Phone #:	760-872-2331		

### PSR Summary Statement

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

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

### Project Description

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

### Purpose and Need

#### Need:

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

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

**Purpose:**

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

**Description of Work**

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

**Alternatives**

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

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

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

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

**Funding**

State     Federal

**Anticipated Environmental Approval**

**CEQA**

- Categorical Exemption/Statutory Exemption
- Negative Declaration/Mitigated ND( Appendix G)
- Environmental Impact Report

**NEPA**

- Categorical Exclusion ( 6004/ 6005)
- Finding of No Significant Impact
- Environmental Impact Statement

**Anticipated Environmental Schedule**

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

Draft Environmental Document	2/1/17
Final Environmental Document	7/1/17
PA&ED*	8/1/17

\*PA&ED is generally 1 month following the FED date

### **Assumptions and Risks**

#### Assumptions:

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

#### Risks:

- If environmental is not allowed 42 months to complete studies any changes to scope or required studies will lead to an impact on schedule.  
*Probability of occurrence is a 3 and impact on schedule is very high.*
- If funding to implement Task Orders is not available when needed a corresponding delay may occur leading to an impact on the schedule.  
*Probability of occurrence is a 3 and impact on schedule is high.*
- If botanical surveys require more than one survey season a corresponding delay may occur leading to an impact on the schedule.  
*Probability of occurrence is a 1 and impact on schedule is high.*
- If a Biological Assessment and consultation with the USFWS is required as a result of finding federally listed species or their habitat during biological surveys, there will be a corresponding impact to both schedule and cost.  
*Probability of occurrence is a 2, the impact to the schedule would be moderate and the impact to cost would be low.*
- If special-status biological resources are identified during surveys then a Mitigation and Monitoring Plan may be required leading to an impact on cost and schedule.  
*Probability of occurrence is a 2 and impact on cost would be low and impact on schedule would be moderate.*
- If paleontological resources are identified then a Paleontological Evaluation Report and Paleontological Mitigation Plan may need to be prepared leading to an impact on the cost and schedule.  
*Probability of occurrence is a 2 and impact on cost would be high and impact on schedule would be low.*
- If cultural resources are identified beyond Phase II surveys then a Phase III mitigation may be required leading to an impact on cost and schedule.

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

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

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

- If an additional alternative is presented that was not addressed as part of this PEAR there could be a corresponding impact to Scope, Cost and Schedule.

*Probability of occurrence is a 1, the impact to Scope would be Moderate, impact to Cost would be Low, and impact to schedule would be Low.*

Risk Probability Ranking	
Ranking	Probability of Risk Event
5	60-99%
4	40-59%
3	20-39%
2	10-19%
1	1-9%

Evaluating Impact of a Threat on Project Objectives						
Impact	Very Low	Low	Moderate	High	Very High	
OBJECTIVES	Time	Insignificant Schedule Slippage	Delivery Plan Milestone Delay within quarter	Delivery Plan milestone delay of one quarter	Delivery Plan milestone delay of more than 1 quarter	Delivery Plan milestone delay outside fiscal year
	Cost	Insignificant Cost Increase	5% Cost Increase	5-10% Cost Increase	10-20% Cost Increase	20% Cost Increase
	Scope	Scope decrease is barely noticeable	Changes in project limits or features with 5% cost increase	Changes in project limits or features with 5-10% cost increase	Sponsor does not agree that Scope meets the purpose and need	Scope does not meet purpose and need

**Mitigation**

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

**Right of Way Capital (050)**

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

**Construction Capital (042)**

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

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

**Disclaimer**

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

**Review and Approval**

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

**Approved by:**

  
\_\_\_\_\_  
Trisha Moyer- Environmental Manager

Date: 12-6-12

  
\_\_\_\_\_  
Margaret Lawrence- Environmental Office Chief

Date: 9/12/12

  
\_\_\_\_\_  
Tom Meyers- Project Manager

Date: 12-6-12



Environmental Technical Reports or Studies Required

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

*Not Required*-Issue is not applicable to the proposed project.

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

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

Permits Anticipated for Construction

	<b>Required</b>	<b>Not Required</b>
401 Permit Coordination (discharge into navigable waters)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
404 Permit Coordination (discharge into waters of the US including wetlands)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> - Nationwide		
<input type="checkbox"/> - Individual		
1600 Permit (Streambed Alteration)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
City/County Coastal Permit Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State Coastal Permit Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NPDES Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US Coast Guard (Section 10)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State 2081 Permit (State only incidental take of threatened or endangered species)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## **Discussion of Technical Review**

### **Biology**

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

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

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

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

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

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

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

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

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

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

#### Cultural Resources

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

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

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

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

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

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

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

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

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

#### Hazardous Waste

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

Air Quality Analysis

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

Noise Study

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

Water Quality

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

Community Impact Assessment

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

Cumulative Impacts

The proposed project is not expected to create any cumulative impacts

Farmland

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

Visual Resources

The project is located on USFS lands and therefore will require a full FHWA Visual Impact Assessment (VIA). Any work on SR 395 would impact a scenic highway. Any trees removed that are larger than 24 inches DBH may require additional visual mitigation above that of biological impacts. Based on the results of the VIA, aesthetic treatments to any drainage structures may also be required.

Floodplain Evaluation

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

Paleontology

Not anticipated.

