11 - SD - 94- 20.4/21.4
Program Code
EA 11-40770X
March 2014

Project Study Report-Project Development Support (PSR-PDS)

To

Request Scope Approval for Project-Funded-by-Others

On Route 94 (Campo Road)

Between Post Mile 20.4

And Post Mile 21.4

APPROVAL RECOMMENDED:

RAYMOND HUNTER, *PROJECT SPONSOR*
CHAIRMAN, JAMUL INDIAN VILLAGE

APPROVAL RECOMMENDED:

GUSTAF SILVA, *CALTRANS PROJECT MANAGER*

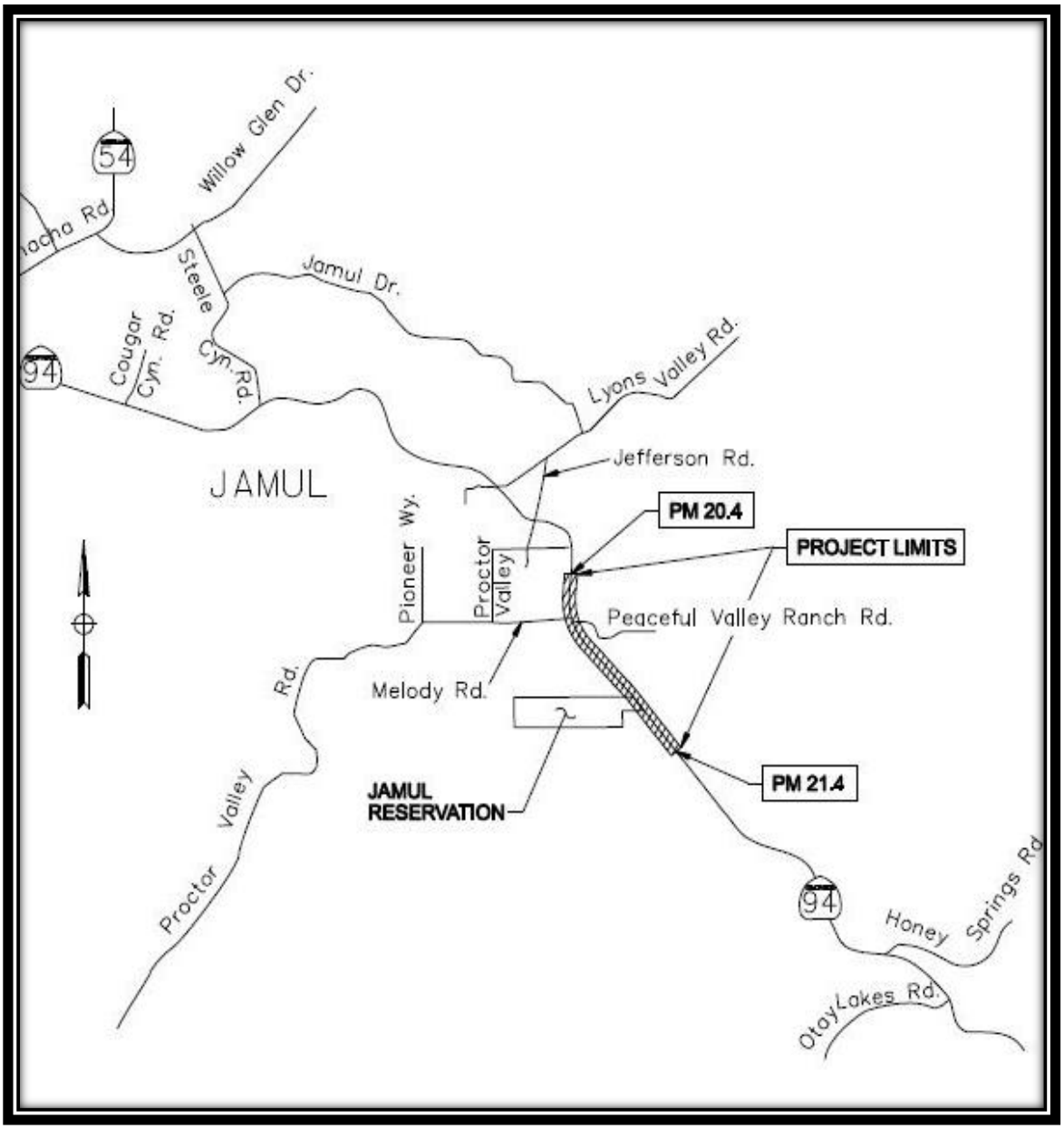
APPROVAL RECOMMENDED:

ROSS CATHER, *DEPUTY DISTRICT DIRECTOR*
PROGRAM/PROJECT MANAGEMENT

APPROVED:

for JOE HULL, *DISTRICT DIVISION CHIEF – TRAFFIC OPERATIONS* 3/14/14 *DATE*

Vicinity Map



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

REGISTERED CIVIL ENGINEER 3/14/14 *DATE*

REGISTERED PROFESSIONAL ENGINEER
Alan F. Tubosnick Jr.
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1. INTRODUCTION

Brief Project Description:

The Jamul Indian Village (hereafter, "Tribe") proposes to construct improvements on State Route 94 (SR-94) to facilitate the movement of traffic into and out of their existing Reservation. The improvements would be privately financed by the Tribe. Engineering and environmental processing of the improvements do not include federally matching funds, nor would federal discretionary approval be included.

The SR-94 improvements would accommodate a new access driveway constructed by the Tribe on either their existing Reservation Road, an adjacent 4-acre parcel currently owned by the Tribe, or via a new roadway constructed from Melody Road to the Reservation. The proposed access driveway would serve the Reservation and the Tribe's recently approved gaming facility. The Jamul Reservation is located in rural San Diego County approximately 1-mile south of the community of Jamul (see **Vicinity Map and Attachment A**).

At this time, there access alternatives with two additional variations are under consideration and described in **Section 7 "Alternatives"** and Attachments. The alternatives propose to widen, improve the geometrics, and install new traffic signals along SR-94 in order to accommodate future traffic within the project limits.

See the cost estimate for specific work items included in this project.

Project Limits	11-SD-94 PM 20.4-21.4
Number of Alternatives	5
Capital Outlay Support for PA&ED	$500K-$1M
Capital Outlay Construction Cost Range	$5M-$10M
Capital Outlay Right-of-Way Cost Range	$0-$1M
Funding Source	Private Funds
Type of Facility	2-lane conventional highway
Number of Structures	0
Anticipated Environmental Determination or Document	Environmental Impact Report
Legal Description	In San Diego County at Jamul on Route 94 from 0.3 mile West to 0.7 mile East of Melody Road
Project Development Category	4A

Other approvals required are:

- County of San Diego (County) right-of-way permit
- County grading permit
- Land transfer from County Irrevocable Offer to Dedicate (IOD) to Caltrans
- California Department of Transportation (Caltrans) Encroachment Permit

2. BACKGROUND

SR-94 is a principal route in generally east-west direction, which carries interregional, intraregional, and some international travel. The route begins near downtown San Diego as an urban freeway and major commuter route heading east. SR-94 becomes and expressway with at-grade intersections from Via Mercado to SR-54. From SR-54 intersection, SR-94 becomes a conventional highway and begins to heads southeast. From Avocado Boulevard to Otay Lakes Road, SR-94 is designated as a State Highway Terminal Access Route connecting to the National Network for Surface Transportation Assistance Act (STAA) trucks. East of the Sweetwater River, and in the vicinity of the project, the route is a 2-lane rural arterial serving Jamul and other outlying communities located in southeastern San Diego County. Throughout the project limits, SR-94 travels in north-south direction. SR-94 provides access to SR-188 which allows for vehicular travel to the International Border at Tecate, Mexico.

The Jamul Reservation is located approximately one mile south of the community of Jamul and approximately one-third mile south of Melody Road, along SR-94. The Tribe proposes to construct a 203,000 square foot gaming facility on its Reservation. Regional access to the Reservation is provided via SR-94. The Tribe prepared a Final Tribal Environmental Evaluation for the Jamul Indian Village Gaming Development Project (Tribal EE) which includes analysis of the effects associated with access alternatives to the Reservation in addition to on-Reservation effects. The Tribal EE was adopted in January 2013 by the Jamul Indian Village Council.

The existing alignment of SR-94 in the vicinity of the Reservation contains geometric features that would not meet current Caltrans standards, and a discussion of these is included in **Section 5 "Deficiencies"**. Between 2009 and 2011, MRO Engineers developed five preliminary concepts with variations (Attachment A) to study alternative access options to the Reservation; these are summarized in **Attachment A**. The access alternatives involved realignment of SR-94 to improve safety on the approaches to the Reservation. Starting in 2012, Kimley-Horn and Associates has continued development of three new alternatives with 2 additional variations (**Attachment D**) which are being recommended for further study in future phases. The new alternatives were developed with input from Caltrans and also remain sensitive to right of way impacts. Detailed discussion of the new alternatives is provided in **Section 7 "Alternatives"** of this report.

Right-of-way impacts (**Attachment E**) associated with the project must be consistent with the San Diego County Multiple Species Conservation Program (MSCP), and Biological Monitoring Ordinance (BMO).

The Tribal EE also identified five intersections on SR-94 that requires improvements to offset future traffic from the recently approved gaming facility. These offsite improvements will be processed through the Permit Engineering Evaluation Report (PEER) and not included in this PSR. Location and Summary of these improvements are described below:

1. SR-94/Jamacha Boulevard Intersection: Restripe the northbound through shared left-turn lane to a northbound through shared right-turn lane (including required traffic signal modifications).

2. SR-94/Jamacha Road Intersection: Add a second eastbound right-turn lane and retaining wall (including required traffic signal modifications). The right-turn lane would extend beyond the existing Caltrans ROW. Restripe the northbound approach to provide a northbound through shared left-turn lane to a northbound through shared right-turn lane.

3. SR-94/Steele Canyon Road Intersection: Add a second eastbound and westbound through lane.

4. SR-94/Lyons Valley Road Intersection: Install a traffic signal.

5. SR-94/Maxfield Road Intersection: Restripe the northbound approaches along SR-94 to include an acceleration lane. This improvement will also include the widening of SR-94 north of Maxfield Road necessary to accommodate additional acceleration lane.

3. PURPOSE AND NEED

Purpose: The primary objectives of this project are to accomplish the following:

a. Provide appropriate access to and from SR-94 and the approved Jamul Indian Village Gaming Development.
b. Mitigate the traffic impact of the gaming facility on SR-94, both within the immediate vicinity of the development access, and along portion of SR-94 from north of Melody Road to south of Reservation Road.
c. Improve the geometric design of the main access between SR-94 and the gaming facility.
d. Improve the geometrics of SR-94 in the vicinity of Melody Road and Reservation Road in a manner consistent with the SR-94 Transportation Concept Summary (TCS) and the 2050 Regional Transportation Plan (RTP).

Need: Traffic volumes on SR-94 are projected to increase from 10,600 average daily trips (ADT) north of Melody Road and 7,500 ADT south of Melody Road in 2010 (existing conditions) to 17,000 ADT north of Melody Road, and 13,000 ADT south of Melody Road in 2035. Per the Traffic Impact Study prepared for the Jamul Indian Village (JIV) Gaming Project, the levels of service (LOS) of SR-94 north and south of Melody Road, as well as the peak hour LOS at the intersection of SR-94 and Melody Road, are projected to degrade to unacceptable LOS producing congestion and excessive delays.

The Final Tribal Environmental Evaluation prepared for the JIV Gaming Project indicates the existing geometric design of the SR-94/Reservation Road connection does not meet current Caltrans design standards including the angle of intersection, horizontal alignment, shoulder width, and corner sight distance. Realignment of roadway curves, widening of the traveled way, installation of standard 8-foot shoulders, addition of passing lanes, and adding/improving turn pockets are included as types of improvements. The 2050 RTP unconstrained scenario includes upgrading SR-94 from a 2-lane conventional highway to a 4-lane conventional highway north of Melody Road.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

The Traffic Impact Study (TIS) prepared for the Jamul Indian Village Gaming Project includes discussion and analysis of existing and future traffic related to the improvements proposed for SR-94 as part of this PSR-PDS. **Section 5 "Deficiencies"** summarizes the traffic analysis within the TIS as it pertains to the purpose and need and proposed improvements discussed herein. In addition, the preliminary lane schematics provided in **Attachment B** correspond to the recommendations contained in the TIS, and represent the proposed intersection improvements included in the scope for the 3 project alternatives with variations currently under consideration.

5. DEFICIENCIES

Traffic volumes along SR-94 are expected to increase as shown in **Table 5.1**. This increased traffic volume will produce congestion and excessive delays unless roadway improvements are incorporated to mitigate the effects of this additional traffic due to the gaming facility and other growth in the area.

TABLE 5.1		
SR-94 ADT VOLUMES *		
	Existing (2009 - 2012)	Future with Gaming Project (2035)
Jefferson Rd to Melody Rd	10,600	17,000
Melody Rd to Honey Springs Rd	7,500	13,000
** Traffic Impact Study included in the Jamul Indian Village Final Tribal EE, dated January 2013*		

Generally, Caltrans strives to maintain a target LOS at the transition between LOS C and LOS D for all facilities. When the existing State Highway facility operates at less than the appropriate target LOS, the existing measure of effectiveness (MOE) for the facility should be maintained. The MOE for a two-lane highway is percent-time-spent-following (PTSF) and average travel speeds (mph). **Table 5.2** includes the PTSF and average travel speeds for the existing and future (2035) SR-94 with no roadway improvements using the 2000 Highway Capacity Manual methodology.

Under existing conditions, SR-94 operates at LOS D both north and south of Melody Road during the weekday AM and PM, and Friday/Saturday PM peak periods (**Table 5.2**). Traffic flow is generally unstable with slower speeds, and long platoons. The additional volume (**Table 5.1**) expected by 2035 would degrade operations to LOS E north of Melody Road and either LOS D or LOS E south of Melody Road during peak hours (**Table 5.2**) if proposed roadway improvements included in this report are not constructed. Operating conditions would be at or near capacity with slow speeds and intense platooning, making it virtually impossible to pass.

Table 5.3 shows the existing and future (2035) peak-hour intersection LOS without improvements, for alternatives which provide a future access driveway at either Reservation Road or Daisy Drive. **Table 5.4** shows the existing and future (2035) peak-hour intersection LOS without improvements, for the alternative which provides a future access driveway via Melody Road. The LOS analysis was conducted using the 2000 Highway Capacity Manual methodology.

Operations at the intersection of SR-94 and Melody Road/Peaceful Valley Ranch Road and the intersection of SR-94 and Reservation Road would be negatively impacted by the increased traffic volume anticipated by 2035 unless proposed roadway improvements are constructed. The intersection of SR-94 and Melody Road/Peaceful Valley Ranch Road currently operates at LOS B in the AM and PM weekday peak period, as well as during the Saturday PM peak period (**Table 5.3**). During the Friday PM peak period, the intersection of SR-94 and Melody Road/Peaceful Valley Ranch Road currently operates at LOS C. The intersection of SR-94 and Reservation Road does not have conflicting movements under existing conditions. Without construction of the proposed roadway improvements, increased traffic by 2035 would degrade the operations at both of these intersections to LOS F, except for the weekday AM and Saturday PM peak period at the SR-94 & Melody Road/Peaceful Valley Ranch Road intersection (**Table 5.3**). The weekday AM would operate at LOS D and the Saturday PM would operate at LOS E in 2035 if no

improvements are made to the SR-94 & Melody Road/Peaceful Valley Ranch Road intersection. Construction of the proposed improvements would improve operations at both of these intersections in 2035 to LOS B or better (**Table 5.3**). Per Caltrans Guidelines, all signalized and unsignalized intersections are expected to operate at LOS C or better.

TABLE 5.2

SR-94 HIGHWAY SEGMENT ANALYSIS *

TWO-WAY TWO-LANE HIGHWAY

CONDITION	SEGMENT	PEAK HOUR	LOS	AVG TRAVEL SPEED (mph)	PTSF ◊ (%)
Existing	Proctor Valley Rd to Melody Rd	Wkday AM	D	40.5	64.9
		Wkday PM	D	40.5	64.8
		Fri PM	D	40.2	68.7
		Sat PM	D	41.0	62.7
	Melody Rd to Access Driveway	Wkday AM	D	44.4	64.1
		Wkday PM	D	44.2	64.8
		Fri PM	D	43.6	67.9
		Sat PM	D	44.7	62.3
	Access Driveway to Otay Lakes Rd	Wkday AM	D	44.4	63.4
		Wkday PM	D	44.4	63.5
		Fri PM	D	44.0	66.0
		Sat PM	D	45.0	61.1
Future (2035) No Imprvmts	Proctor Valley Rd to Melody Rd	Wkday AM	E	35.4	83.0
		Wkday PM	E	30.7	90.1
		Fri PM	E	29.6	91.3
		Sat PM	E	32.5	87.8
	Melody Rd to Access Driveway	Wkday AM	D	40.8	77.9
		Wkday PM	E	38.0	84.3
		Fri PM	E	34.8	88.7
		Sat PM	E	36.7	86.3
	Access Driveway to Otay Lakes Rd	Wkday AM	E	38.7	82.3
		Wkday PM	E	38.3	83.3
		Fri PM	E	36.6	86.1
		Sat PM	D	40.1	79.0

*** Traffic Impact Study included in the Jamul Indian Village Final Tribal EE, dated January 2013**

◊ PTSF = Percent Time Spent Following

TABLE 5.3					
PEAK-HOUR INTERSECTION LOS *					
FUTURE ACCESS DRIVEWAY AT RESERVATION ROAD OR DAISY DRIVE WITH AND WITHOUT IMPROVEMENTS ALONG SR-94					
		EXISTING		FUTURE (2035)	NO IMPRVMNTS
INTERSECTION	PEAK HOUR	DELAY	LOS	DELAY	LOS
SR-94 & Melody Rd/ Peaceful Valley Ranch Rd	Wkday AM	14.5	B	38.9	D
	Wkday PM	14.4	B	259.5	F
	Fri PM	16.6	C	352.2	F
	Sat PM	12.9	B	62.7	E
SR-94 & Reservation Rd Δ	Wkday AM	No Conflicting Movements		87.1	F
	Wkday PM			ECL	F
	Fri PM			ECL	F
	Sat PM			ECL	F
***Traffic Impact Study included in the Jamul Indian Village Final Tribal EE, dated January 2013*					
Δ Future results assume access driveway is maintained at Reservation Rd. Results would be the same for access via Daisy Dr.					
ECL indicates delay exceeds Synchro's calculable limit					

TABLE 5.4					
PEAK-HOUR INTERSECTION LOS *					
FUTURE ACCESS DRIVEWAY VIA MELODY ROAD WITH AND WITHOUT IMPROVEMENTS ALONG SR-94					
		EXISTING		FUTURE (2035)	NO IMPRVMNTS
INTERSECTION	PEAK HOUR	DELAY	LOS	DELAY	LOS
SR-94 & Melody Rd/ Peaceful Valley Ranch Rd	Wkday AM	14.5	B	358.7	F
	Wkday PM	14.4	B	ECL	F
	Fri PM	16.6	C	ECL	F
	Sat PM	12.9	B	ECL	F
* Traffic Impact Study included in the Jamul Indian Village Final Tribal EE, dated January 2013					
ECL indicates delay exceeds Synchro's calculable limit					

In addition to the traffic operational deficiencies discussed above, a preliminary review of the existing intersection of SR-94 and Reservation Road reveals that the geometric features at the intersection do not meet current standards. **Table 5.5** summarizes the geometric features evaluated in order to assess the adequacy of the existing Reservation Road as a main access to the Reservation. The posted speed limit along SR-94 in the vicinity of the intersection is 55 mph. A design speed of 55

mph was selected for the purposes of the comparison presented in **Table 5.5**, as applicable.

TABLE 5.5		
EXISTING RESERVATION ROAD ACCESS EVALUATION		
GEOMETRIC FEATURE	EXISTING CONDITION	DESIRED VALUE [2]
Angle of Intersection	< 50°	75° min. 90° desirable
Horizontal Radius	~ 750 feet	1000 feet, min.
Superelevation Rate	~ 2% (NB); ~ 8% (SB)	10%
Shoulder Width[1]	Variable 2 feet to 8 feet	8 feet
Corner Sight Distance (CSD)	300 feet < CSD < 400 feet	605 feet
[1] Preliminary review of existing shoulder width considered the continuous usable width of shoulder on approach/departure from the intersection, as well as the existing ADT along SR-94 at the intersection.		
[2] *Caltrans Highway Design Manual*, November 2012		

According to the TIS prepared for the Jamul Indian Village Gaming Project, weekday PM peak hour traffic volumes for vehicles exiting Reservation Road at the intersection with SR-94 will increase from 0 left and right turns under existing conditions to approximately 370 left turns and 100 right turns in 2035. During the Friday/Saturday PM peak hour, the traffic volumes will increase from 0 left turns and 4 right turns under existing conditions to approximately 600 left turns and 160 right turns in 2035.

Existing geometrics along SR-94 in the vicinity of Melody Road and Reservation Road do not meet current standards. **Attachment A** includes a comparison of standard and existing condition geometric elements along SR-94 between post miles 20.4 and 21.4. The geometric elements included in **Attachment A** were selected to closely coincide with the Federal Highway Administration's (FHWA) 13 controlling criteria for selection of design standards of primary importance for highway safety.

6. CORRIDOR AND SYSTEM COORDINATION

Section 6 includes discussion on corridor and system coordination, and was taken all or in part from the *State Route-94 Rural Transportation Concept Summary* prepared by the Caltrans District 11 Planning Division.

SR-94 was added to the State Highway System as Route 200 in 1933. From Lyons Valley Road to Melody Road, SR-94 has a functional classification of "Other Freeway or Expressway-Urban". From Melody Road to SR-188, the classification is "Other Principal Arterial-Rural".

California Senate Bill 300, enacted in 1989, created an Interregional Road System (IRRS). Subsequently, Section 164.3 of the California Streets and Highways Code directed Caltrans to develop and submit to the Legislature an IRRS Plan by February 1, 1990. In accordance with this plan, the IRRS is a series of interregional state highway routes outside the urbanized areas that provides access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions. The rural portion of SR-94 east of the Sweetwater River is included as part of the IRRS.

From Avocado Boulevard to Otay Lakes Road, SR-94 is designated as a State Highway Terminal Access Route connecting to the National Network for Surface Transportation Assistance Act (STAA) trucks.

The Caltrans District 11 designated International Border Trade Corridor (IBTC) system consists of transportation corridors which link ports of entry and international border regions to the existing transportation system. These corridors will be the principle conduits for movement of people and goods as the overall demand for transportation increases in and out of California and the United States. All of SR-94 is included in the IBTC system.

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. These highways are identified in Section 263 of the Streets and Highways Code. SR-94 east of SR-125 to the end of the route at I-8 is eligible to be designated as a State Scenic Highway.

The San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan includes corridor improvements for the rural portions of SR-94 within the limits of the project. The plan shows the segment of SR-94 from Steel Canyon Road to Melody Road to remain 2-lane conventional highway in the revenue constrained plan, but improvement to 4-lane conventional highway in the unconstrained plan. From Melody Road to I-8, SR-94 is to remain a 2-lane conventional highway in both the revenue constrained and unconstrained plans.

7. ALTERNATIVES

Three access alternatives with two additional variations are considered in this PSR-PDS to address the project's purpose and need. All alternatives propose to widen SR-94 in order to provide the additional capacity necessary for accommodation of projected traffic at the intersections adjacent to the Jamul Indian Village. Left turn pockets are also provided to improve operations, minimize disruption to through traffic, and increase safety. The SR-94 alignment is improved to include flatter horizontal curvature, increased vertical stopping sight distance, and widened

shoulders. New traffic signals are proposed along SR-94 at the intersection with Melody Road and also at the proposed access driveway intersection either along SR-94 or Melody Road. The location of the proposed access driveway varies with each alternative, but for all alternatives the geometric features of the access driveway intersection are improved when compared to existing conditions.

7.01 Alternative 1: Reservation Road Access

Alternative 1 (**Attachment D**) improves SR-94 from about 1200 feet north of Melody Road to about 1800 feet south of Reservation Road, for a total length of approximately 0.9 miles. The alignment of SR-94 is realigned to provide flatter horizontal and vertical curvature, as well as pavement cross slope and superelevation meeting current design standards. Lanes and shoulders are widened where necessary to also meet current standards. No design exceptions, as related to the FHWA thirteen controlling criteria, are proposed for Alternative 1. A detailed comparison of the geometric elements for all alternatives, as well as existing conditions, is presented in **Attachment A**.

New traffic signals would be installed for Alternative 1, along SR-94, at the intersection with Melody Road/Peaceful Valley Ranch Road, and also at the intersection of SR-94 and Reservation Road—the proposed Jamul Indian Village access location for Alternative 1. A signal warrant analysis is included in **Attachment I.** Exclusive left turn lanes would be provided along SR-94 for the north to west move onto Melody Road, and the south to east move onto Peaceful Valley Ranch Road. Likewise, an exclusive left turn lane would be provided for the north to west move onto Reservation Road. In addition, a second southbound through lane would be provided along SR-94 between Melody Road and Reservation Road. Alternative 1 also widens Melody Road and Peaceful Valley Ranch Road to provide exclusive left turn lanes onto SR-94 for overall improved intersection operation. The length of improvements along Melody Road and Peaceful Valley Ranch Road are approximately 700 feet and 500 feet, respectively. Preliminary lane schematics for all the alternatives are provided in **Attachment B**.

The intersection of SR-94 and Reservation Road is also reconfigured with Alternative 1 to provide an intersection angle which meets current design standards. Per agreement with Caltrans, the angle of intersection is measured with respect to the location of the stop bar on Reservation Road (angle B shown on **Attachment F**). The reconfiguration of the Reservation Road intersection also shifts the roadway improvements to the east of existing SR-94 in an effort to minimize right-of-way impacts along the west side of the alignment (**Attachment E**).

Retaining walls are proposed for Alternative 1 in order to minimize right-of-way requirements and environmental impacts. For Alternative 1, cut retaining walls will be necessary on the east side of SR-94 between Peaceful Valley Ranch Road and the Reservation Road intersection, contained within the I.O.D. land. The cut retaining walls will total approximately 850 feet in length, combined, and vary in height from about 10 feet to 20 feet. A fill retaining wall approximately 200 feet in length and

varying in height from about 8 feet to 16 feet is also proposed along the south side of Melody Road near the intersection with SR-94.

7.02 Alternative 2 (Option A): Four-Acre Access (Full Disturbed Area)

Alternative 2A (**Attachment D**) improves SR-94 from about 1200 feet north of Melody Road to about 1400 feet south of existing Reservation Road, for a total length of approximately 0.8 miles. Similar to Alternative 1, SR-94 is realigned and widened as part of Alternative 2A to improve traffic operations and eliminate design exceptions as related to the FHWA thirteen controlling criteria. **Attachment A** provides a comparison of the geometric elements for all alternatives. Unlike Alternative 1, the Jamul Indian Village access driveway location for Alternative 2A is located approximately 500 feet north of existing Reservation Road, at Daisy Drive. Locating the access point at Daisy Drive decreases the intersection spacing to Melody Road, but shortens the project limits at the southern end, which minimizes impact to the existing road. In addition, the Alternative 2A realignment of SR-94 maintains an alignment on the west side of existing SR-94—south of Daisy Drive—which results in one less horizontal curve along SR-94 within the project limits.

Proposed traffic signals and exclusive left turn lanes for Alternative 2A are the same as for Alternative 1, except the traffic signal for access to the Jamul Indian Village is provided at Daisy Drive instead of Reservation Road; Reservation Road would no longer connect to SR-94 if Alternative 2A was constructed. A signal warrant analysis is included in **Attachment I.** In Addition, Alternative 2A would provide an additional northbound lane along SR-94 between Daisy Drive and Peaceful Valley Ranch Road to accommodate the expected dual left turn lanes departing from the access driveway at Daisy Drive. Improvements to Melody Road and Peaceful Valley Ranch Road are the same for Alternatives 1 and 2A.

Retaining walls associated with Alternative 2A are reduced when compared to Alternative 1. The reduction in the need for retaining walls is a result of the realignment remaining on the west side of existing SR-94 between Daisy Drive and the southern limit. The cut retaining wall proposed for Alternative 2A would be located on the east side of SR-94, just north of Daisy Drive, within the I.O.D. land and be approximately 400 feet in length and vary in height from about 10 feet to 16 feet. The proposed fill retaining wall along Melody Road for Alternative 1 would also be proposed for Alternative 2A. Right-of-way impacts associated with Alternative 2A are included in **Attachment E**.

7.03 Alternative 2 (Option B): Four-Acre Access (Reduced Disturbed Area)

Alternative 2B (**Attachment D**) improves SR-94 from about 1200 feet north of Melody Road to about 1400 feet south of existing Reservation Road, for a total length of approximately 0.8 miles. The project limits north and south along SR-94 are the same for alternatives 2A and 2B. Alternative 2B differs from Alternative 2A in that right-of-way impacts are reduced within private property and environmentally sensitive area (**Attachment E**) for Alternative 2B. The Alternative 2B centerline alignment for SR-94 is shifted to the west through the intersection with Melody Road

with the use of a reduced radius, and a broken-back curve is introduced between Melody Road and the proposed access driveway at Daisy Drive. The introduction of a reduced radius and broken-back horizontal curvature helps facilitate the reduced right-of-way impact associated with Alternative 2B. Alternative 2B also incorporates a reduced rate of superelevation through the SR-94 intersection with Melody Road and also along the proposed horizontal curve located just north of Daisy Drive. The reduced rate of superelevation would require a mandatory design exception for not meeting current Caltrans standards. **Attachment A** compares the geometric elements of all alternatives with respect to the FHWA thirteen controlling criteria.

Proposed traffic signals and left turn lanes are the same for Alternatives 2A and 2B, with the exception that no exclusive left turn lane is proposed on the departure from Peaceful Valley Ranch Road for Alternative 2B. A signal warrant analysis is included in **Attachment I.** In addition, the alignment for Melody Road, as well as for Peaceful Valley Ranch Road, is shifted to the north with Alternative 2B to further reduce potential right-of-way impacts to environmentally sensitive area.

The centerline alignment shift to the west for Alternative 2B, in combination with a proposed reduction in potential right-of-way impacts, results in the need for additional retaining walls along the southbound side of SR-94. Three walls approximately 100 feet to 150 feet in length and approximately 6 feet tall are proposed where the Alternative 2B alignment for SR-94 near the existing right-of-way boundary adjacent to Melody Road, and also along the southern approach to, but north of, Daisy Drive. The fill retaining wall proposed for Alternatives 1 and 2A along the south side of Melody Road, near the intersection with SR-94, is doubled in length from about 200 feet to 400 feet with Alternative 2B, and the height is increased and variable from about 10 feet to 18 feet. Two cut retaining walls are also proposed for Alternative 2B along the northbound side of SR-94 between the Daisy Drive intersection and Peaceful Valley Ranch Road. The cut retaining walls would be a combined length of about 500 feet and vary in height from approximately 8 feet to 12 feet.

7.04 Alternative 2 (Option C): Four-Acre Access (Minimum Disturbed Area)

Alternative 2C (**Attachment D**) provides access to the Jamul Indian Village via Daisy Drive, the same as for Alternatives 2A and 2B. Alternative 2C, however, minimizes potential right-of-way impacts (**Attachment E**) with the implementation of non-standard geometric elements requiring exceptions to Caltrans mandatory design standards which are tied to the FHWA thirteen controlling criteria. **Attachment A** includes a comparison of geometric elements for all alternatives. Reduced design speed from 55 mph to 45 mph, reduction in horizontal curvature, reduced shoulder width, reduced stopping sight distance along vertical curvature, increased maximum grade, and reduced superelevation rate are all incorporated within Alternative 2C to minimize potential impacts to right-of-way. Although the proposed geometric elements for Alternative 2C include non-standard design features, the realignment is an improvement from existing conditions as compared in

Attachment A. The proposed widening and intersection improvements will also help satisfy the project's purpose and need.

Improvements for Alternative 2C begin approximately 800 feet north of Melody Road and continue to about 400 feet south of existing Reservation Road, for a total length of approximately 0.6 miles. Proposed traffic signals and exclusive left turn lanes are the same for Alternative 2B and 2C, except no left turn is provided on the departure from Peaceful Valley Ranch Road. A signal warrant analysis is included in **Attachment I.** Excluding the left turn lane on Peaceful Valley Ranch Road helps minimize right-of-way impacts. In addition, the proposed profile for SR-94 through the intersection with Melody Road is kept close to existing grade; therefore, the proposed profiles for Melody Road and Peaceful Valley Ranch Road also remain close to existing grade. Lane widths are reduced along Melody Road in order to accommodate the roadway widening while minimizing right-of-way impacts. Unlike Alternative 2B which realigned Melody Road to the north, Alternative 2C retains the existing southern edge of traveled way and widens Melody Road to the north. Maintaining the existing profile grade and widening only to the north along Melody Road helps limit right-of-way impacts.

One fill retaining wall and three cut retaining walls are proposed along SR-94 for Alternative 2C. No walls are proposed along Melody Road. The fill retaining wall would be located along the southbound side of SR-94, about 200 feet north of Melody Road, and be about 100 feet in length and 4 feet in height. The three cut retaining walls would be located along the northbound side of SR-94 between Peaceful Valley Ranch Road and existing Reservation Road. The cut retaining walls would be approximately 1000 feet in length, combined, and vary in height from about 10 feet to 20 feet.

7.05 Alternative 3: Melody Road Access

Alternative 3 (**Attachment D**) provides access to the Jamul Indian Village via a proposed access driveway from Melody Road. Therefore, no driveway intersection is proposed at either Reservation Road or Daisy Drive with this alternative. A wider footprint is necessary at the intersection of SR-94 and Melody Road/Peaceful Valley Ranch Road with this alternative in order to accommodate the necessary intersection improvements. In contrast to the other alternatives, and as illustrated in **Attachment B**, Alternative 3 requires an additional northbound through lane north of Melody Road to accommodate a second exclusive left turn lane proposed from Melody Road. A second exclusive left turn lane is also required for the north to west move from SR-94 to Melody Road. A second through lane is also needed for westbound Melody Road leading to the proposed access driveway. These capacity improvements for Alternative 3 at the intersection of SR-94 and Melody Road result in additional potential impacts to private property and environmentally sensitive area as compared to the other alternatives, see **Attachment E**.

The proposed centerline alignment for SR-94 for Alternative 3 is relatively the same as proposed for Alternative 2A, with no proposed design exceptions as related to the

FHWA thirteen controlling criteria (**Attachment A**). However, the extents of improvement along both SR-94 and Melody Road are different when compared to the other Alternatives. The difference is directly related to the access driveway location. Alternative 3 (**Attachment D**) improvements begin approximately 1300 feet north of Melody Road and continue to about 900 feet south of existing Reservation Road, for a total length of approximately 0.8 miles. The length of improvements along Melody Road is increased from about 750 feet to about 1300 feet with Alternative 3. Traffic signals are proposed at the intersection of SR-94 and Melody Road, and also at the driveway access location along Melody Road. A signal warrant analysis is included in **Attachment I.**

Alternative 3 proposes the least amount of retaining walls of all the alternatives. The reduction in proposed retaining walls is a result of the magnitude of widening associated with Alternative 3. The other alternatives propose retaining walls to avoid encroachment beyond existing right-of-way. The wider pavement associated with Alternative 3 near the intersection with Melody Road encroaches beyond, or very close to, the existing right-of-way. The use of retaining walls therefore would not lessen right-of-way impact as compared to the other alternatives. Alternative 3 requires additional potential impacts to right-of-way (**Attachment E**), but utilizes less retaining wall since the right-of-way impacts would be necessary with or without the use of additional walls. Alternative 3 proposes a cut retaining wall approximately 250 feet long and 8 feet to 10 feet in height along the northbound side of SR-94 just north of Daisy Drive. A fill retaining wall approximately 150 feet in length and variable in height from 6 feet to 12 feet is proposed along the south side of Melody Road adjacent to the intersection with SR-94.