Section 4(f) Evaluation

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

Wild and Scenic River Consistency

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

Geology

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

Topology

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

**Soils**

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

**Greenhouse Emissions**

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

**Permits.**

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

**List of Preparers**

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

**PART 3. ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS**

To complete the following information:

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

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

## Attachment A: PEAR Environmental Studies Checklist

Rev. 11/08

<b>Environmental Studies for PA&amp;ED Checklist</b>							
	Not anticipated	Memo to file	Report required	Risk*			Comments
				L	M	H	
Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			USFS
Growth	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Farmlands/Timberlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Community Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Community Character and Cohesion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Relocations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Environmental Justice	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Utilities/Emergency Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Visual/Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>M</u>			315 hrs
Cultural Resources:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>			
Archaeological Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>H</u>			250 hrs
Historic Resources Evaluation Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Historic Property Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>M</u>			120 hrs
Historic Resource Compliance Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>			
Section 106 / PRC 5024 & 5024.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>			250 hrs/AER
Native American Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>			120 hrs
Finding of Effect	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>M</u>			200 hrs
Data Recovery Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Memorandum of Agreement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Other: APE maps	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>			60 hrs
Hydrology and Floodplain	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Water Quality and Stormwater Runoff	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Geology, Soils, Seismic and Topography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Paleontology	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
PER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
PMP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Hazardous Waste/Materials:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
ISA (Additional)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
PSI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Other:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Noise and Vibration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Energy and Climate Change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Biological Environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Natural Environment Study	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>M</u>			
Section 7:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Formal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Informal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
No effect	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Section 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
USFWS Consultation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
NMFS Consultation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>			
Species of Concern (CNPS, USFS, BLM, S, F)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>M</u>			



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

**ATTACHMENT B - Resources by WBS Code**

EA:	09-1200-0034/09-35280K	Assigned Unit	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Paleo	Sup Svcs	Total	Begin Date	End Date	Duration (days)						
<b>Project Management</b>																						
	100.05.05	Project Init. & Plog.																				
	100.05.10	PID Cmnt Exec. & Crl.																				
	100.05.15	PID Cmnt Closeout																				
	100.10.05	PA&ED Cmnt Init. & Plog.																				
	100.10.10	PA&ED Cmnt Exec. & Crl.																				
	100.10.15	PA&ED Cmnt Closeout																				
	100.10.20	Project Shelving (PA&ED)																				
	100.10.25	Project Unshelving (PA&ED)																				
	100.10.30	Updat Admtv Rec during PA&ED																				
	100.10.35	Execd Coop Agre for PA&ED Process																				
	100.15.05	PS&E Cmnt Init. & Plog.																				
	100.15.10	PS&E Cmnt Exec. & Crl.																				
	100.15.15	PS&E Cmnt Closeout																				
	100.15.20	Project Shelving (PS&E)																				
	100.15.25	Project Unshelving (PS&E)																				
	100.15.30	Updat Admtv Rec during PS&E																				
	100.15.35	Execd Coop Agre for PS&E Process																				
	100.20.05	Const. Cmnt Init. & Plog.																				
	100.20.10	Const. Cmnt Exec. & Crl.																				
	100.20.15	Const. Cmnt Closeout																				
	100.20.20	Project Shelving (Construction)																				
	100.20.25	Project Unshelving (Construction)																				
	100.20.30	Updat Admtv Rec during Const																				
	100.20.35	Execd Coop Agre for Const Process																				
	100.25.05	RAW Cmnt Init. & Plog.																				
	100.25.10	RAW Cmnt Exec. & Crl.																				
	100.25.15	RAW Cmnt Closeout																				
	100.25.20	Project Shelving (Right of Way)																				
	100.25.25	Project Unshelving (Right of Way)																				
	100.25.30	Updat Admtv Rec during RAW																				
	100.25.35	Execd Coop Agre for RAW Process																				
	100.25.50	Execd Coop Agre for RAW Rlnmnt																				
	Total Project Management													0	0	0	0	0	0	0	0	0
<b>Perform Preliminary Engineering Studies and Prepare Draft Project Report</b>																						
	160.05.05	Approvd PID Review																				
	160.05.10	Geotechnical Information Review																				
	160.05.20	Traffic Data & Forecasts Review																				
	160.05.30	Project Scope Review																				
	160.10.30	VALUE ANALYSIS																				
	160.10.25	Hydraulics/Hydro Study																				
	160.10.30	Hwy Planting Des Concepts																				
	160.15.20	Draft Project Report																				
	160.15.25	Draft PR Circ. Rev & App																				
	160.30.05	Maps for ESR																				
	160.30.10	Surveys/Maps for Env/Studies																				
	160.30.15	Prop Access Rights for Env/Eng Studies																				
	160.40	NEPA Delegation																				
	Total Prelim Eng Studies													0	0	0	0	0	0	0	0	0