7.06 Alternative 4: No-Build Alternative

The No-Build Alternative proposes that no improvements be constructed at this time. Highway traffic (including Tribal gaming traffic) would use the existing roadway network including the Tribe's existing access at SR-94 at Reservation Road.

7.07 Operation Analysis

Based on a peak-hour arterial analysis per the 2000 Highway Capacity Methodology, with the construction of the proposed roadway improvements, SR-94 would operate at LOS C or better between Proctor Valley Road to Otay Lakes Road. **Table 7.1** illustrates these results.

Table 7.2 shows the existing and future (2035) peak-hour intersection LOS, both with and without improvements for alternatives which provide a future access driveway at either Reservation Road or Daisy Drive. **Table 7.3** shows the existing and future (2035) peak-hour intersection LOS, both with and without improvements, for the alternative which provides a future access driveway via Melody Road. The LOS analysis was conducted using the 2000 Highway Capacity Manual methodology. As shown in the tables, all intersections would operate at LOS B or better with the proposed improvements.

TABLE 7.1					
SR-94					
PEAK HOUR ARTERIAL SEGMENT ANALYSIS *					
CONDITION	SEGMENT	PEAK HOUR	DIRECTION	LOS	SPEED (mph)
Future (2035) With Imprvmnts	Proctor Valley Rd to Melody Rd	Wkday AM	EB	A	48.5
			WB	C	30.2
		Wkday PM	EB	A	43.5
			WB	C	31.5
		Fri PM	EB	B	39.9
			WB	B	34.2
		Sat PM	EB	A	43.2
			WB	C	31.8
	Melody Rd to Access Driveway	Wkday AM	EB	B	34.9
			WB	A	53.6
		Wkday PM	EB	C	29.5
			WB	A	53.5
		Fri PM	EB	C	28
			WB	A	53.6
		Sat PM	EB	C	28.2
			WB	A	52.9
	Access Driveway to Otay Lakes Rd	Wkday AM	EB	A	50.1
			WB	C	29.1
		Wkday PM	EB	A	48.6
			WB	C	32.7
		Fri PM	EB	A	48.1
			WB	B	34.4
		Sat PM	EB	A	50.8
			WB	C	32.4
* Traffic Impact Study included in the Jamul Indian Village Final Tribal EE, dated January 2013					

TABLE 7.2 PEAK-HOUR INTERSECTION LOS * FUTURE ACCESS DRIVEWAY AT RESERVATION ROAD OR DAISY DRIVE WITH AND WITHOUT IMPROVEMENTS ALONG SR-94							
		EXISTING		FUTURE (2035) NO IMPRVMNTS		FUTURE (2035) WITH IMPRVMNTS	
INTERSECTION	PEAK HOUR	DELAY	LOS	DELAY	LOS	DELAY	LOS
SR-94 & Melody Rd/ Peaceful Valley Ranch Rd	Wkday AM	14.5	B	38.9	D	12.8	B
	Wkday PM	14.4	B	259.5	F	16.0	B
	Fri PM	16.6	C	352.2	F	18.2	B
	Sat PM	12.9	B	62.7	E	12.1	B
SR-94 & Reservation Rd Δ	Wkday AM	No Conflicting Movements		87.1	F	4.8	A
	Wkday PM			ECL	F	7.8	A
	Fri PM			ECL	F	11.2	B
	Sat PM			ECL	F	8.3	A
* Traffic Impact Study included in the Jamul Indian Village Final Tribal EE, dated January 2013							
Δ Future results assume access driveway is maintained at Reservation Rd. Results would be the same for access via Daisy Dr.							
ECL indicates delay exceeds Synchro's calculable limit							

TABLE 7.3 PEAK-HOUR INTERSECTION LOS * FUTURE ACCESS DRIVEWAY VIA MELODY ROAD WITH AND WITHOUT IMPROVEMENTS ALONG SR-94							
		EXISTING		FUTURE (2035) NO IMPRVMNTS		FUTURE (2035) WITH IMPRVMNTS	
INTERSECTION	PEAK HOUR	DELAY	LOS	DELAY	LOS	DELAY	LOS
SR-94 & Melody Rd/ Peaceful Valley Ranch Rd	Wkday AM	14.5	B	358.7	F	5.4	A
	Wkday PM	14.4	B	ECL	F	7.5	A
	Fri PM	16.6	C	ECL	F	9.8	A
	Sat PM	12.9	B	ECL	F	8.2	A
* Traffic Impact Study included in the Jamul Indian Village Final Tribal EE, dated January 2013							
ECL indicates delay exceeds Synchro's calculable limit							

7.08 Signal Warrant Analysis

The project includes the signalization of the following two intersections:

- SR-94 (Campo Road) & Melody Road (All Alternatives); and
- SR-94 (Campo Road) & Reservation Road (Alternatives 1 and 2 only)

A signal warrant analysis was conducted using the Existing Baseline with Gaming Project peak-hour volumes. Peak-hour warrant guidelines can be found in the 2012 Edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD)

under Section 4C.04, Warrant 3. For these intersections, SR-94 (Campo Road) is the major street and Melody Road and/or Reservation Road are the minor street. As previously mentioned, SR-94 (Campo Road) has a posted speed limit of 55 miles per hour. Because the speed limit on the major street exceeds 40 miles per hour, Figure 4C-4 in the CA-MUTCD can be used to evaluate the signal warrant criteria.

In order for these intersections to warrant a traffic signal installation, a point representing the vehicles per hour on SR-94 (Campo Road) (total of both approaches) and the corresponding vehicles per hour on minor street approaches (one direction only) for one hour of a typical day must be plotted on the CA-MUTCD Figure 4C-4 graph and that point must be above the curve representing the 1 lane in each direction of traffic.

The Existing Baseline with Casino Traffic with project peak-hours volumes were plotted on the CA-MUTCD Figure 4C-4 graph for the intersection of SR-94 (Campo Road) and Lyons Valley Road. The warrant analysis indicates that a traffic signal is warranted at this intersection during all the peak-hour periods analyzed.

The Existing Baseline with Casino Traffic with project peak-hours volumes were plotted on the CA-MUTCD Figure 4C-4 graph for the intersection of SR-94 (Campo Road) and Melody Road. As shown in the figure, the warrant analysis indicates that a traffic signal is not warranted at this intersection during any of the peak-hour periods analyzed. When the Horizon Year (2035) with Project peak-hour volumes are plotted in the graph, the figure shows that a traffic Signal will be warranted at this location.

The Existing Baseline with Casino Traffic with project peak-hours volumes were plotted on the CA-MUTCD Figure 4C-4 graph for the intersection of SR-94 (Campo Road) and Reservation Road. As shown in the figure, the warrant analysis indicates that a traffic signal is warranted at this intersection during any of the peak-hour periods analyzed. **Attachment I** includes the copies of the signal warrant analysis worksheets.

7.09 Non-Standard Design Features

Table 7.4 summarizes the anticipated non-standard design elements associated with the proposed alternatives still under consideration. **Table 7.4** is derived from the detailed geometric comparison matrix included in **Attachment A** and also provides the probability rating for design exception approval and associated justification. Alternatives 2B and 2C are the only alternatives under consideration requiring design exception approval at this time.

Table 7.4 – Design Standards Risk Assessment			
Alternative	Design Standard from Highway Design Manual Tables 82.1A & 82.1B	Probability of Design Exception Approval (None, Low, Medium, High,)	Justification for Probability Rating
1	NA	NA	NA
2A	NA	NA	NA
2B	Index 202.2 – Standards for Superelevation	High	Discussion with Caltrans - limits extent of environmental impact
2C	Index 101.2 – Design Speed Standards Index 302.1 – Shoulder Width Index 204.3 – Standards for Grade Index 201.1 – Stopping Sight Distance Standards Index 202.2 – Standards for Superelevation	Low Low Medium Low Medium	Discussion with Caltrans - limits extent of environmental impact
3	NA	NA	NA

7.10 Stormwater

The proposed project is within the San Diego Regional Water Quality Control Board jurisdictional limits, Hydrologic Sub-Area 910.33, Jamul and within the Hydrologic Area of Dulzura of the Otay Hydrologic Unit. There are no known specific location requirements within the project limits at this time.

The proposed project will increase impervious area and will increase the potential for pollution to come into contact with storm water runoff. The proposed project's use is identified as "streets, highways and freeways" and will generate pollutants of concerns including sediments, heavy metals, organic compounds, trash and debris, oil and grease and bacteria and viruses.

The proposed project alternatives will have disturbed soil area ranging from 7 acres to 15 acres and are summarized in **Table 7.5**. All alternatives would require a Construction General Permit and the estimated project Risk Level is (2) two. The estimated risk level is based on anticipated erosion of sediment into watershed. Risk Level 2 is considered medium. A detailed analysis of potential erosion and water quality will be performed in the environmental phase of this project.

Table 7.5 – Disturbed Soil Area			
Alternative	Area (SQFT)	Area (Acres)	Notes
1	460,261	11	Reservation Road Access
2A	439,103	10	4-Acre Access (Full D.A.)
2B	426,489	10	4-Acre Access (Reduced D.A.)
2C	311,893	7	4-Acre Access (Minimum D.A.)
3	661,072	15	Melody Road Access

Impervious area is also increased for the proposed alternatives when compared to existing conditions. The net new impervious area for the alternatives ranges from 3 acres on the low end to 9 acres on the high end and are summarized in **Table 7.6**:

Table 7.6 – Net New Impervious Area			
Alternative	Area (SQFT)	Area (Acres)	Notes
1	211,958	5	Reservation Road Access
2A	198,367	5	4-Acre Access (Full D.A.)
2B	186,406	4	4-Acre Access (Reduced D.A.)
2C	141,862	3	4-Acre Access (Minimum D.A.)
3	376,086	9	Melody Road Access

All three alternatives with variations will be required to implement permanent treatment Best Management Practices (BMP) to treat post project runoff. The proposed project will incorporate bioswale or bioretention facilities as part of the improvements. It is anticipated that no additional right of way will be required for permanent treatment BMP at this time.

During project construction all disturbed soils on slopes will have erosion control measures to mitigate potential for sediment migration and soil erosion. The erosion control measures include fiber rolls, check dams, mulching and hydro seeding.

Aerially Deposited Lead (ADL) reuse is unknown at this time. An ADL report will be provided during later phases of project development and will include recommendations for proper use of ADL soils if ADL soil is present and reuse is possible.

7.11 Alternatives Considered but Rejected

In addition to the five alternatives discussed above which remain under consideration for this project, nine other alternatives were previously developed by MRO. The nine previously developed alternatives were considered but rejected after coordination with Caltrans due to proposed mandatory design exceptions.

8. RIGHT-OF-WAY

Additional Right-of-Way (ROW) would be required at the edges of the existing parcels abutting the existing Caltrans ROW for the access roads described in Alternatives 1-2. Surveys conducted for the Proposed Project indicate that privately/publically owned parcels of land would be partially within the proposed ROW for project improvements, primarily lane widening, but also for such things as construction of the retaining walls, and installation of culverts. The bulk of privately/publically owned land within the proposed ROW is located west of SR-94; however, privately/publically owned land is also located on the east side of SR-94. The Tribe would be required to acquire the entirety of the proposed 2,150-foot long new road ROW under Alternative 3, which is located on the privately owned 87-acre parcel north of the Reservation. The 87-acre parcel is not owned by the Tribe.

Utilities:
Major utility relocations, i.e., overhead regional power towers, would not be required. The relocation or readjustment of some local utilities would, however, be necessary. Items needing minor placement changes would include telephone poles and power and/or telephone lines located on the poles, cable television, if necessary, local conduit, storm drains and lines, and any buried gas lines that may be present.

9. STAKEHOLDER INVOLVEMENT

The Tribe approved and certified the Jamul Indian Village Gaming Project's Tribal Environmental Evaluation (TEE) and Mitigation Plan in early 2013. The TEE review process was consistent with both the National Environmental Protection Act (NEPA) and the California Environmental Quality Act (CEQA). The Tribe is now working with State and County agencies to address potential environmental impacts associated with the Tribes proposed three-story gaming and entertainment facility of approximately 200,000 square feet. The gaming and entertainment facility will be accessed via SR-94 and the new proposed access driveway included in the alternatives under consideration within this PSR-PDS.

The TEE included discussion of traffic impacts as analyzed in the Traffic Impact Study (TIS) prepared for the Jamul Indian Village Gaming Project. The TEE also presented analysis of the existing geometric characteristics of the Tribe's existing access location at Reservation Road. The configuration of the existing Reservation Road access location was determined to be inconsistent with current Caltrans design standards as the main access to the proposed gaming and entertainment facility. The traffic analysis presented in the TIS, as well as the analysis of existing Reservation Road access presented in the TEE, was used to help develop the purpose and need for the project under consideration in this PSR-PDS.

Coordination between JIV representatives and Caltrans regarding the geometrics of SR-94 adjacent to the proposed access driveway for the gaming and entertainment

facility has resulted in the identification of additional alternatives that address issues discussed in the purpose and need section within this PSR-PDS.

10. ENVIRONMENTAL DETERMINATION/DOCUMENTATION

A Preliminary Environmental Analysis Report (PEAR) was prepared for this project (**Attachment E**). According to the PEAR, an Environmental Impact Report (EIR) will be prepared to address the various issues associated with the proposed access road improvements. Key environmental issues and special considerations to be addressed within the EIR include potential impacts to: MSCP Hardline Preserve, uncovering of sensitive cultural resources, jurisdictional waters, visual impacts associated with the proposed retaining walls, as well as the potential need for a Streambed Alteration Agreement from CDFW. Technical studies identified at this time include a Visual Impact Assessment (VIA), Community Impact Assessment (CIA), Natural Environment Study (NES), Air Quality Technical Report, Noise Study Report (NSR), Hazardous Materials Site Assessment, Preliminary Geotechnical Assessment, Water Quality Report, Historical Resources Compliance Report (HRCR), Archaeological Survey Report (ASR), Historical Resources Evaluation Report (HRER), Paleontological Evaluation Report (PER), Paleontological Mitigation Plan (PMP), Traffic Study, and a Traffic Management Plan (TMP). Should the project require a Section 404 Permit from the Corps, the Corps may require a separate report in compliance with Section 106 of the NHPA.

Several assumptions were made in the preparation of the PEAR that positively affect timing of project completion such as the ability to privately acquire additional ROW and acquisitions of any necessary approvals from San Diego County concerning the MSCP, IOD and biological mitigation. Additionally, the assumption was made that no sensitive cultural resources would be uncovered during construction activities. The timeline for project implementation could be negatively impacted should any of these assumptions prove inaccurate.

11. FUNDING

Capital Outlay Project Estimate

	Range of Estimate		Developer Funds	
	Construction	Right-of-Way	Construction	Right-of-Way
Alternative 1	$5M-$10M	$0-100K	$5M-$10M	$0-100K
Alternative 2A	$5M-$10M	$100K-$500K	$5M-$10M	$100K-$500K
Alternative 2B	$5M-$10M	$0-100K	$5M-$10M	$0-100K
Alternative 2C	$5M-$10M	$0-100K	$5M-$10M	$0-100K
Alternative 3	$5M-$10M	$500K-$1M	$5M-$10M	$500K-$1M

The level of detail available to develop these capital outlay project estimates is only accurate to within the above ranges and is useful for long-range planning purposes only. The capital outlay project estimates should not be used to program or commit State-programmed capital outlay funds.

Capital Outlay Support Estimate

Capital outlay support estimate for programming PA&ED for this project: $500K-$1M

As stated in the 2011 Highway Improvement Agreement between the State of California Department of Transportation and the Jamul Indian Village, the Jamul Indian Village Tribe will fund 100 percent of all capital outlay and Department staffing cost associated with the Document review of all necessary documents provided by the Tribe for work within the state owned right-of-way. The Document review includes, but not limited to, review of alternative feasibility analysis, design of highway improvement alternatives, environmental documents pursuant to CEQA, traffic studies, and processing of an Encroachment Permit.

The PSR-PDS document represents the first step in the development of the roadway access improvements along SR-94. The next step in the process is the development of a Draft and Final Project Report (PR) and Environmental Impact Report (EIR) where the preferred access alternative will be selected. Once the preferred alternative is selected, plans and specifications will be prepared for the construction of the improvements.

12. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/ Year)
BEGIN ENVIRONMENTAL	M020	March/2013
CIRCULATE DPR & DED EXTERNALLY	M120	October/2013
PA & ED	M200	March/2014

The anticipated funding fiscal year for construction is 2014/15.

13. RISKS

Attachment H includes the identification of risks that could increase cost or prolong the schedule for project delivery. Risks related to environmental factors, right-of-way, design, project management, and construction have been included at this time. The largest risks to this project currently identified in **Attachment H** include:

- Project opposition
- Right-of-way issues
- Stage construction
- Late design changes
- Agency review time
- Accelerated schedule
- Technical assumptions
- Utilities

Strategies to deal with the identified risks are also presented within the matrix in **Attachment H**. The risk register is considered a living document and will be updated throughout project development.

14. FHWA COORDINATION

This project does not require FHWA coordination since the project is not in the interstate system and does not have federal funding. However, if the project became significant enough to require non-attainment amendment to the Federal TIP, then FHWA coordination will be required.