Assigned Unit	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Paleo	Sup Svcs	Total	Begin Date	End Date	Duration (days)
<b>Perform Environmental Studies and Prepare Draft Environmental Document</b>														
165.05.05 - Project Information Review	8	16	16	16	8			8	8		80			0
165.05.10 - Pub & Agency Scoping	10	40	40	40							130			0
165.05.15 - AIs for Further Study											20			0
165.10.15 - CIA, Land Use & Growth	4	16						8			8			0
165.10.25 - Noise Study								8			8			0
165.10.30 - Air Quality Study											8			0
165.10.35 - Water Quality Studies							8				8			0
165.10.40 - Energy/Climate Change Studies											0			0
165.10.45 - Sum Geotech Report											0			0
165.10.50 - Preliminary Site Investigation HW											0			0
165.10.55 - Draft RMV Relocation Impact Eval											0			0
165.10.65 - Paleontology Study									40		40			0
165.10.70 - Wild & Scenic River Coordination											0			0
165.10.75 - Envir Commitments Record	4	8	8	8							28			0
165.10.99 - Other Env Studies											0			0
165.15.05 - Biological Assessment											0			0
165.15.10 - Wetlands Study											0			0
165.15.15 - Resource Agency Coord	10	80	120	120							330			0
165.15.20 - NIES Report			200								200			0
165.15.99 - Other Biological Studies			80								80			0
165.20.05 - Archaeology Survey				240							240			0
165.20.05.05 - APE Map				40							40			0
165.20.05.10 - NA Consultation				60							60			0
165.20.05.15 - Records & Literature Search				40							40			0
165.20.05.20 - Field Survey				120							120			0
165.20.05.25 - ASR				200							200			0
165.20.05.99 - Other Archy Survey Products											0			0
165.20.10 - Extended Phase I Archy Studies											0			0
165.20.10.05 - Native American Consultation											0			0
165.20.10.10 - Extended Phase I Proposal											0			0
165.20.10.15 - XP1 Field Investigation											0			0
165.20.10.20 - XP1 Materials Analysis											0			0
165.20.10.25 - Extended Phase I Report											0			0
165.20.10.99 - Other Phase I Archy Products											0			0
165.20.15 - Phase II Archy Studies											0			0
165.20.15.05 - NA Consultation											0			0
165.20.15.10 - Phase II Proposal											0			0
165.20.15.15 - Field Investigation											0			0
165.20.15.20 - Materials Analysis											0			0
165.20.15.25 - Phase II Report											0			0
165.20.15.99 - Other Phase II Archy Products											0			0
165.20.20 - Hist & Architectural Studies											0			0
165.20.20.05 - Prelim APE/Study Area Maps - Arch											0			0
165.20.20.10 - Hist Res Eval Rpt - Archy											0			0
165.20.20.15 - Hist Res Eval Rpt - Arch											0			0
165.20.20.20 - Bridge Evaluation											0			0
165.20.20.99 - Other H & A Study Products											0			0
165.20.25 - Cultural Res Comp Docs											0			0
165.20.25.05 - Final APE Maps											0			0
165.20.25.10 - PRC 5024.5 Consult											0			0
165.20.25.15 - HPSR/HRCR											0			0
165.20.25.20 - Finding of Effect											0			0
165.20.25.25 - Archy Data Recovery Plan											0			0
165.20.25.30 - MOA											0			0
165.20.25.99 - Other Cult Res Comp Products											0			0
165.25.05 - Draft ED Analysis	40	600									640			0
165.25.10 - 4(f) Evaluation	20	80									100			0
165.25.15 - CE/CE Determination											0			0
165.25.20 - Env Quality Control & Other Reviews	40	80	40	40	10			15		120	360			0
165.25.25 - Approval to Circ Resolution	8	30									38			0

Assigned Unit	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Paleo	Sup Svcs	Total	Begin Date	End Date	Duration (days)
165.25.30 - Env Coordination	40	80	60	40	10	10	10	10	10	10	260			0
165.25.99 - Other DED Products	10	20	10	10	10					10				0
165.30 - NEPA Delegation														0
Total Env Studies & Prep DED	194	1050	574	974	38	0	33	49	68	120	3100			0
<b>Permits, Agreements, and Route Adoptions during PA&amp;ED Compt</b>														
170.05 - Required Permits (list)														0
170.10.05 - US Army Corps 404 Permit														0
170.10.10 - US Forest Service Permit(s)	40	120	20	40	8						228			0
170.10.15 - US Coast Guard Permit														0
170.10.20 - DFG 1600 Agreement(s)														0
170.10.25 - Coastal Zone Development Permit	20	40												0
170.10.30 - Local Agency Concurrence/Permit														0
170.10.40 - Waste Discharge (NPDES) Permit(s)	60										60			0
170.10.45 - US Fish & Wildlife Service Approval			20								20			0
170.10.50 - RWQCCB 401 Permit														0
170.10.60 - Updated ECR	2	20	5	5	5						37			0
170.10.95 - Other Permits														0
170.45 - MOU from TERO Office	16	40									56			0
170.55 - NEPA Delegation														0
Total Permits, Agreements & Route Adoptions	138	220	45	45	13	0	0	0	0	0	461			0
<b>Circulate Draft Environmental Document and Select Preferred Project Alternative</b>														
175.05.05 - Master Dist & Invitation Lists	2	40									42			0
175.05.10 - Notices Pub Hear & DED Avail	8	40									48			0
175.05.15 - DED Pub & Circulation	10	80									90			0
175.05.20 - Fed Consistency Dist (Coastal)														0
175.05.99 - Other DED Circulation Products	10	20									30			0
175.10.05 - Need for Pub Hearing Determination	8	40									48			0
175.10.10 - Pub Hearing Logistics	8	30									38			0
175.10.15 - Displays for Pub Hearing	8	30									38			0
175.10.20 - 2nd Notice Pub Hear & Avail														0
175.10.25 - Map Display & Hearing Plan	4	30									34			0
175.10.30 - Display Pub Hear Maps	4	30									34			0
175.10.35 - Public Hearing	8	20									28			0
175.10.40 - Record of Public Hearing	8	40									48			0
175.10.99 - Other Pub Hearing Products	20	120	20	20	20		10	10	10		230			0
175.15 - Responses to Pub Hear Comments	8	80	8	8	8		8	8	8		136			0
175.20 - Project Preferred Alternative	20	40	8	8	8		8	8	8		168			0
175.25 - NEPA Delegation														0
Total DED & Preferred Alt	126	640	35	35	35	0	26	26	26	60	1012			0
<b>Prepare and Approve Project Report and Final Environmental Document</b>														
180.05.10 - Approved Project Rep	8	20	10	10	10						74			0
180.05.15 - Updated Stormwater Data Report														0
180.10.05 - Approved FED	40	40									80			0
180.10.05.05 - Draft FED Review	40	80	20	20	20				20		200			0
180.10.05.10 - Revised Draft FED	8	60									68			0
180.10.05.15 - Section 4(f) Evaluation	20	80									100			0
180.10.05.20 - Findings Report														0
180.10.05.25 - Statement of Overriding Consid														0
180.10.05.30 - CEQA Certification	4	16									20			0
180.10.05.35 - FHWA and Approval														0
180.10.05.40 - Section 106 Cons & MDA	80	80									80			0
180.10.05.45 - Section 7 Consultation	40	40	60								100			0
180.10.05.50 - Final Section 4(f) Statement	10	40									50			0
180.10.05.55 - Floodplain Only PAF														0
180.10.05.60 - Wetlands Only PAF														0
180.10.05.65 - Sect 404 Permit Compliance														0
180.10.05.70 - Mitigation Measures														0
180.10.10 - Public Dist & Resp to Comments	30	70									100			0