15. PROJECT PERSONNEL

Gustaf Silva	Caltrans	Native American Liaison	619-208-1104
Steve Davis	Summit	Project Manager	310-287-9988
David Tait	Tait Group	Project Advocate	916-813-1106
Leo Espelet	Kimley-Horn	Consultant Engineer	619-744-0136
Jason Valencia	Kimley-Horn	Consultant Engineer	619-744-0131

16. PROJECT REVIEWS

This document was submitted to the following departments for review:

Advanced Planning/Chi Vargas
Design/David Rowland
Environmental/Olga Estrada
Material Labs/Dave Evans
Highway Operations/Mike Powers
Hydraulics/Thuong Ton
Landscape/Stephen Alvarez
NPDES-Stormwater/Danielle Zhang
Permits/John Markey
Planning/Jacob Armstrong
R/W Engineering/George Schuh
Signal Operations/Cindee Feaver
Structures Design/Construction/ Tom Collins
Survey/Pete Pfander
Utilities/Abu-Bakr Al-Jafri
Office Engineering/L. Edmunds
Construction/Mark Parra
Traffic Engineering and Analysis/Charles Gray and Enrique Ramirez

17. ATTACHMENTS (Number of Pages)

A – Geometric Comparison Matrix (1)
B – Preliminary Lane Schematics (1)
C – Typical Cross Sections (4)
D – Proposed Alternatives & Existing Conditions Plan and Profile (5)
E – Proposed Alternatives Area of Disturbance (6)
F – Angle of Intersection for Reservation Road Access Driveway (1)
G – Project Cost Estimates (5)
H – Risk Registry (2)
I – Signal Warrant Analysis Worksheets (4)
J – Transportation Planning Scoping Information Sheet (7)
K – Preliminary Environmental Analysis Report (Separate Cover)

ATTACHMENT A

- ***Geometric Comparison Matrix***

TABLE B: GEOMETRICS ALONG STATE ROUTE 94 2-Oct-13

DESIGN CRITERIA ***(Caltrans Highway Design Manual – Sixth Edition)***

ELEMENT	STANDARD 55 MPH DESIGN SPEED	REDUCED 45 MPH DESIGN SPEED	EXISTING CONDITIONS	NEW CONCEPT Alt 1 - "Res. Rd.	NEW CONCEPT Alt 2A - "4-Acre	NEW CONCEPT Alt 2B - "4-Acre	NEW CONCEPT Alt 2C - "4-Acre	NEW CONCEPT Alt 3 - "Melody Access"
DESIGN SPEED	55	45	55	55	55	55	45	55
LANE WIDTH	12	12	11 (min) Δ	12	12	12	12	12
SHOULDER WIDTH	8 4 RT Turn Lane	8 4 RT Turn Lane	8 and variable 4 & 2 & 1 (min) μ	8	8	8	8 2 (min)	8
BRIDGE WIDTH	NA this project	NA this project	NA	NA	NA	NA	NA	NA
HORIZONTAL ALIGNMENT	R_{min} = 1000	R_{min} = 700	R_1 = 735 R_2 = 1380 R_3 = 700 R_4 = 1050 R_5 = 1150 R_6 = 750	R_1 = 1900 R_2 = 2700 R_3 = 14,000	R_1 = 2200 R_2 = 8000	R_1 = 1600 R_2 = 1600 R_3 = 8000	R_1 = 1000 R_2 = 1350 R_3 = 2200	R_1 = 2200 R_2 = 7000
VERTICAL ALIGNMENT	See Grade and SSD	See Grade and SSD	See Grade and SSD	See Grade and SSD	See Grade and SSD	See Grade and SSD	See Grade and SSD	See Grade and SSD
GRADE	G_{max} = 5% G_{min} = 0.3%	G_{max} = 5% G_{min} = 0.3%	G_{max} = 7.1% G_{min} = 0.3%	5.0% max. 0.3% min.	5.0% max. 0.3% min.	5.0% max. 0.4% min.	7.0% max. 0.3% min.	5.0% max. 0.3% min.
STOPPING SIGHT DISTANCE AT VERTICAL CURVATURE	SSD_{min} = 500	SSD_{min} = 360	VC1 = 597 s VC2 = 429 c VC3 = 245 c VC4 = 204 s VC5 = 544 c VC6 = 380 s VC7 = 499 c VC8 = 243 c VC9 = 356 s VC10 = 371 c VC11 = unlim. s VC12 = unlim. s	VC1 = 1430 s VC2 = 502 c VC3 = 809 s VC4 = 505 c VC5 = unlim s VC6 = 1787 s	VC1 = 1430 s VC2 = 502 c VC3 = 809 s VC4 = 505 c VC5 = unlim s	VC1 = 699 s VC2 = 505 c VC3 = 809 s VC4 = 505 c VC5 = unlim s	VC1 = 377 c VC2 = 370 c VC3 = 467 s VC4 = unlim. s VC5 = 301 c VC6 = 342 s VC7 = 685 c	VC1 = 788 s VC2 = 502 c VC3 = 809 s VC4 = 505 c VC5 = unlim s
CROSS SLOPE	2%	2%	0% to 8%	2%	2%	2%	2%	2%
SUPERELEVATION RATE	e_{max} = 10%	e_{max} = 11%	e_1 = 2% & 12% 11% req. e_2 = 1% & 5% 8% req. e_3 = 6% & 10% 11% req. e_4 = 3% & 10% 10% req. e_5 = 2% & 7% 9% req. e_6 = 3% & 8% 11% req. ***	e_1 = 6% 6% req. e_2 = 4% 4% req. e_3 = 2% (RC) 2% (RC)	e_1 = 5% 5% req. e_2 =2% (RC) 2% (RC)	e_1 = 5% 7% req. e_2 = 5% 7% req. e_3 = 2% (RC) 2% (RC)	e_1 = 2% (RC) 10% req. e_2 = 4% 8% req. e_3 = 5% 5% req.	e_1 = 5% 5% req. e_2 = 2% (RC) 2% (RC) req.
HORIZONTAL CLEARANCE	Standard Shoulder Width	Standard Shoulder Width	Less than standard shoulder width (< 8) (min) ∩	Shoulder Width (min)	Shoulder Width (min)	Shoulder Width (min)	Shoulder Width (min)	Shoulder Width (min)
VERTICAL CLEARANCE	NA this project	NA this project	NA	NA	NA	NA	NA	NA
SUPERELEVATION RUNOFF	See Requirements under each Concept	See Requirements under each Concept	See Superelevation Diagram on Exhibit of Existing Conditions	L_1 = 210' 210' req. L_2 = 150' 150' req. L_3 = 150' 150' req.	L_1 = 180' 180' req. L_2 =150' 150' req.	L_1 = 180' 180' req. L_2 = 180' 180' req. L_3 = 150' 150' req.	L_1 = 150' 150' req. L_2 = 150' 150' req. L_3 = 180' 180' req.	L_1 =180' 180' req. L_2 = 150' 150' req.

◊ Southbound approach to Melody Road to avoid wetlands.

α Northbound between Peaceful Valley Ranch Road and the beginning of the project to minimize R/W take. Also at the southern limit of the project near Reservation Road in both directions.

β Southern limit of the project near Reservation Road in both directions.

θ Southern limit of the project near Reservation Road in both directions; typical sections show full depth pavement structural section; cross slopes of 1.5% min. and 3.0% max. are acceptable if work is resurface and widen—which may have been the intent.

Δ Southbound adjacent to 4-acre parcel and Reservation Road.

μ Adjacent to and south of Melody Road at various locations in each direction.

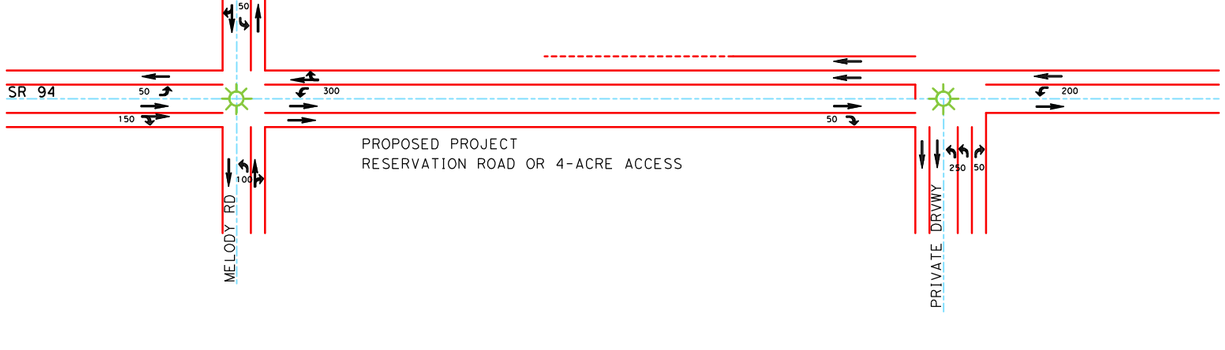
∩ Utility poles and signs at various locations where the existing paved shoulder width is less than 8 feet.

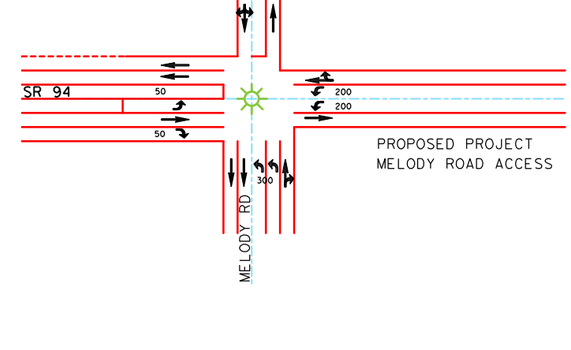
*** Superelevation rates shown for existing conditions are an interpretation of data extracted from the Project's digital terrain model. See superelevation diagram on exhibit of existing conditions for basis of interpretation.

Latest Iteration of Concept
Mandatory Design Exception
Advisory Design Exception

ATTACHMENT B

- ***Preliminary Lane Schematics***





LEGEND

TRAFFIC SIGNALS

NO SCALE
OCTOBER 2013

Kimley-Horn and Associates, Inc.

EXHIBIT X

SR 94 - JAMUL INDIAN VILLAGE
ALTERNATIVE INTERSECTION SCHEMATICS

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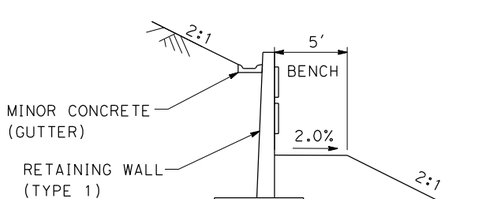
DATE PLOTTED => 7/31/2013
TIME PLOTTED => 9:12:17 AM

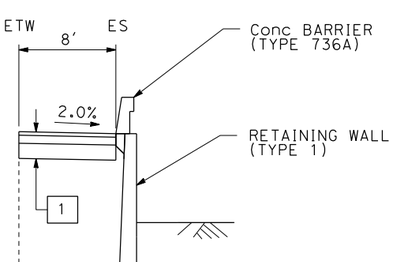
USERNAME => jason.valencia
DGN FILE => SR94_JIV_intersection diagrams.dgn

ATTACHMENT C

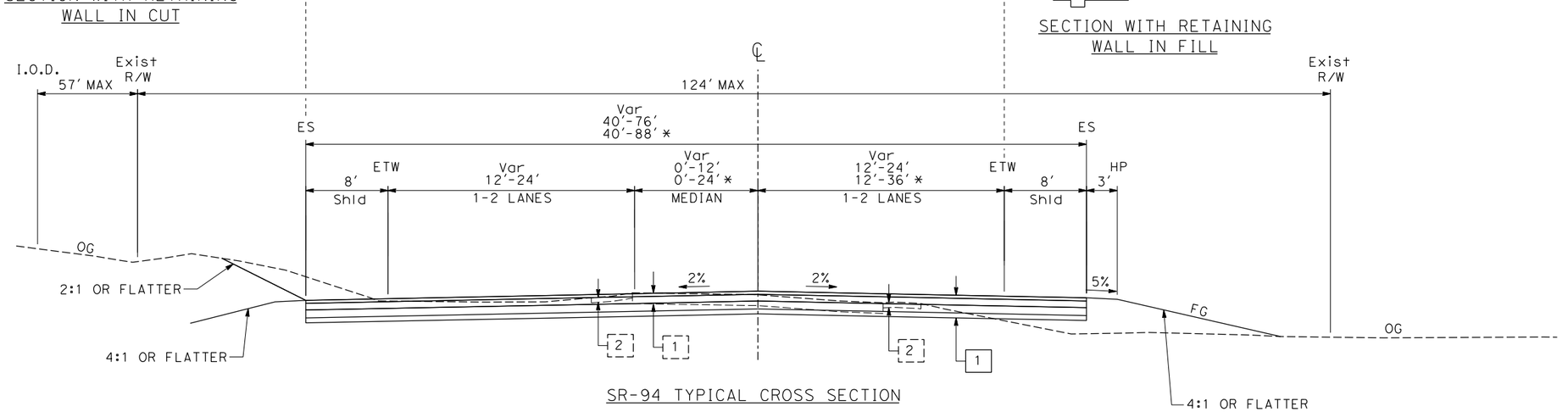
- ***Typical Cross Sections***



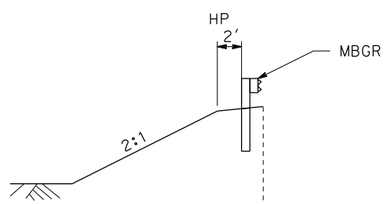
SECTION WITH RETAINING WALL IN CUT



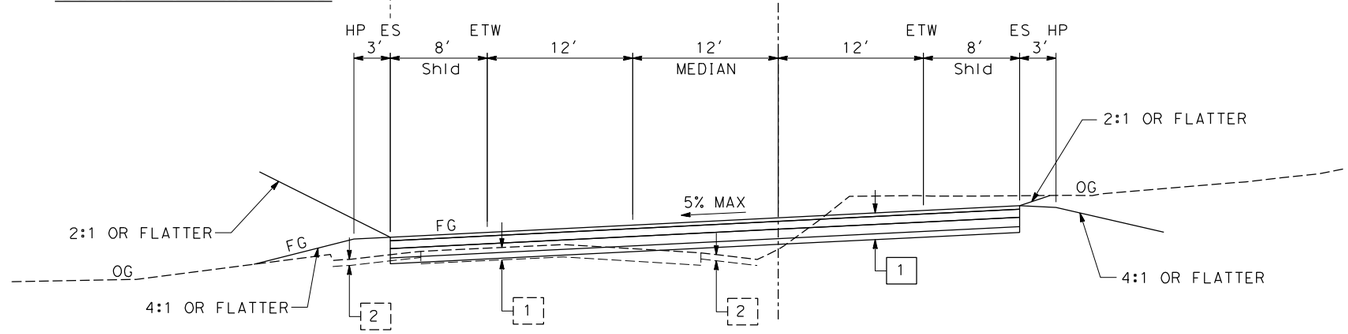
SECTION WITH RETAINING WALL IN FILL



SR-94 TYPICAL CROSS SECTION



SECTION WITH GUARDRAIL



SR-94 TYPICAL SUPERELEVATED SECTION

NOTES:

* - Alt 3 ONLY (2 SB LEFT TURN LANES @ MELODY ROAD)

TYPICAL CROSS SECTIONS

NO SCALE

Kimley-Horn and Associates, Inc.

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USERNAME => ryan.barnhart
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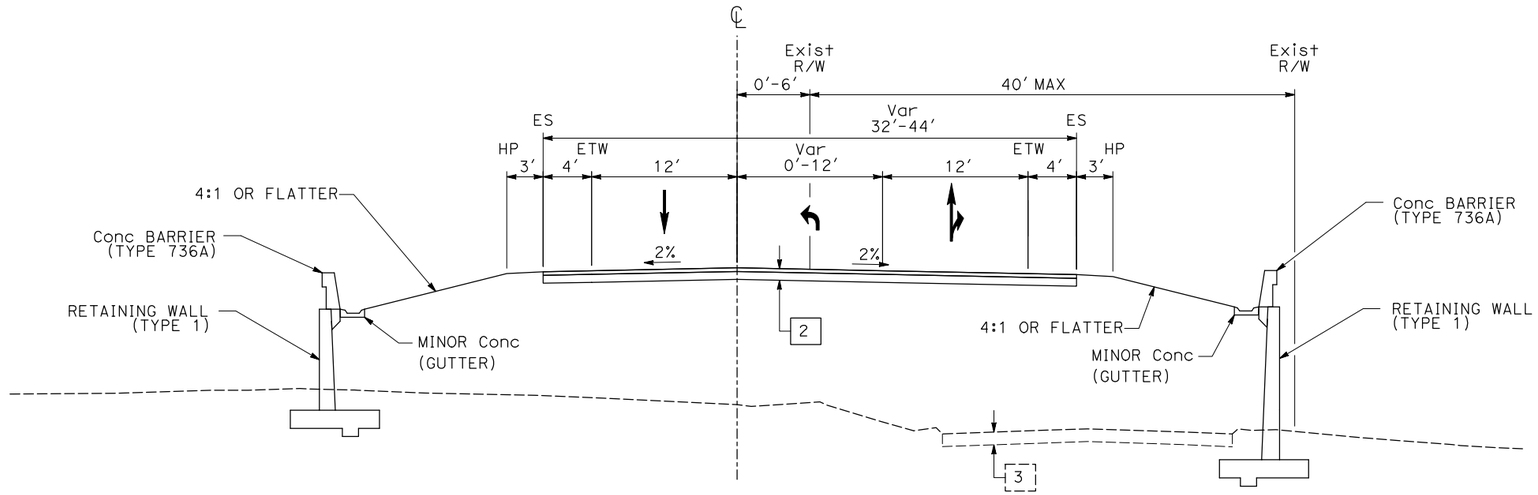
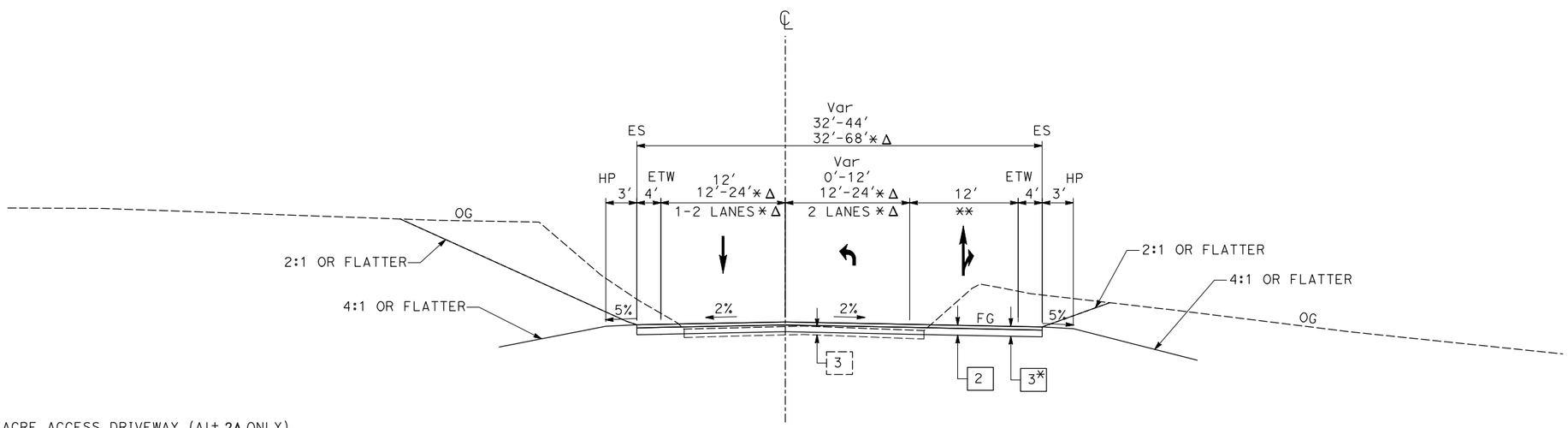


MELODY ROAD (ALTERNATIVE 2B)



NOTES:
* - 4-ACRE ACCESS DRIVEWAY (Alt 2A ONLY)
** - RIGHT TURN ONLY FOR 4-ACRE ACCESS (Alt 2A)
Δ - MELODY ROAD (Alt 3 ONLY)

MELODY ROAD (Alt 1, Alt 2A, & Alt 3) AND 4-ACRE ACCESS DRIVEWAY

TYPICAL CROSS SECTIONS

NO SCALE

Kimley-Horn and Associates, Inc.