Assigned Unit	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Paleo	Sup Svcs	Total	Begin Date	End Date	Duration (days)
180.10.15 - Final ROW Releo Impact Document											0			0
180.10.99 - Other FED Products											0			0
180.15.05 - ROD (NEPA)											0			0
180.15.10 - NOD (CEQA)	8	20									28			0
180.15.20 - Env Commitments Record	8	40	20	20	20		20	20	20		168			0
180.15.99 - Other Complete ED Products											0			0
180.20 - NEPA Delegation	10	40	10	10	10		10	10	10	60	170			0
Total App PR & FED	188	628	120	60	60	0	30	30	66	60	1238			
<b>Update Project Info for PS&amp;E</b>														
185.05.05 - Project Concept Review for PS&E											0			0
185.05.10 - Updated Project Info for PS&E dev											0			0
Total Update for PS&E	0	0	0	0	0	0	0	0	0	0	0			0
<b>ROW &amp; Excess Land</b>														
185.40.25 - Property Maint & Rehab (non-rental)											0			0
185.40.35 - Transfer of Prop to Clear Status											0			0
185.45.05 - Excess Lands Inventory											0			0
185.45.20 - Prop Disp Units less than \$15 K											0			0
185.45.25 - Prop Disp Units \$15 K-\$500 K											0			0
185.45.30 - Prop Disp Units over \$500 K											0			0
Total ROW & Excess Land	0	0	0	0	0	0	0	0	0	0	0			0
<b>Utility Relocation</b>														
200.15 - Approved Utility Relocation Plan											0			0
200.20 - Utility Relocation Package	8	20	10	10	10		10	10	10	10	88			0
Total Coordinate Utilities	8	20	10	10	10	0	10	10	10	10	88			0
<b>Permits, Agreements, and Route Adoptions during PS&amp;E Cmpmt</b>														
205.10.05 - US Army Corps 404 Permit				1							1			0
205.10.10 - US Forest Service Permit(s)	40	120	100	100	20						380			0
205.10.15 - US Coast Guard Permit											0			0
205.10.20 - DFG 1600 Agreement											0			0
205.10.25 - Coastal Development Permit											0			0
205.10.30 - Local Agency Concurrence/Permit	40	40									80			0
205.10.40 - Waste Discharge (NPDES) permit	80										80			0
205.10.45 - US Fish & Wildlife Service Approval			80								80			0
205.10.50 - RWQCB 401 Permit											0			0
205.10.60 - Updated ECR	10	20	10	10	10						60			0
205.10.95 - Other Permits											0			0
205.20.05 - Draft Fwy Agreement											0			0
205.20.10 - Draft Fwy Agree Review											0			0
205.20.15 - Final Fwy Agree											0			0
205.20.20 - Executed Fwy Agreement											0			0
205.40.10 - New Connections & Route Adopt Shtl	40	40									80			0
205.55 - NEPA Delegation											0			0
Total Permits, Agreements, and Route Adoptions	210	220	191	110	30	0	0	0	0	0	761			

Assigned Unit	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Paleo	Sup Svcs	Total	Begin Date	End Date	Duration (days)
<b>Right of Way Interests</b>														
225.55.20 - Right of Way Clearance	0	0	0	0	0	0	0	0	0	0	0			0
Total Right of Way Interests	0	0	0	0	0	0	0	0	0	0	0			0
<b>Prepare Draft PS&amp;E</b>														
230.05.45 - Noise Barrier Plans											0			0
230.10.05 - Hwy Planning Plans											0			0
230.10.15 - Plant List											0			0
230.35.10 - Hwy Planting Specs											0			0
230.35.35 - Water Pollution Ctrl Specs											0			0
230.35.40 - Erosion Control Specs											0			0
230.60 - Updated Proj Info for PS&E Package											0			0
230.60.05 - Updated Storm Water Data Report											0			0
230.60.10 - Other Reviews/Updates Proj Info		2									2			2
230.90 - NEPA Delegation		2									2			2
Total Prepare Draft PS&E	0	2	0	0	0	0	0	0	0	0	2			2
<b>Mitigate Environmental Impacts and Clean-up Hazardous Waste</b>														
235.05.05 - Hist Structures Mitig											0			0
235.05.10 - Archy & Cult Mitigation											0			0
235.05.15 - Biological Mitigation											0			0
235.05.20 - Env Mitigation RW work											0			0
235.05.25 - Paleontology Mitigation											0			0
235.05.99 - Other Env Mitigation Products											0			0
235.10.10 - Haz Waste Sites Survey											0			0
235.10.15 - Detailed HW Sites Investigation											0			0
235.15 - HW Management Plan											0			0
235.20 - HW PS&E											0			0
235.25 - HW Clean-up											0			0
235.30 - Certification of Sufficiency (HW)											0			0
235.35 - Long Term Mitigation Monitoring											0			0
235.40 - Updated ECR											0			0
235.45 - NEPA Delegation											0			0
Total Mitigation & HW Clean-up	0	0	0	0	0	0	0	0	0	0	0			0
<b>Permits for Subsurface Geotechnical Exploration</b>														
240.70 - Site Ready for Subsurface Exploration	0	0	0	0	0	0	0	0	0	0	0			0
Total Geotechnical Permit	0	0	0	0	0	0	0	0	0	0	0			0
<b>Circulate Review and Prepare Final District PS&amp;E Package</b>														
255.05 - Circ & Rev Draft Dist PS&E											0			0
255.10.25 - Updated Technical Reports											0			0
255.15 - Env Reevaluation		8									8			8
255.20.05 - Rev Plans for Sids Comp											0			0
255.40 - Res Engrs Pending File											0			0
255.45 - NEPA Delegation		2									2			2
Total PS&E	0	10	0	0	0	0	0	0	0	0	10			10

Assigned Unit	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Palco	Sup Svcs	Total	Begin Date	End Date	Duration (days)
<b>Prepare Contract Documents</b>														
260.75 - Env Cert at RTL	4	8	4	4	4	4	4	4	4	4	36			0
Total Prepare Contract Documents	4	8	4	4	4	4	4	4	4	4	36			0
<b>Perform Construction Engineering and General Contract Administration</b>														
270.20.50 - Technical Support											0			0
270.65 - Final Inspect & Accept Rec	4	10	4	4	4	4	4	4	4	4	38			0
270.70 - Update ECR	4	8	8								20			0
270.75 - Permit Renewal & Extension	4										0			0
270.80 - Long-Term Mitigation Contract											0			0
Total Const. Engineering	8	18	12	4	4	4	4	4	4	4	58			0
<b>Prepare and Administer Contract Change Orders</b>														
285.05.06 - Need for CCO Determination	4	8									12			0
285.10.15 - Other Func Support	4	8	0	0	0	0	0	0	0	0	12			0
Total CCOs											24			0
<b>Resolve Contract Claims</b>														
290.35 - Provide Technical Support	4	8	0	0	0	0	0	0	0	0	12			0
Total Contract Claims	4	8	0	0	0	0	0	0	0	0	12			0
<b>Accept Contract, Prepare Final Construction Estimate &amp; Prepare Final Report</b>														
295.35 - Cert of Env Compliance	4	8									12			0
295.40 - Long-Term Mitigation Contract	4	8	0	0	0	0	0	0	0	0	12			0
Total Final Construction	4	8	0	0	0	0	0	0	0	0	24			0
<b>Total Project Hours</b>	<b>886</b>	<b>2838</b>	<b>992</b>	<b>1243</b>	<b>195</b>	<b>0</b>	<b>107</b>	<b>123</b>	<b>178</b>	<b>240</b>	<b>8602</b>			

## Attachment D: PEAR Environmental Commitments Cost Estimate

Standard PSR Only

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

### PART 1 PROJECT INFORMATION

*rev. 11/08*

District-County-Route-Post Mile 09-MNO-395-9.3-10.5	EA: 09-35280K
Project Description: Construction of a connector road from Lower Rock Creek Road to Rock Creek Road in Tom's Place, CA	
Form completed by (Name/District Office): Mark Heckman/D9	
Project Manager: Tom Meyers	Phone Number: 760-872-5214
Date: 4/10/12	

### PART 2 PERMITS AND AGREEMENTS

	Permits and Agreements (\$\$)
<input type="checkbox"/> Fish and Game 1602 Agreement	
<input type="checkbox"/> Coastal Development Permit	
<input type="checkbox"/> State Lands Agreement	
<input type="checkbox"/> Section 401 Water Quality Certification	
<input type="checkbox"/> Section 404 Permit – Nationwide (U.S. Army Corps)	
<input type="checkbox"/> Section 404 Permit – Individual (U.S. Army Corps)	
<input type="checkbox"/> Section 10 Navigable Waters Permit (U.S. Army Corps)	
<input type="checkbox"/> Section 9 Permit (U.S. Coast Guard)	
<input checked="" type="checkbox"/> Other: Forest Service Permit	4000
<b>Total (enter zeros if no cost)</b>	