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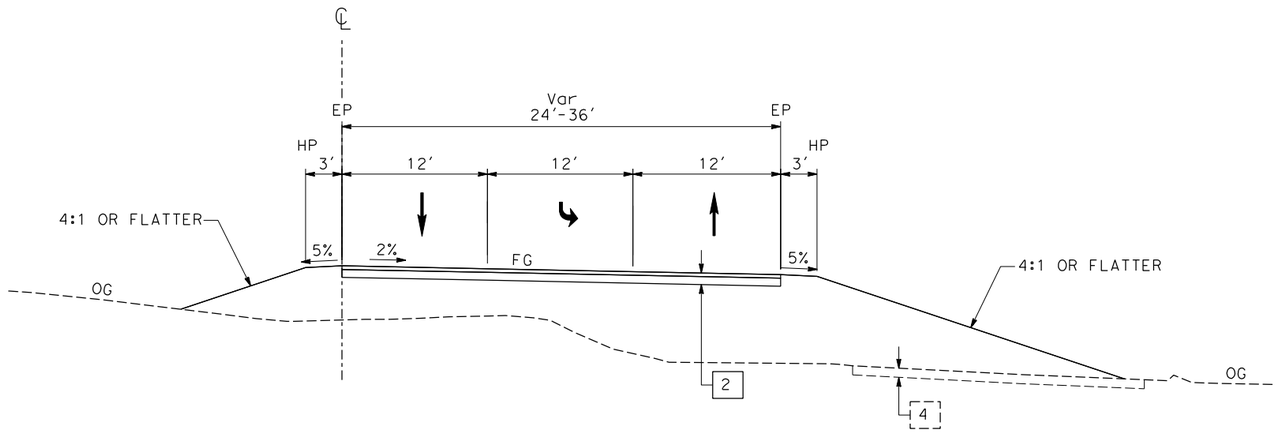
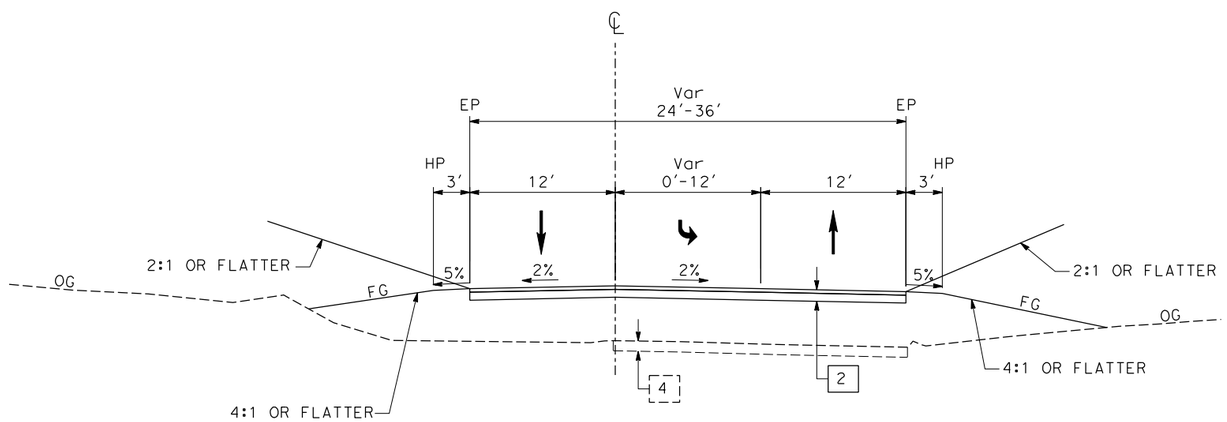


PEACEFUL VALLEY ROAD (ALTERNATIVE 2B)



PEACEFUL VALLEY ROAD *

NOTES:
* - TYPICAL SECTION APPLIES
FOR (Alt 1, Alt 2A, & Alt 3)

TYPICAL CROSS SECTIONS

NO SCALE

Kimley-Horn and Associates, Inc.

PENTBL= M:\CADD\Bentley\Plot_Drivers\Caltrans\Pen_Tables\PlanSet_Caltrans_Dropout-v8_pentable.tbl
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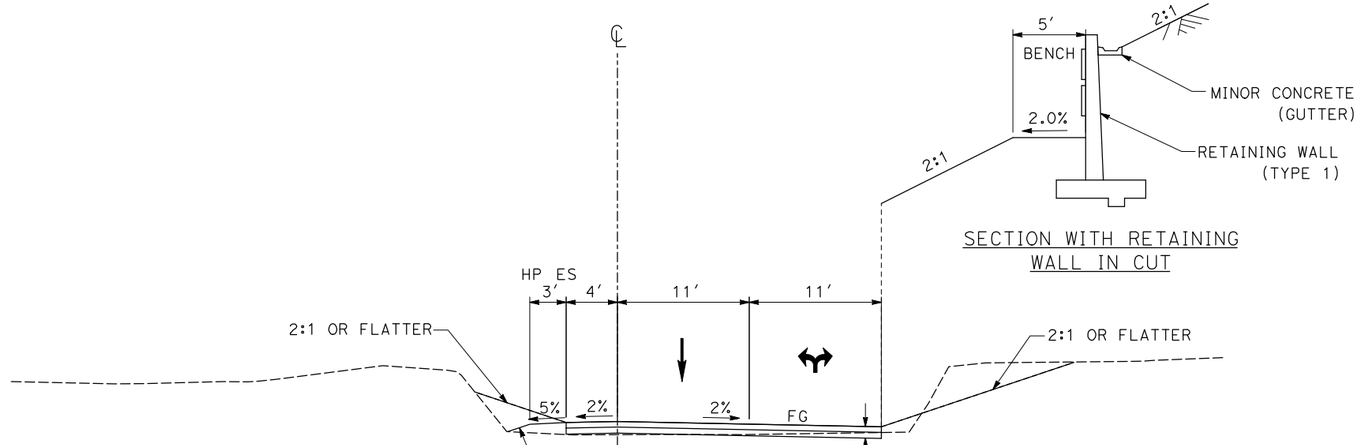
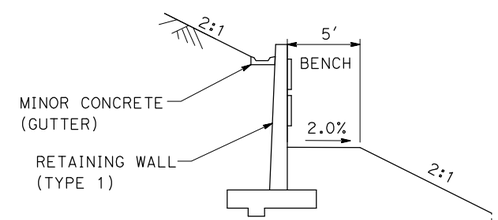
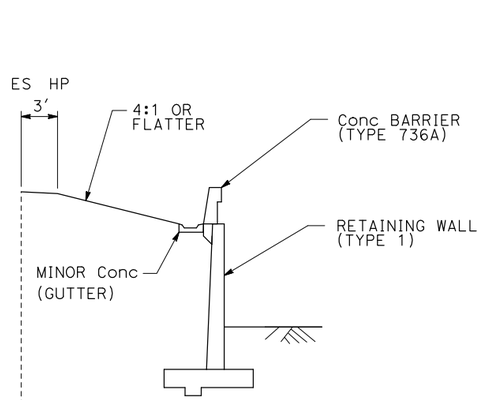


SECTION WITH RETAINING WALL IN CUT

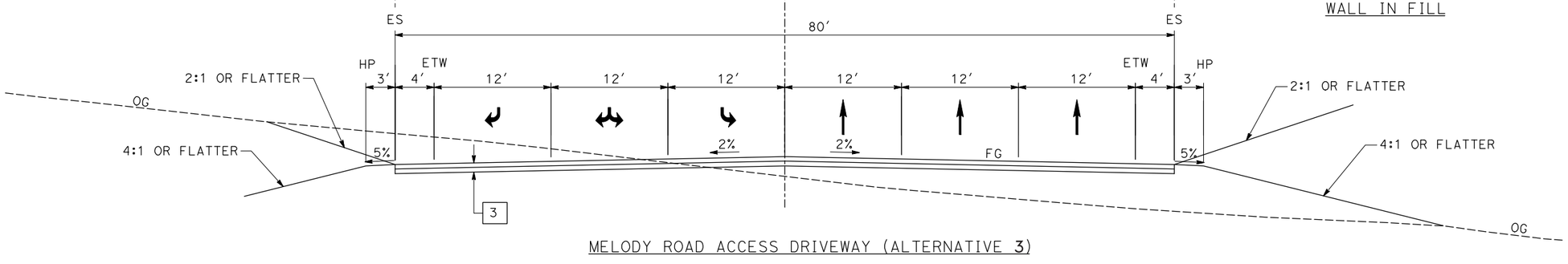
RESERVATION ROAD (ALTERNATIVE 1)



SECTION WITH RETAINING WALL IN CUT



SECTION WITH RETAINING WALL IN FILL



MELODY ROAD ACCESS DRIVEWAY (ALTERNATIVE 3)

TYPICAL CROSS SECTIONS

NO SCALE

Kimley-Horn and Associates, Inc.

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TIME PLOTTED => 3:28:09 PM

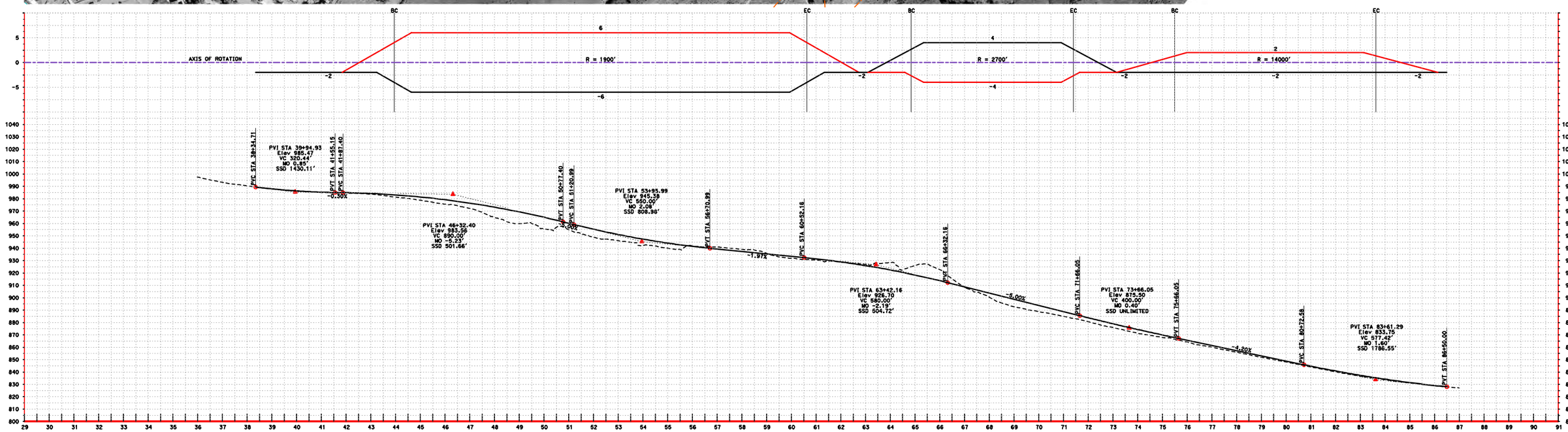
USERNAME => ryan.barnhart
DGN FILE => SR 94 Typical Cross Sections.dgn

ATTACHMENT D

- ***Proposed Alternatives & Existing Conditions Plan and Profile***

DESIGN CONSIDERATIONS

1. 400 FT MIN TANGENT LENGTH BETWEEN REVERSE CURVES
2. 800 FT MIN CURVE LENGTH FOR CENTRAL ANGLE < 10°
3. IMPACTS CDFG "NORTH" AND AVOIDS CDFG "SOUTH"
4. SR94 ALIGNMENT AVOIDS ENVIRONMENTAL SENSITIVE AREA
5. 6% MAX SUPERELEVATION
6. NO BROKEN-BACK CURVATURE
7. AVOIDS IMPACT TO 4-ACRE PARCEL



OCTOBER 2013

ALTERNATIVE #1
"RESERVATION ROAD ACCESS"

SCALE: 1" = 200' HORIZ
1" = 40' VERT

Kimley-Horn and Associates, Inc.

EXHIBIT

PENTBL= K:\SND_TPTO\095848000\Design\JIV_exhibit_pentable.tbl
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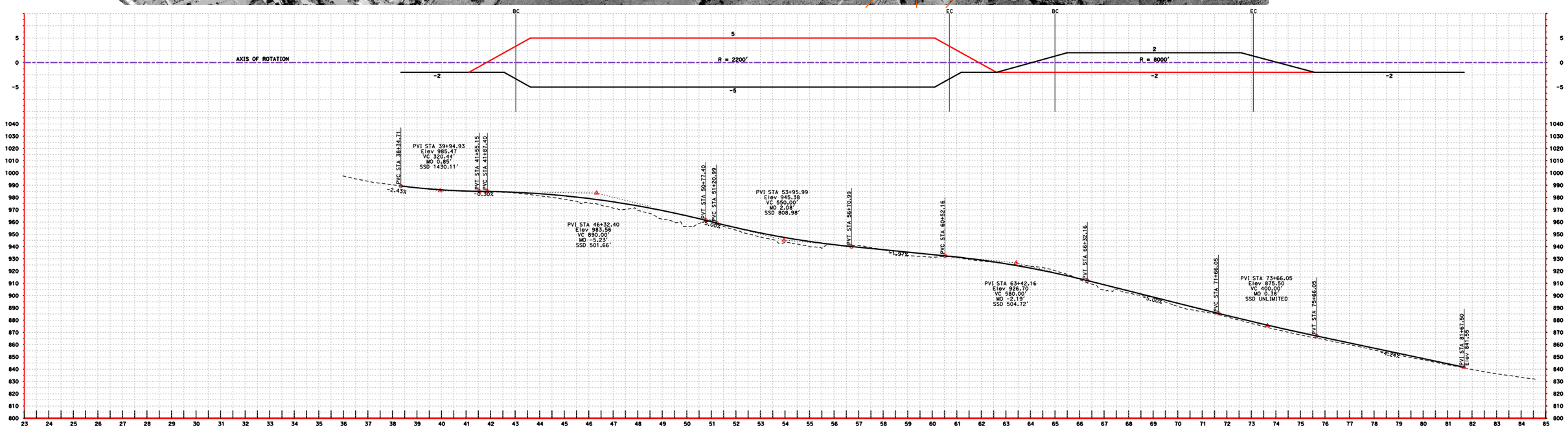
TIME PLOTTED => 11:44:47 AM

USERNAME => alan.tubosnick
DGN FILE => SR94_JIV_Alt 1 - P1-prof and super.dgn

DESIGN CONSIDERATIONS

1. 400 FT MIN TANGENT LENGTH BETWEEN REVERSE CURVES
2. 800 FT MIN CURVE LENGTH FOR CENTRAL ANGLE < 10°
3. TANGENT ALIGNMENT WHERE 4-ACRE ACCESS IS PROPOSED
4. IMPACTS CDFG "SOUTH" AND AVOIDS CDFG "NORTH"
5. SR94 ALIGNMENT AVOIDS ENVIRONMENTAL SENSITIVE AREA
6. 5% MAX SUPERELEVATION
7. NO BROKEN-BACK CURVATURE



ALTERNATIVE #2A

4-ACRE ACCESS (FULL DISTURBED AREA)

OCTOBER 2013

SCALE: 1" = 200' HORIZ
1" = 40' VERT

Kimley-Horn and Associates, Inc.