# **ATTACHMENT E**

## **Traffic Data Report**

**M e m o r a n d u m**

*Flex your power!  
Be energy efficient!*

**To: RICK KUYKENDALL**  
Design Engineer

**Date:** February 2, 2012

**File:** 09-35280K  
MNO-395-PM 9.0/R10.5  
Lower Rock Creek Access FSR



**From: DONNA HOLLAND**  
Traffic Operations

**Subject:** Traffic Index (TI) Calculations and Design Designation

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

Data Year.....	2010 AADT = 6550
Construction Year AADT.....	2015 AADT = 7230
5 Year AADT.....	2020 AADT = 7980
10 Year AADT.....	2025 AADT = 8820
20 Year AADT.....	2035 AADT = 10750
5 Year TI.....	2020 TI = 9.0
10 Year TI.....	2025 TI = 10.0
20 Year TI.....	2035 TI = 11.0
Construction Year DHV.....	2015 DHV = 870
5 Year DHV.....	2020 DHV = 960
10 Year DHV.....	2025 DHV = 1060
20 Year DHV.....	2035 DHV = 1290
2010 Directional Split = 80.20 %	
2010 Trucks = 10.4 %	

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

Attachment

c: File

## TRAFFIC INDEX and DESIGN DESIGNATION CALCULATION SHEET

CO-RTE-PM MNO-395-PM 9.0/R10.5  
EA 09-35280K  
JOB NAME Lower Rock Creek Access FSR

Requested by: Rick Kuykendall  
Unit: Design Engineer  
Date: 02/02/12

Census Year 2010  
Construction Year 2015  
Complete Construction Year 2015  
2 Way AADT 6,550  
Lane Distribution Factor 1.0 (Table 602.3B, Highway Design Manual)

	AM Peak	PM Peak
Peak Hour Percent, K	11.99	12.02
Directional Split, D	80.20	69.98
Product of K and D, KD	9.62	8.41
DHV = AADT x K /100	785	787

PERCENT TRUCKS (%) 10.4  
1 WAY TRUCK VOLUME 546  
GROWTH FACTOR, %/Year 2.0

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

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

#### FIVE YEAR TRAFFIC INDEX

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

Five Year TI **9.0**

#### TEN YEAR TRAFFIC INDEX

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

Ten Year TI **10.0**

#### TWENTY YEAR TRAFFIC INDEX

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

Twenty Yr TI **11.0**

#### SHOULDER TIs

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

### -----DESIGN DESIGNATION-----

Design Designation is based on year of construction per HDM 103.1

Construction Year AADT.....	AADT ( 2015 ) = 7230
Five Year AADT.....	AADT ( 2020 ) = 7980
Ten Year AADT.....	AADT ( 2025 ) = 8820
Twenty Year AADT.....	AADT ( 2035 ) = 10750
Construction Year DHV.....	DHV ( 2015 ) = 870
Five Year DHV.....	DHV ( 2020 ) = 960
Ten Year DHV.....	DHV ( 2025 ) = 1060
Twenty Year DHV.....	DHV ( 2035 ) = 1290
D = 80.20 %	
T = 10.4 %	



TRAFFIC OPERATIONS

February 2, 2012  
DATE

## TRAFFIC DATA REPORT

**Project:** Lower Rock Creek Access Study- EA 35280- MNO 395 PM 9.0-R10.5  
 This Traffic Data Report contains an analysis of US 395 within the project limits and intersection analysis for Lower Rock Creek Rd. @ 395 (PM 9.330) and Rock Creek Rd. @ 395 (PM R10.264).

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

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

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

<b>Accident Rates (Per MVM)*</b>		
<b>Types</b>	<b>Actual Avg.</b>	<b>Statewide Avg.</b>
Fatal	0	0.015
F + I*	0.53	0.34
Total	0.97	0.92
* Accidents per Million Vehicle Miles		
* Fatal plus Injury		

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

**Accident Statistics:**

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

**Primary Collision Factor**

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

**Traffic Data Report  
(cont)**

Type of Collision  
 (7) 63.6% Hit Object  
 (3) 27.3% Overtake  
 (1) 9.1% Broadside

\*Movement Preceding Collision  
 (7) 53.8% Ran Off Road  
 (5) 38.5% Proceeded Straight  
 (1) 7.7% Other Unsafe Turn