EXHIBIT

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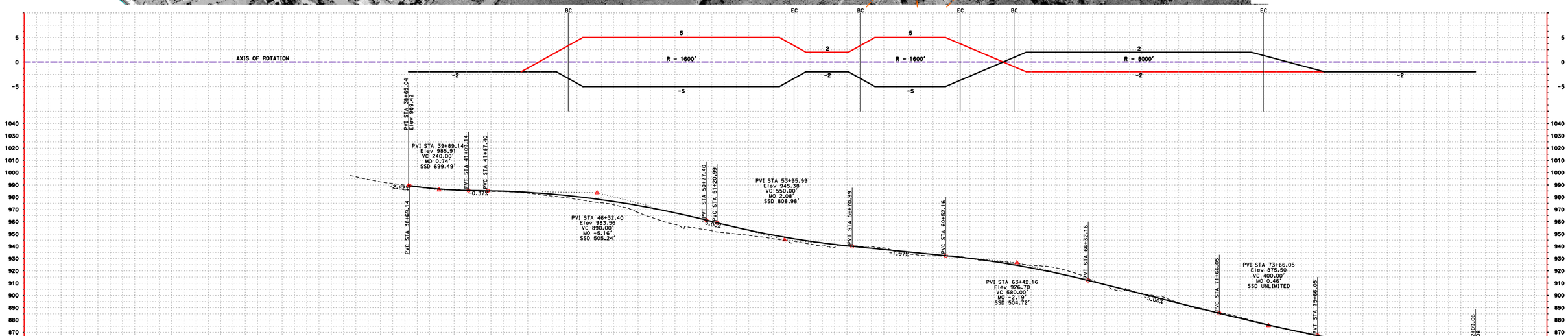
TIME PLOTTED => 4:20:19 PM

USERNAME => alan.tubosnick
DGN FILE => SR94_JIV_Alt 2 - P2-prof and super.dgn

DESIGN CONSIDERATIONS

1. MELODY ROAD SHIFTED NORTH TO AVOID MSCP
2. SR94 RADIUS REDUCTION AT MELODY RD TO REDUCE R/W
3. 800 FT MIN CURVE LENGTH FOR CENTRAL ANGLE < 10°
4. TANGENT ALIGNMENT WHERE 4-ACRE ACCESS IS PROPOSED
5. IMPACTS CDFG "SOUTH" AND AVOIDS CDFG "NORTH"
6. SR94 ALIGNMENT AVOIDS ENVIRONMENTAL SENSITIVE AREA



ALTERNATIVE #2B

OCTOBER 2013

4-ACRE ACCESS (REDUCED DISTURBED AREA)

SCALE: 1" = 200' HORIZ
1" = 40' VERT

Kimley-Horn and Associates, Inc.

EXHIBIT

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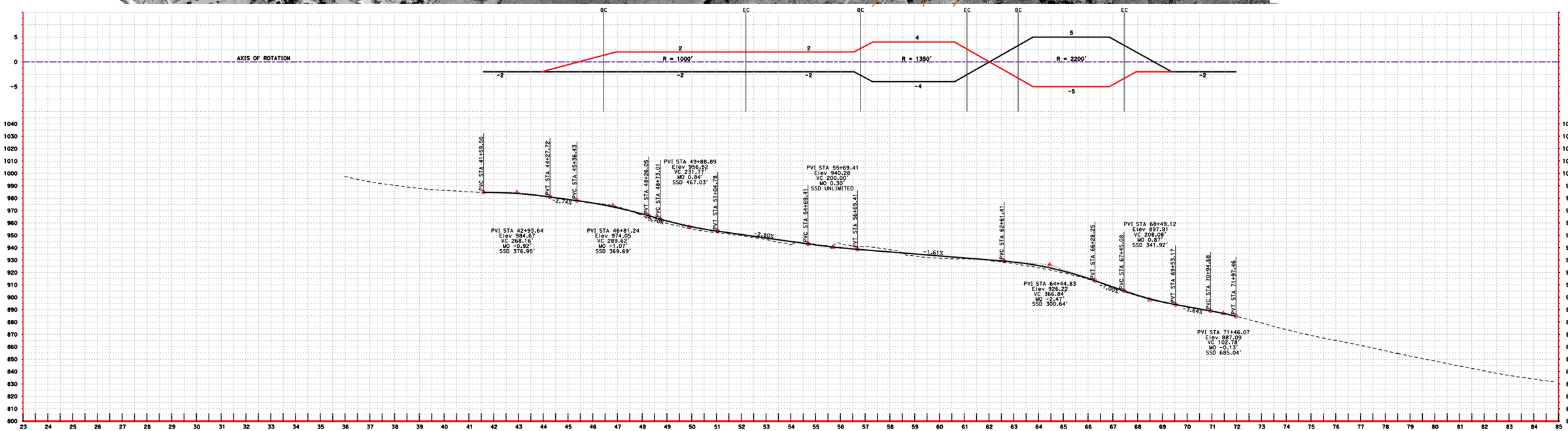
TIME PLOTTED => 4:22:12 PM

USERNAME => alan.tubosnick
DGN FILE => SR94_JIV_Alt 3(P2 Mod)-prof and super.dgn

DESIGN CONSIDERATIONS

1. TANGENT ALIGNMENT WHERE 4-ACRE ACCESS IS PROPOSED
2. SR94 ALIGNMENT MINIMIZES DISTURBED AREA IMPACT
3. REDUCED DESIGN SPEED
4. REDUCED RADIUS ALONG SR94
5. REDUCED SHOULDER WIDTH
6. REDUCED STOPPING SIGHT DISTANCE AT VERTICAL CURVATURE
7. INCREASED MAXIMUM GRADE
8. REDUCED SUPERELEVATION RUNOFF



ALTERNATIVE #2C

4-ACRE ACCESS (MINIMUM DISTURBED AREA)

OCTOBER 2013

SCALE: 1" = 200' HORIZ
1" = 40' VERT

Kimley-Horn and Associates, Inc.

EXHIBIT

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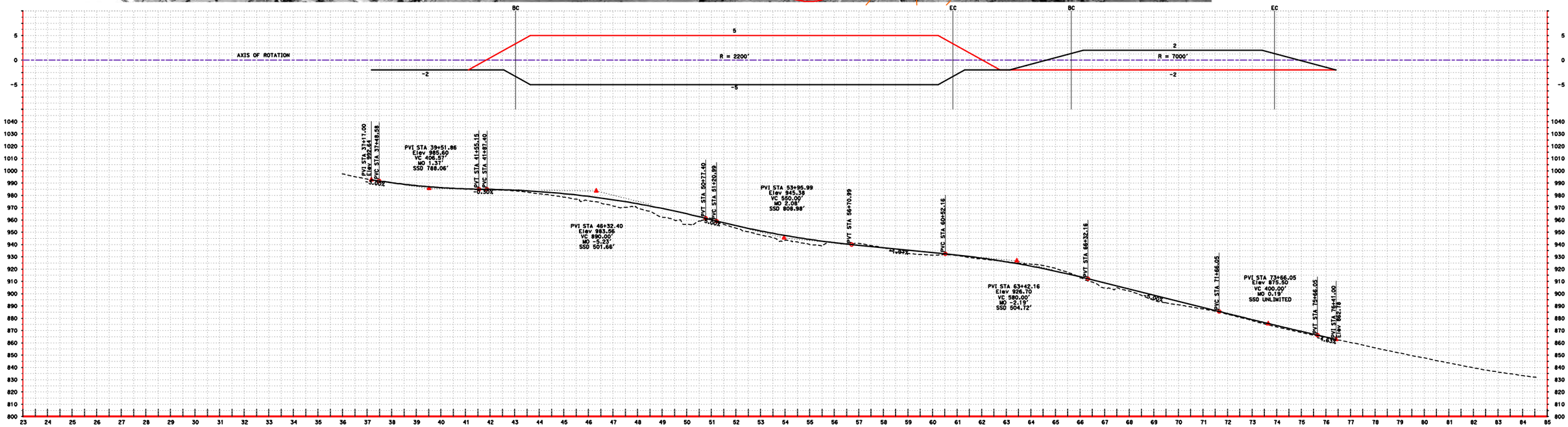
TIME PLOTTED => 4:28:25 PM

USERNAME => alan.tubosnick
DGN FILE => SR94_JIV_Alt4rev1-prof and super.dgn

DESIGN CONSIDERATIONS

1. 400 FT MIN TANGENT LENGTH BETWEEN REVERSE CURVES
2. 800 FT MIN CURVE LENGTH FOR CENTRAL ANGLE < 10°
3. IMPACTS CDFG "SOUTH" AND AVOIDS CDFG "NORTH"
4. SR-94 ALIGNMENT AVOIDS ENVIRONMENTAL SENSITIVE AREA (E.S.A.)
5. INCREASED R/W IMPACT ALONG MELODY ROAD WHEN COMPARED TO THE OTHER ALTS. RESULTS IN LARGER IMPACT TO E.S.A.
6. INCREASED R/W IMPACT WEST OF MELODY ROAD (ALONG SR-94) WHEN COMPARED TO THE OTHER ALTS.
7. 5% MAX SUPERELEVATION
8. NO BROKEN-BACK CURVATURE



ALTERNATIVE #3

"MELODY ROAD ACCESS"

OCTOBER 2013

SCALE: 1" = 200' HORIZ
1" = 40' VERT

Kimley-Horn and Associates, Inc.

EXHIBIT

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TIME PLOTTED => 2:11:48 PM

USERNAME => alan.tubosnick
DGN FILE => SR94_JIV_Alt 5-prof and super.dgn

ATTACHMENT E

- ***Proposed Alternatives Area of Disturbance***

PRELIMINARY STUDY ONLY
SUBJECT TO CHANGE

DISTURBED AREA

- 0.51 AC – DEVELOPER FEE (COUNTY MSCP OVERLAY)
- 0.32 AC – DEVELOPER FEE (COUNTY JURISDICTION)
- NO TAKE – DEVELOPER FEE (J.I.V LAND IN TRUST)
- 0.44 AC – PRIVATE FEE (COUNTY JURISDICTION)
- 1.28 AC – CDFW LAND (WILDLIFE PRESERVE)
- 2.07 AC – PRIVATE (UNDER I.O.D. FOR TRANS. IMPROVMTS HELD BY COUNTY
- 0.12 AC – CDFW LAND (ECOLOGICAL RESERVE)

Caltrans

Kimley-Horn and Associates, Inc.

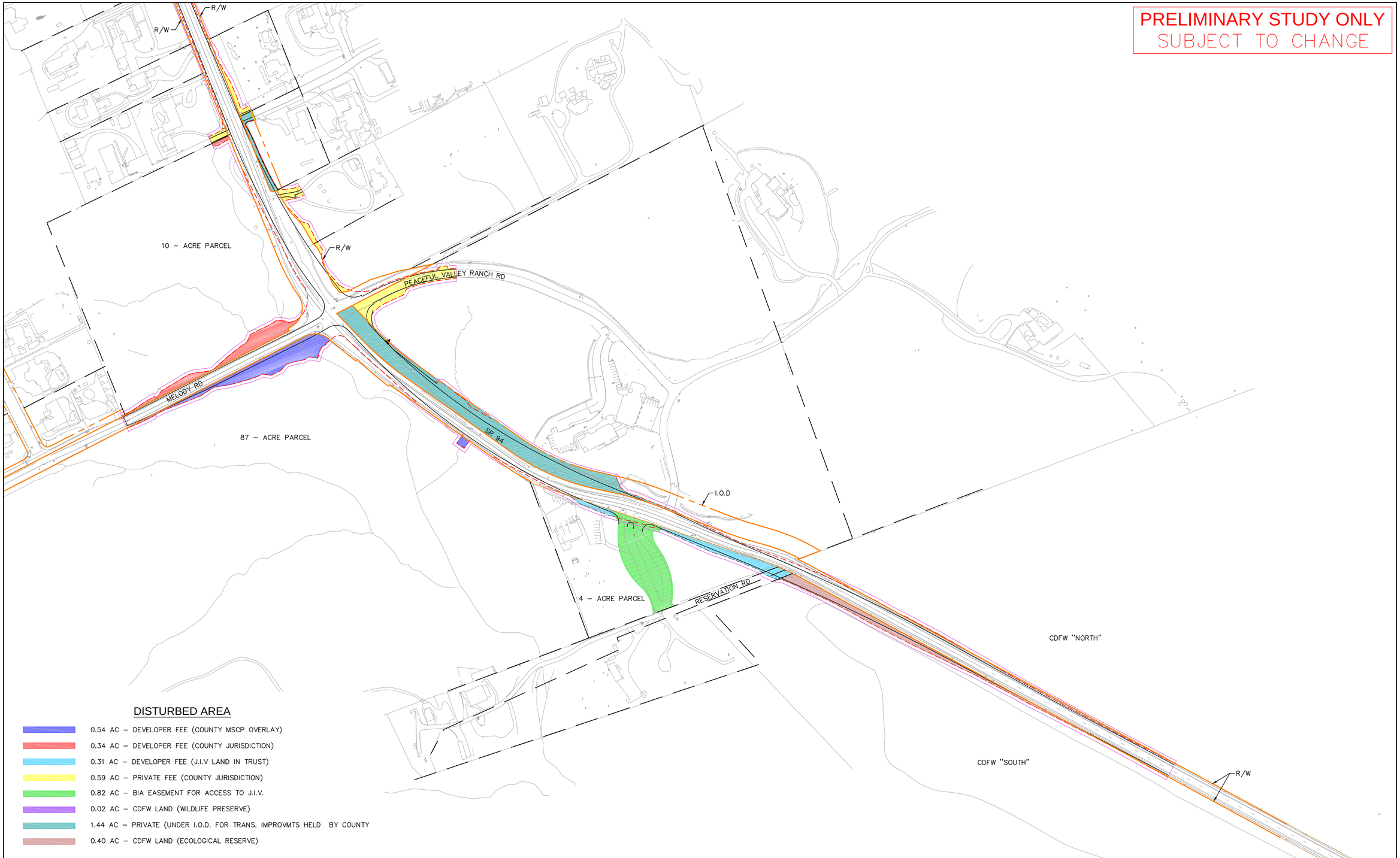
"RESERVATION RD ACCESS"
AREA OF DISTURBANCE
(BEYOND R/W)

ALTERNATIVE # 1
SCALE 1" = 150'

NORTH

FILE = K:\SND TPTO\095848001 - JIV DESIGN\DESIGN\PSBE ACCESS\EXHIBITS\2013.09.17 ALT 1-5 ACREAGE OF IMPACTED PARCELS.DWG
USERNAME = ARAUJO, MARK
DATE PLOTTED = 2013-11-06
TIME PLOTTED = 3:09 PM

PRELIMINARY STUDY ONLY
SUBJECT TO CHANGE



DISTURBED AREA

- 0.54 AC – DEVELOPER FEE (COUNTY MSCP OVERLAY)
- 0.34 AC – DEVELOPER FEE (COUNTY JURISDICTION)
- 0.31 AC – DEVELOPER FEE (J.I.V LAND IN TRUST)
- 0.59 AC – PRIVATE FEE (COUNTY JURISDICTION)
- 0.82 AC – BIA EASEMENT FOR ACCESS TO J.I.V.
- 0.02 AC – CDFW LAND (WILDLIFE PRESERVE)
- 1.44 AC – PRIVATE (UNDER I.O.D. FOR TRANS. IMPROVMTS HELD BY COUNTY
- 0.40 AC – CDFW LAND (ECOLOGICAL RESERVE)

Caltrans

Kimley-Horn and Associates, Inc.

"4 – ACRE ACCESS" AREA OF DISTURBANCE (BEYOND R/W)

ALTERNATIVE # 2A

SCALE 1" = 150'

NORTH

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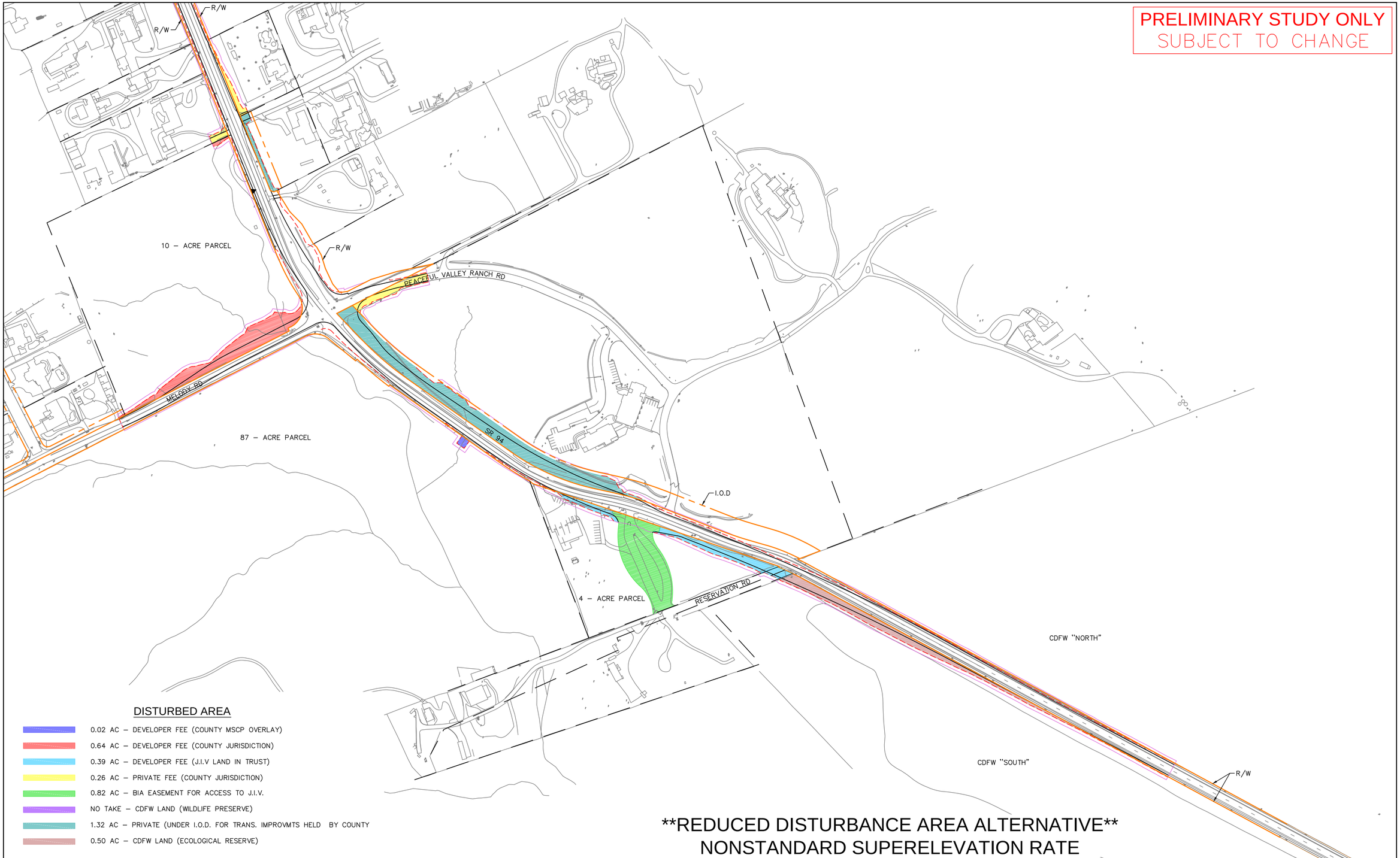
USERNAME = ARAUJO, MARK

DATE PLOTTED = 2013-11-06

TIME PLOTTED = 3:08 PM

PRELIMINARY STUDY ONLY
SUBJECT TO CHANGE



DISTURBED AREA

- 0.02 AC – DEVELOPER FEE (COUNTY MSCP OVERLAY)
- 0.64 AC – DEVELOPER FEE (COUNTY JURISDICTION)
- 0.39 AC – DEVELOPER FEE (J.I.V LAND IN TRUST)
- 0.26 AC – PRIVATE FEE (COUNTY JURISDICTION)
- 0.82 AC – BIA EASEMENT FOR ACCESS TO J.I.V.
- NO TAKE – CDFW LAND (WILDLIFE PRESERVE)
- 1.32 AC – PRIVATE (UNDER I.O.D. FOR TRANS. IMPROVMTS HELD BY COUNTY
- 0.50 AC – CDFW LAND (ECOLOGICAL RESERVE)

Caltrans

Kimley-Horn and Associates, Inc.