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

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

**Intersection Analysis**

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

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

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

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

**Traffic Data Report  
(cont)**

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

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

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

**Summary:**

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

Compiled by: Greg Weirick – D9 Traffic Operations & Safety

# **ATTACHMENT F**

## **Cost Estimates for Alternatives and Optional “Add-on”**







LOWER ROCK CREEK ACCESS ALT 2 HIGH ALIGNMENT COST ESTIMATE

ITEM NO	ITEM CODE	ITEM DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
1	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	\$10,000.00	\$10,000.00
2	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	\$5,000.00	\$5,000.00
3	074029	TEMPORARY SILT FENCE	LF	5000.00	\$7.00	\$35,000.00
4	074033	TEMPORARY CONSTRUCTION ENTRANCE	EA	2.00	\$3,200.00	\$6,400.00
5	074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)	LS	LUMP SUM	\$1,000.00	\$1,000.00
6	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	\$15,000.00	\$15,000.00
7	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	\$30,000.00	\$30,000.00
8	120120	TYPE III BARRICADES	EA	8.00	\$100.00	\$800.00
9	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	\$14,000.00	\$14,000.00
10	150860	REMOVE BASE AND SURFACING	CY	600.00	\$70.00	\$42,000.00
11	160101	CLEARING AND GRUBBING	LS	LUMP SUM	\$15,000.00	\$15,000.00
12	190101	ROADWAY EXCAVATION	CY	25000.00	\$20.00	\$500,000.00
13	202007	DUFF	SQYD	17343.00	\$9.00	\$156,087.00
14	203009	EROSION CONTROL (PUNCHED STRAW)	AC	3.60	\$5,500.00	\$19,800.00
15	260201	CLASS 2 AGGREGATE BASE	CY	3400.00	\$45.00	\$153,000.00
16	390136	HOT MIX ASPHALT (TYPE A)	TON	6600.00	\$120.00	\$792,000.00
17	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	3000.00	\$12.00	\$36,000.00
18	510526	MINOR CONCRETE (BACKFILL)	CY	16.00	\$200.00	\$3,200.00
19	560248	FURNISH SINGLE SHEET ALUMINIUM SIGN (0.063"-UNFRAMED)	SQFT	130.00	\$22.00	\$2,860.00
20	566011	ROADSIDE SIGN (ONE POST)	EA	8.00	\$330.00	\$2,640.00
21	620140	24" ALTERNATIVE PIPE CULVERT	LF	250.00	\$120.00	\$30,000.00
22	721009	ROCK SLOPE PROTECTION (FACING METHOD B)	CY	15.00	\$350.00	\$5,250.00
23	705315	24" ALTERNATIVE FLARED END SECTION	EA	6.00	\$600.00	\$3,600.00
24	729010	ROCK SLOPE PROTECTION FABRIC	SQYD	60.00	\$20.00	\$1,200.00
25	840515	THERMOPLASTIC PAVEMENT MARKING	SQFT	75.00	\$12.00	\$900.00
26	840656	PAINT TRAFFIC STRIPE (2 COAT)	LF	17000.00	\$0.50	\$8,500.00
		<b>SUPPLEMENTAL WORK</b>			<b>SUBTOTAL 1</b>	<b>\$1,889,237.00</b>
27	066595	WATER POLLUTION CONTROL MAINTENANCE SHARING	LS	LUMP SUM	\$5,000.00	\$5,000.00
28	066596	ADDITIONAL WATER POLLUTION CONTROL	LS	LUMP SUM	\$5,000.00	\$5,000.00
29	066670	PAYMENT ADJUSTMENT FOR PRICE INDEX FLUCTUATIONS	LS	LUMP SUM	\$40,000.00	\$40,000.00
					<b>SUBTOTAL 2</b>	<b>\$50,000.00</b>
					<b>PROJECT SUBTOTAL</b>	<b>\$1,939,237.00</b>
					<b>CONTINGENCIES 15.0%</b>	<b>\$290,900.00</b>
					<b>TOTAL</b>	<b>\$2,230,137.00</b>
					<b>ROUNDUP</b>	<b>\$2,240,000.00</b>





# **ATTACHMENT G**

## **Right of Way Data Sheet**

# Right of Way Data Sheet Report

To: Truman Denio  
Design Manager

Date: June 13, 2012  
File Ref.: Mono 395 PM 9.0/11.0  
EA: 09-35280k  
Proj. No.: 09-1200-0034

Attention: Rick Kuykendall, Project Engineer


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

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

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

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

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

  
NANCY ESCALLIER  
Field Office Chief  
Right of Way, Central Region - Bishop  
(760) 872-0641; Fax (760) 872-0755

**RIGHT OF WAY DATA SHEET**

REQUEST DATE: February 8, 2012

From: FRE  STK  SLO  BIS

District: 09 County: Mono Route: 395  
 PM 9.0/11.0  
 EA: 09-35280k Project No.: 09-0002-0034

1. **RIGHT OF WAY COST ESTIMATE:**  
 (entered into PMCS COST RW1-5 Screens)

	<b>Current Value (Year 2012 )</b>	<b>Escalation Rate</b>	<b>Escalated Value (Year 2015 )</b>
Acquisition costs to acquire the required property	Alt 1 = \$0.00 Alt 2 = \$0.00		Alt 1 = \$0.00 Alt 2 = \$0.00
Project permit fees (from PEAR document, as provided by Environmental Section.) Same for each Alternative	\$ 1,800.00		\$ 1,800.00
Mitigation for Section 4(f) Code compliance; same for each Alternative	\$ 100,000.00		\$ 100,000.00
Utility Relocation (States share)	Alt 1 = \$0.00 Alt 2 = \$24,000.00	10%	Alt 1 = \$0.00 Alt 2 = \$31,944.00
Relocation Assistance			
Clearance/Demolition			
Title and Escrow Fees			
<b>TOTAL CURRENT VALUE</b>	<b>Alt 1: \$ 101,800.00 Alt 2: \$ 125,800.00</b>		<b>Alt 1: \$ 101,800.00 Alt 2: \$ 134,158.00</b>
<b>R/W SUPPORT COSTS</b>			
Construction Contract Work (construction costs to be included in projects PS&E)			