REDUCED DISTURBANCE AREA ALTERNATIVE
NONSTANDARD SUPERELEVATION RATE
"4 – ACRE ACCESS"
AREA OF DISTURBANCE
(BEYOND R/W)

ALTERNATIVE # 2B
SCALE 1" = 150'

NORTH

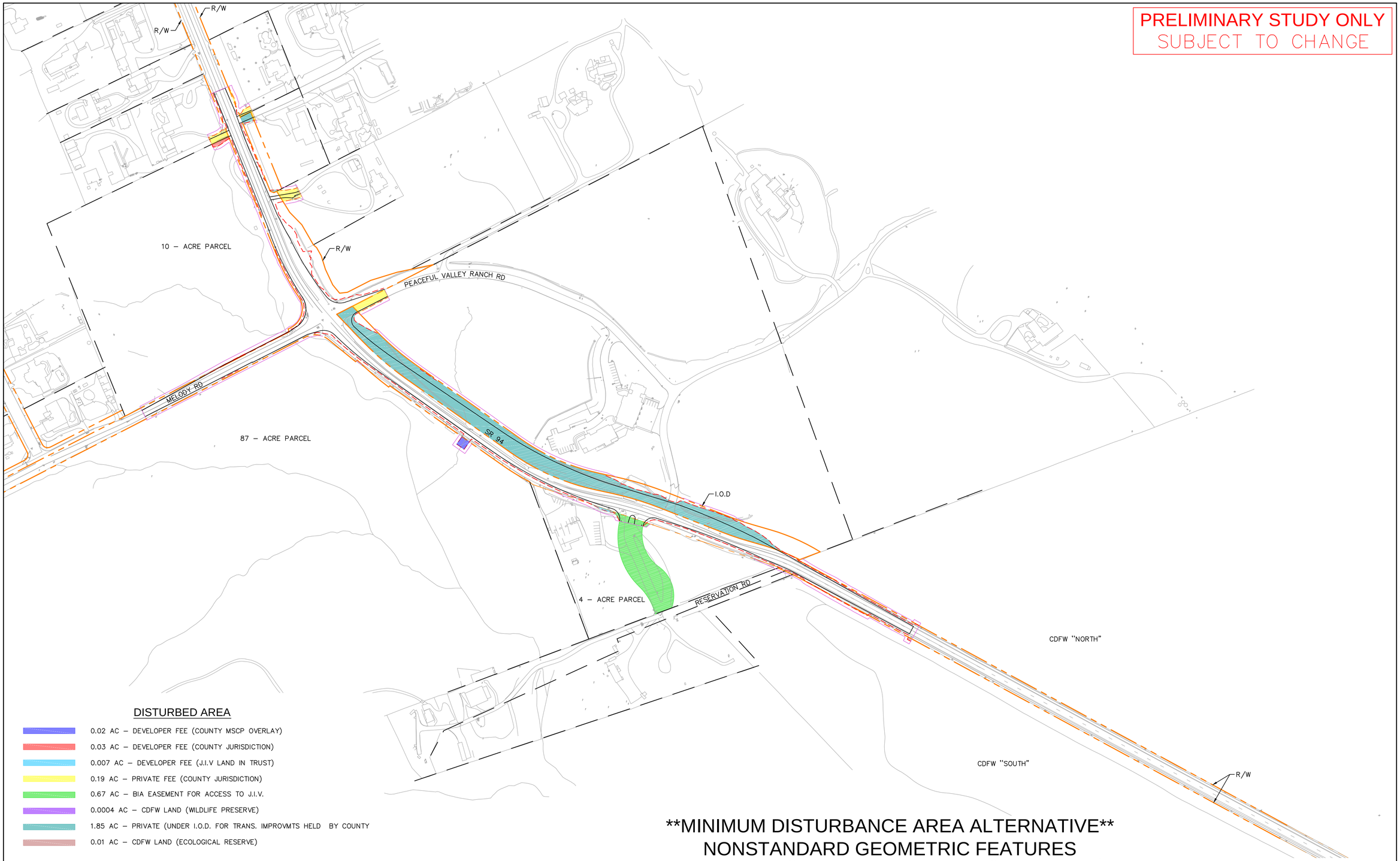
FILE = K:\SND TPTO\095848001 - JIV DESIGN\DESIGN\PSBE ACCESS\EXHIBITS\2013.09.17 ALT 1-5 ACREAGE OF IMPACTED PARCELS\IMPACTED PARCELS - PSR\ALT-2B ACREAGE OF IMPACTED PARCELS.DWG

USERNAME = ARAUJO, MARK

DATE PLOTTED = 2013-11-06

TIME PLOTTED = 3:11 PM

PRELIMINARY STUDY ONLY
SUBJECT TO CHANGE



DISTURBED AREA

- 0.02 AC – DEVELOPER FEE (COUNTY MSCP OVERLAY)
- 0.03 AC – DEVELOPER FEE (COUNTY JURISDICTION)
- 0.007 AC – DEVELOPER FEE (J.I.V LAND IN TRUST)
- 0.19 AC – PRIVATE FEE (COUNTY JURISDICTION)
- 0.67 AC – BIA EASEMENT FOR ACCESS TO J.I.V.
- 0.0004 AC – CDFW LAND (WILDLIFE PRESERVE)
- 1.85 AC – PRIVATE (UNDER I.O.D. FOR TRANS. IMPROVMTS HELD BY COUNTY
- 0.01 AC – CDFW LAND (ECOLOGICAL RESERVE)

Caltrans

Kimley-Horn and Associates, Inc.

MINIMUM DISTURBANCE AREA ALTERNATIVE
NONSTANDARD GEOMETRIC FEATURES
"4 – ACRE ACCESS"
AREA OF DISTURBANCE
(BEYOND R/W)

ALTERNATIVE # 2C
SCALE 1" = 150'

NORTH

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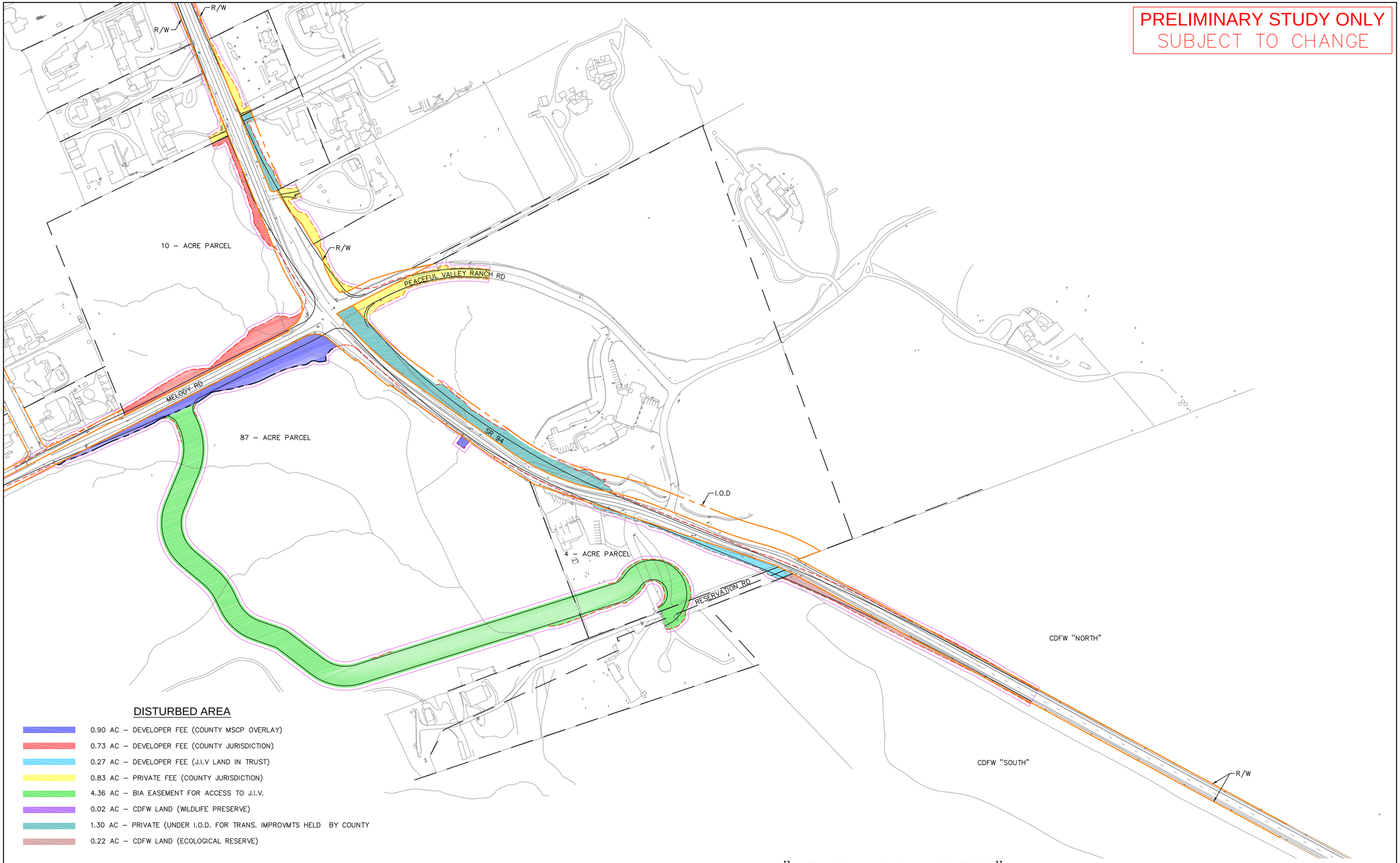
DATE PLOTTED = 2013-11-06
TIME PLOTTED = 3:12 PM

PRELIMINARY STUDY ONLY
SUBJECT TO CHANGE



DISTURBED AREA

- 0.90 AC – DEVELOPER FEE (COUNTY MSCP OVERLAY)
- 0.73 AC – DEVELOPER FEE (COUNTY JURISDICTION)
- 0.27 AC – DEVELOPER FEE (J.I.V LAND IN TRUST)
- 0.83 AC – PRIVATE FEE (COUNTY JURISDICTION)
- 4.36 AC – BIA EASEMENT FOR ACCESS TO J.I.V.
- 0.02 AC – CDFW LAND (WILDLIFE PRESERVE)
- 1.30 AC – PRIVATE (UNDER I.O.D. FOR TRANS. IMPROVMTS HELD BY COUNTY
- 0.22 AC – CDFW LAND (ECOLOGICAL RESERVE)

Caltrans

Kimley-Horn and Associates, Inc.

"MELODY RD ACCESS" AREA OF DISTURBANCE (BEYOND R/W)

ALTERNATIVE # 3

SCALE 1" = 150'

NORTH

FILE = K:\SND TPTO\095848001 - JIV DESIGN\DESIGN\PSBE ACCESS\EXHIBITS\20130917 ALT 1-5 ACREAGE OF IMPACTED PARCELS\PSR\ALT-3 ACREAGE OF IMPACTED PARCELS.DWG

USERNAME = ARAUJO, MARK

DATE PLOTTED = 2013-11-06

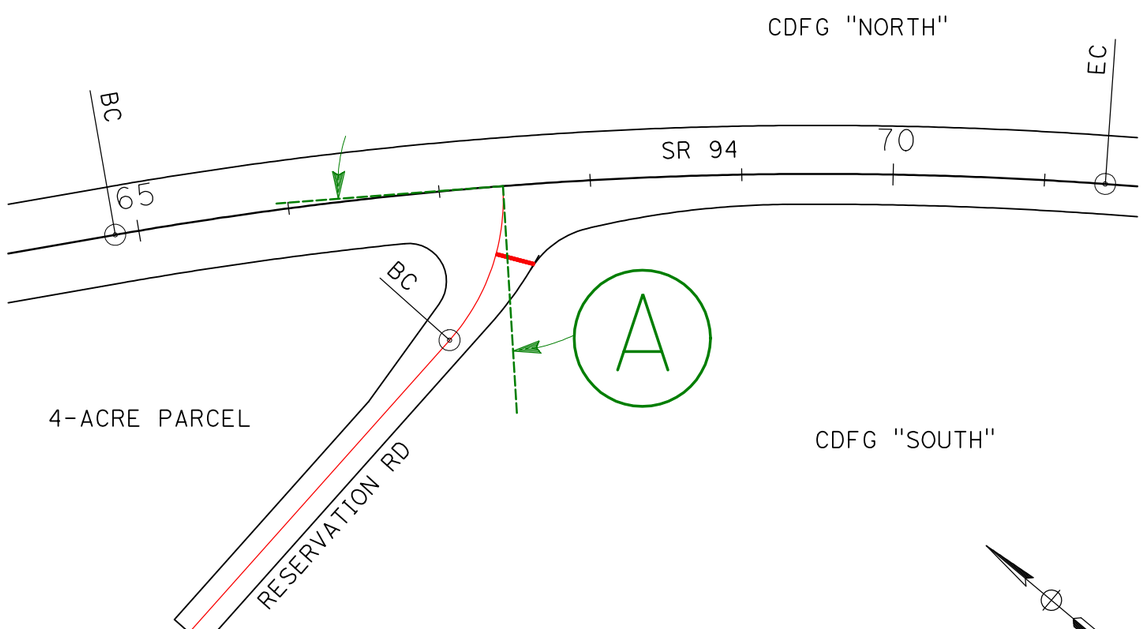
TIME PLOTTED = 3:13 PM

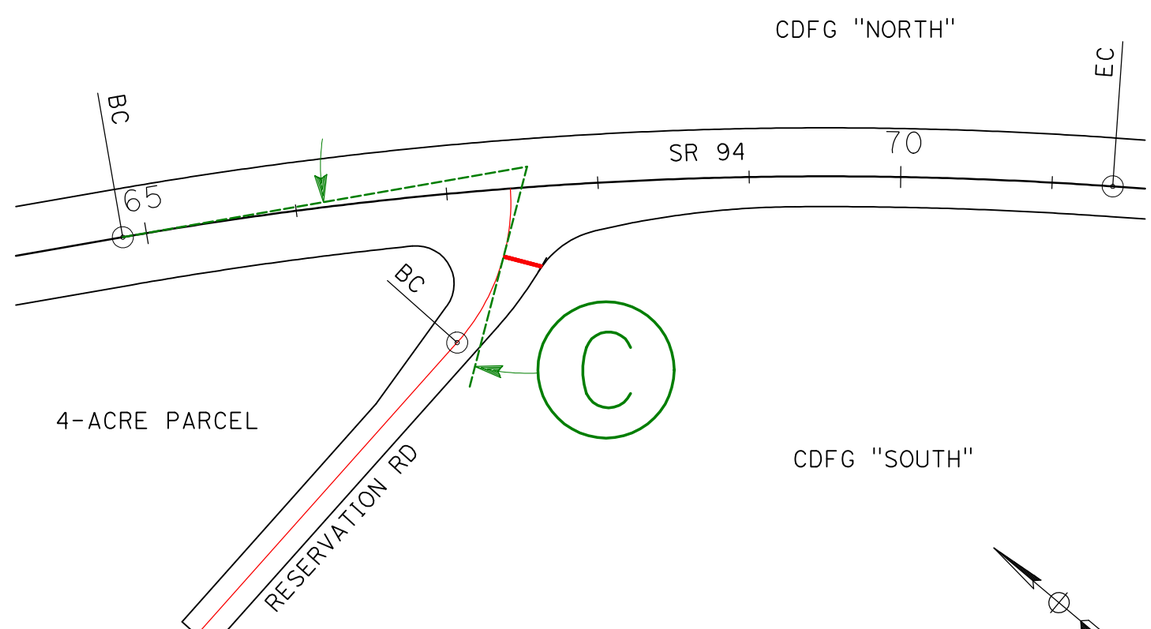
AREA OF DISTURBANCE SUMMARY TABLE

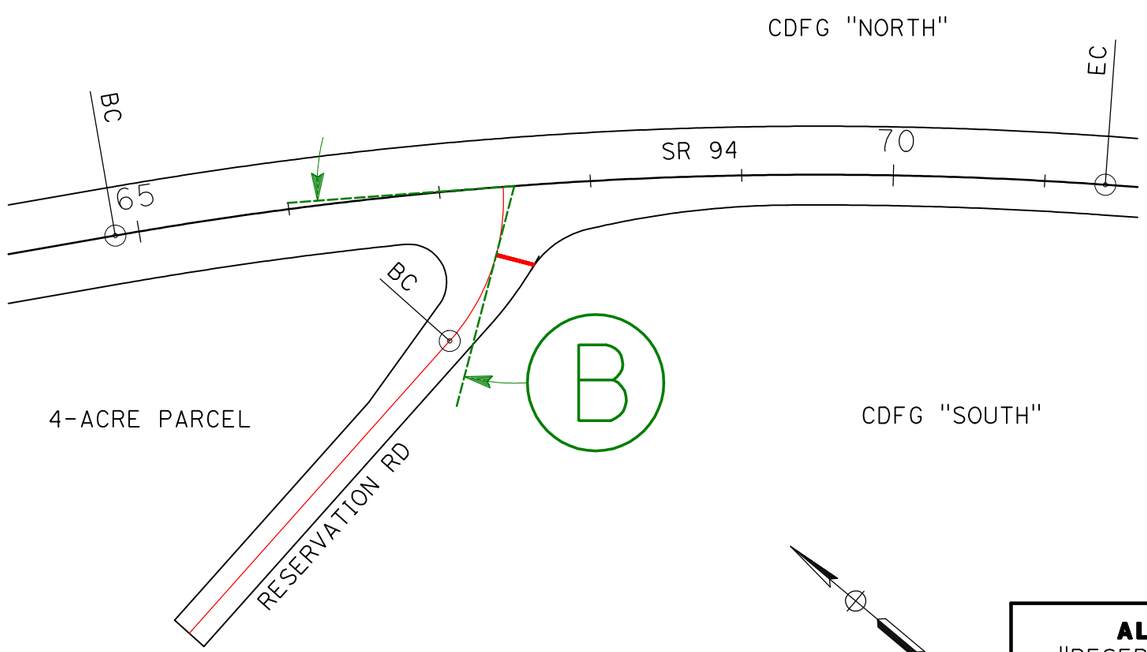
DISTURBED AREA	ALTERNATIVE				
	1 ACRES	2 ACRES	3 ACRES	4 ACRES	5 ACRES
DEVELEOPER FEE (COUNTY MSCP OVERLAY)	0.51	0.54	0.02	0.02	0.90
DEVELEOPER FEE (COUNTY JURISDICTION)	0.32	0.34	0.64	0.03	0.73
DEVELEOPER FEE (J.I.V. LAND IN TRUST)	0.00	0.31	0.39	0.01	0.27
PRIVATE FEE (COUNTY JURISDICTION)	0.44	0.59	0.26	0.19	0.83
BIA EASEMENT FOR ACCESS TO J.I.V.	0.00	0.82	0.82	0.67	4.36
CDFW LAND (WILDLIFE PRESERVE)	1.28	0.02	0.00	0.00	0.02
PRIVATE (UNDER I.O.D. FOR TRANSPORTATION IMPROVEMENTS HELD BY COUNTY)	2.07	1.44	1.32	1.85	1.30
CDFW LAND (ECOLOGICAL RESERVE)	0.12	0.40	0.50	0.01	0.22