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

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

TYPE	NUMBER	DUAL/APPR	UTILITIES	RR INVOLVEMENT
X			U4-1	None X
A	Alt 1: 2 Alt 2: 2		-2	C & M Agmt
B			-3	Service Contract
C			-4	Lic/RE/Clauses
D				<b>MISC R/W WORK</b>
<b>TOTAL:</b>	2 for each Alt.		U5-7 1	RAP Displacement None
			5-8	Clear/Demo None
			5-9	Const Permits 1 -SUP for each Alt.
<b>EXCESS:</b>	0			Cond

Parcel Area: **Right of Way:** Alt 1 = approx. 3.30 acres ; Alt 2 = approx. 7.24 acres **Excess:** none

4. Items of construction contract work: YES  NO

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.): Vacant high desert pinion scrub as managed by the Forest Service.

YES - RIGHT OF WAY REQUIRED  NO - NONE REQUIRED

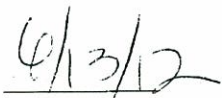
6. Effect on assessed valuation: YES  NOT SIGNIFICANT  NO
7. Utility facilities or rights of way affected: YES  Utility Worksheet (exhibit 13-EX-6) attached. NO
8. Railroad facilities or rights of way affected: YES  Railroad Worksheet attached. NO
9. Previously unidentified sites with hazardous waste and/or material found: NONE EVIDENT
10. RAP displacements required: YES  NO
11. Material borrow and/or disposal sites required: YES  NO
12. Potential relinquishments and/or vacations: YES  NO
13. Existing and/or potential Airspace sites: YES  NO
14. Environmental mitigation parcels required: YES  NOT DETERMINED AT THIS TIME  According to the Draft PEAR Document both alternatives impact approximately 13 acres of land, which is subject to the USFS standards under Section 4(f) Resource Code Costs, thusly the \$100,000.00 has been estimated for this. Also, permit fees for DFG reviews at an estimated cost of \$1,800.00.
15. All Right of Way work will be performed by Caltrans staff: YES  NO

16. Data for evaluation provided by:

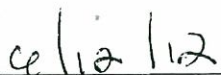
Estimator:

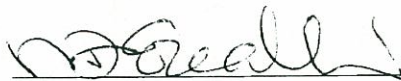
  
LORA RISCHER

Date:



I have personally reviewed this Right of Way Data Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

  
Date

  
NANCY ESCALLIER  
Field Office Chief  
Right of Way, Central Region - Bishop

Entered onto PMCS Screens (Event, Cost, Agre.)

By: \_\_\_\_\_

Date: \_\_\_\_\_



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**R/W UTILITY ESTIMATE WORKSHEET AND**  
**R/W DATA SHEET INSTRUCTIONS**  
 (Form #)

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

Date 2-24-12  
 Post Mile 9.0/11.0  
 Expenditure Authorization 09-35280K

**Description of Project:**

Lower Rock Creek Access Study – Mono County Route 395, PM 9.0/11.0

Estimate for:  Preliminary Route Estimate (Alternate No. 1 & 2)  
 R/W Data Sheet (Preferred Alternate)

**Evidence of Utilities:**

Gas  Electric  Telephone  Cable TV  Water  Public Drainage/Irrigation  
 Sewer  Fiber Optics  Other (Explain in "Remarks")

**Anticipated Utility Relocations:**

Gas  Electric  Telephone  Cable TV  Water  Public Drainage/Irrigation  
 Sewer  Fiber Optics  Other (Explain in "Remarks")

**Estimated Cost of Utility Relocations:**

_____ L.F. of Gas Line	@ \$ _____ /L.F.	= \$ _____
_____ L.F. of UG Electric Line	@ \$ _____ /L.F.	= \$ _____
_____ L.F. of UG Telephone Line	@ \$ _____ /L.F.	= \$ _____
_____ Wood Poles (Telephone)	@ \$ _____ /Pole	= \$ _____
<u>Alt 1, 0</u> Wood Poles (Electric)	@ \$ _____ /Pole	= \$ _____
<u>Alt 2, 2</u> Wood Poles (Electric)	@ \$ <u>12,000</u> /Pole	= \$ <u>24,000</u>
_____ Joint Poles	@ \$ _____ /Pole	= \$ _____
_____ Steel Poles	@ \$ _____ /Pole	= \$ _____
_____ Steel Towers	@ \$ _____ /Tower	= \$ _____
_____ L.F. of Water Line	@ \$ _____ /L.F.	= \$ _____
_____ Fire Hydrants	@ \$ _____ /F.H.	= \$ _____
_____ L.F. of Sewer Line	@ \$ _____ /L.F.	= \$ _____
_____ L.F. of Fiber Optics Line	@ \$ _____ /L.F.	= \$ _____
_____ Other (Explain)	@ \$ _____ /	= \$ _____
TOTAL ESTIMATE (Alt 1)		= \$ <u>0.00</u>
TOTAL ESTIMATE (Alt 2)		= \$ <u>24,000</u>

**Remarks:**

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