ATTACHMENT F

- ***Angle of Intersection for Reservation Road Access Driveway***







angle 'A' - interior angle based off of the instantaneous bearings along each alignment at the point of alignment intersection.

angle 'B' - interior angle based off of the instantaneous bearing along Reservation Road at the location of the stop bar, and the instantaneous bearing along SR 94.

angle 'C' - interior angle based off of the instantaneous bearing along Reservation Road at the location of the stop bar, and the bearing of the Back tangent along SR 94.

ALTERNATIVE P1
"RESERVATION RD ACCESS"
ANGLE OF INTERSECTION

SCALE: 1" = 100'
AUGUST 6, 2012

Kimley-Horn and Associates, Inc.

EXHIBIT "T"

PENTBL= M:\CADD\BENTLEY\PLOT_DRIVERS\CALTRANS\PEN_TABLES\EXHIBIT_CALTRANS_PENTABLE.TBL
PLTDRV= M:\CADD\Bentley\Plot_Drivers\Caltrans\SanDiego\TRANS-PDF_color_half.plt
DATE PLOTTED => 8/6/2012
TIME PLOTTED => 3:58:18 PM

USERNAME => alan.tubosnick
DGN FILE => SR94_JIV_aAlt_7-IntSkew.dgn

ATTACHMENT G

- ***Project Cost Estimates***

11- PAGE ESTIMATE

EA 11-XXXXXX PID 11XXXXXXXX

Type of Estimate :
Program Code :
Project Limits :
Description: **Alternative 1**
Scope :
Alternative :

		Current Cost		Escalated Cost
ROADWAY ITEMS	**$**	**8,973,400.00**	**$**	**9,242,602.00**
STRUCTURE ITEMS	**$**	**-**	**$**	**-**
SUBTOTAL CONSTRUCTION COST	**$**	**8,973,400.00**	**$**	**9,242,602.00**
RIGHT OF WAY	**$**	**-**	**$**	**-**
TOTAL CAPITAL COST	**$**	**8,974,000.00**	**$**	**9,243,000.00**

PR/ED SUPPORT	**#VALUE!**
PS&E SUPPORT	**#VALUE!**
RIGHT OF WAY SUPPORT	**#VALUE!**
CONSTRUCTION SUPPORT	**#VALUE!**
TOTAL SUPPORT COST	**#VALUE!**

TOTAL PROJECT COST	**$**	**9,000,000.00**	**#VALUE!**

	month	year
Date (Month/Year) of Estimate	12	/ 2012
Estimated Date (Month/Year) of Construction	12	/ 2013
Number of Months of Escalation	12	
Number of Years of Escalation	1.00	
If Project has been programmed enter Programmed Amount	$	-
Number of Working Days		
Number of Plant Establishment Days		

Estimated Project Schedule

PID Approval
PA/ED Approval
PS&E
RTL
Begin Construction

Reviewed by District O.E. N/A (619) 688-6735

Leon G. Edmonds District 11 Office Engineer **Date** **Phone**

Approved by Project Manager N/A (619) xxx-xxxx

Project Manager **Date** **Phone**

Escalation rates used in this estimate for Highway Construction Capital Costs are 3.0% compounded annually to Construction year. The decision to use 3.0% for this estimate was as per the Office of Office Engineer. (REV12/13/12)

11- PAGE ESTIMATE

EA 11-XXXXXX PID 11XXXXXXXX

Type of Estimate :
Program Code :
Project Limits :
Description: **Alternative 2A**
Scope :
Alternative :

		Current Cost		Escalated Cost
ROADWAY ITEMS	**$**	**6,979,500.00**	**$**	**7,188,885.00**
STRUCTURE ITEMS	**$**	**-**	**$**	**-**
SUBTOTAL CONSTRUCTION COST	**$**	**6,979,500.00**	**$**	**7,188,885.00**
RIGHT OF WAY	**$**	**-**	**$**	**-**
TOTAL CAPITAL COST	**$**	**6,980,000.00**	**$**	**7,189,000.00**
PR/ED SUPPORT				**#VALUE!**
PS&E SUPPORT				**#VALUE!**
RIGHT OF WAY SUPPORT				**#VALUE!**
CONSTRUCTION SUPPORT				**#VALUE!**
TOTAL SUPPORT COST				**#VALUE!**

TOTAL PROJECT COST	**$**	**7,000,000.00**	**#VALUE!**

	month	year
Date (Month/Year) of Estimate	12	/ 2012
Estimated Date (Month/Year) of Construction	12	/ 2013
Number of Months of Escalation	12	
Number of Years of Escalation	1.00	
If Project has been programmed enter Programmed Amount	$	-
Number of Working Days		
Number of Plant Establishment Days		

Estimated Project Schedule

PID Approval
PA/ED Approval
PS&E
RTL
Begin Construction

Reviewed by District O.E. N/A (619) 688-6735

Leon G. Edmonds District 11 Office Engineer **Date** **Phone**

Approved by Project Manager N/A (619) xxx-xxxx

Project Manager **Date** **Phone**

Escalation rates used in this estimate for Highway Construction Capital Costs are 3.0% compounded annually to Construction year. The decision to use 3.0% for this estimate was as per the Office of Office Engineer. (REV12/13/12)

11- PAGE ESTIMATE

EA 11-XXXXXX PID 11XXXXXXXX

Type of Estimate :
Program Code :
Project Limits :
Description: **Alternative 2B**
Scope :
Alternative :

		Current Cost		Escalated Cost
ROADWAY ITEMS	**$**	**8,740,000.00**	**$**	**9,002,200.00**
STRUCTURE ITEMS	**$**	**-**	**$**	**-**
SUBTOTAL CONSTRUCTION COST	**$**	**8,740,000.00**	**$**	**9,002,200.00**
RIGHT OF WAY	**$**	**-**	**$**	**-**
TOTAL CAPITAL COST	**$**	**8,740,000.00**	**$**	**9,003,000.00**
PR/ED SUPPORT				**#VALUE!**
PS&E SUPPORT				**#VALUE!**
RIGHT OF WAY SUPPORT				**#VALUE!**
CONSTRUCTION SUPPORT				**#VALUE!**
TOTAL SUPPORT COST				**#VALUE!**

TOTAL PROJECT COST	**$**	**8,750,000.00**	**#VALUE!**

	month	year
Date (Month/Year) of Estimate	12	/ 2013
Estimated Date (Month/Year) of Construction	12	/ 2014
Number of Months of Escalation	12	
Number of Years of Escalation	1.00	
If Project has been programmed enter Programmed Amount	$	-
Number of Working Days		
Number of Plant Establishment Days		

Estimated Project Schedule

PID Approval
PA/ED Approval
PS&E
RTL
Begin Construction

Reviewed by District O.E. N/A (619) 688-6735

Leon G. Edmonds District 11 Office Engineer **Date** **Phone**

Approved by Project Manager N/A (619) xxx-xxxx

Project Manager **Date** **Phone**

Escalation rates used in this estimate for Highway Construction Capital Costs are 3.0% compounded annually to Construction year. The decision to use 3.0% for this estimate was as per the Office of Office Engineer. (REV12/13/12)

11- PAGE ESTIMATE

EA 11-XXXXXX PID 11XXXXXXXX

Type of Estimate :
Program Code :
Project Limits :
Description: **Alternative 2C**
Scope :
Alternative :

		Current Cost		Escalated Cost
ROADWAY ITEMS	**$**	**7,505,500.00**	**$**	**7,962,585.00**
STRUCTURE ITEMS	**$**	**-**	**$**	**-**
SUBTOTAL CONSTRUCTION COST	**$**	**7,505,500.00**	**$**	**7,962,585.00**
RIGHT OF WAY	**$**	**-**	**$**	**-**
TOTAL CAPITAL COST	**$**	**7,506,000.00**	**$**	**7,963,000.00**
PR/ED SUPPORT				**#VALUE!**
PS&E SUPPORT				**#VALUE!**
RIGHT OF WAY SUPPORT				**#VALUE!**
CONSTRUCTION SUPPORT				**#VALUE!**
TOTAL SUPPORT COST				**#VALUE!**

TOTAL PROJECT COST	**$**	**7,550,000.00**	**#VALUE!**

	month	year
Date (Month/Year) of Estimate	12 /	2013
Estimated Date (Month/Year) of Construction	12 /	2015
Number of Months of Escalation	24	
Number of Years of Escalation	2.00	
If Project has been programmed enter Programmed Amount	$	-
Number of Working Days		
Number of Plant Establishment Days		

Estimated Project Schedule

PID Approval
PA/ED Approval
PS&E
RTL
Begin Construction

Reviewed by District O.E.

N/A (619) 688-6735

Leon G. Edmonds District 11 Office Engineer **Date** **Phone**

Approved by Project Manager

N/A (619) xxx-xxxx

Project Manager **Date** **Phone**

Escalation rates used in this estimate for Highway Construction Capital Costs are 3.0% compounded annually to Construction year. The decision to use 3.0% for this estimate was as per the Office of Office Engineer. (REV12/13/12)

11- PAGE ESTIMATE

EA 11-XXXXXX PID 11XXXXXXXX

Type of Estimate :
Program Code :
Project Limits :
Description: **Alternative 3**
Scope :
Alternative :

		Current Cost		Escalated Cost
ROADWAY ITEMS	**$**	**8,374,600.00**	**$**	**8,884,614.00**
STRUCTURE ITEMS	**$**	**-**	**$**	**-**
SUBTOTAL CONSTRUCTION COST	**$**	**8,374,600.00**	**$**	**8,884,614.00**
RIGHT OF WAY	**$**	**-**	**$**	**-**
TOTAL CAPITAL COST	**$**	**8,375,000.00**	**$**	**8,885,000.00**

PR/ED SUPPORT	**#VALUE!**
PS&E SUPPORT	**#VALUE!**
RIGHT OF WAY SUPPORT	**#VALUE!**
CONSTRUCTION SUPPORT	**#VALUE!**
TOTAL SUPPORT COST	**#VALUE!**

TOTAL PROJECT COST	**$**	**8,400,000.00**	**#VALUE!**

	month	year
Date (Month/Year) of Estimate	12 /	2013
Estimated Date (Month/Year) of Construction	12 /	2015
Number of Months of Escalation	24	
Number of Years of Escalation	2.00	
If Project has been programmed enter Programmed Amount	$	-
Number of Working Days		
Number of Plant Establishment Days		

Estimated Project Schedule

PID Approval
PA/ED Approval
PS&E
RTL
Begin Construction

Reviewed by District O.E. N/A (619) 688-6735

Leon G. Edmonds District 11 Office Engineer **Date** **Phone**

Approved by Project Manager N/A (619) xxx-xxxx

Project Manager **Date** **Phone**

Escalation rates used in this estimate for Highway Construction Capital Costs are 3.0% compounded annually to Construction year. The decision to use 3.0% for this estimate was as per the Office of Office Engineer. (REV12/13/12)

ATTACHMENT H

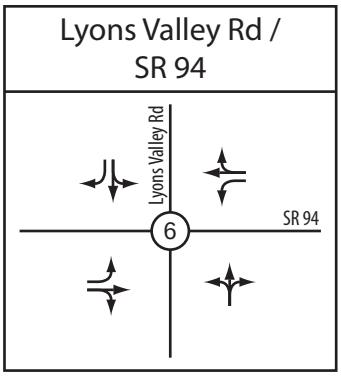
- ***Risk Registry***

LEVEL 2 - RISK REGISTER		Project Name:		SR-94/Campo Rd Realignment			DIST- EA		Project Manager							
Risk Identification							Risk Assessment						Risk Response			
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active		Threat	Environmental	Availability of project data	Availability of project data and mapping at the beginning of the environmental study is insufficient		2-Low	4 -Moderate	8	8 -High	16		Mitigate	Identify and acquire all data required		
Active		Threat	Environmental	Challenge to EIR	Potential lawsuits may challenge the environmental report, delaying the start of construction or threatening loss of funding.		4-High	4 -Moderate	16	8 -High	32		Mitigate	Address concerns of stakeholders and public during environmental process		
Active		Threat	Environmental	Additional Environmental Data	New information after Environmental Document is completed may require re-evaluation or a new document (i.e. utility relocation beyond document coverage)		3-Moderate	4 -Moderate	12	8 -High	24		Accept	Address environmental re-evaluation as soon as new information is available.		
Active		Opportunity	Environmental	Alternatives	New alternatives required to avoid, mitigate or minimize impac		3-Moderate	4 -Moderate	12	2 -Low	6		Exploit	Analyze potential alternatives to minimize impacts		
Active		Threat	ROW	R/W Issues	Landowners unwilling to sell		4-High	8 -High	32	8 -High	32		Avoid	Identify alternatives that avoid impact to properties that may be unwilling to sell. If unavoidable, identify and negotiate with landowner as soon as legally possible, to avoid project delay.		
Active		Threat	Design	Design Exceptions	Caltrans approval of Design Exceptions not attained		3-Moderate	4 -Moderate	12	8 -High	24		Avoid	Identify alternatives that avoids deviation to design standards. If unavoidable, identify and coordinate with Caltrans early to avoid delay		
Active		Threat	Design	Design Exceptions	Unforeseen design exceptions required		2-Low	2 -Low	4	4 -Moderate	8		Mitigate	Avoid if possible. Propose changes to design if possible. If not, acquire design exception approval from Caltrans		
Active		Threat	PM	Caltrans Support	Caltrans support not attained		1-Very Low	4 -Moderate	4	8 -High	8		Mitigate	Identify and address Caltrans concerns during the project development process		
Active		Threat	PM	Local Agency	Local agency support not attained		3-Moderate	4 -Moderate	12	8 -High	24		Mitigate	Identify and address local agencies concerns during the project development process		
Active		Threat	Environmental	Community objection	Local communities pose objections		4-High	4 -Moderate	16	4 -Moderate	16			Address community concerns during environmental process		
Active		Threat	Design	Supplemental EIR	A design change that is outside of the parameters contemplated in the Environmental Document triggers a supplemental EIR which causes a delay due to the public comment period.		2-Low	4 -Moderate	8	4 -Moderate	8		Avoid	Monitor design changes against ED to avoid reassessment of ED unless the opportunity outweighs the threat		
Active		Threat	Environmental	Nesting birds	Nesting birds, protected from harassment under the Migratory Bird Treaty Act, may delay construction during the nesting season.		2-Low	4 -Moderate	8	8 -High	16		Mitigate	Schedule contract work to avoid the nesting season or remove nesting habitat before starting work.		
Active		Threat	Design	Stage Construction	Stage Construction to build roadway may require more R/W		4-High	4 -Moderate	16	8 -High	32		Mitigate	Prepare Stage construction concept early to identify additional R/W required.		
Active		Threat	Design	Survey File	Inaccuracies or incomplete information in the survey file could lead to rework of the design.		2-Low	4 -Moderate	8	8 -High	16		Mitigate	Verify that the survey file is accurate and complete		
Active		Threat	PM	Changes	Stakeholders request late changes		4-High	4 -Low	16	8 -High	32		Avoid	Involve stakeholders early in the project development process to avoid late changes		
Active		Threat	PM	Agency Review	Reviewing agency requires longer than expected review time		4-High	5 -Low	20	4 -Moderate	16		Mitigate	Coordinate with reviewing agencies to identify review times. Prepare agreements with reviewing agenies to identifying review times and other protocols		
Active		Threat	Design	Storm Water requirements	Changes to storm-water requirements		2-Low	6 -Low	12	5 -Very Low	10		Accept	Identify new requirements as early as possible and coordinate with agency the required changes to the plans		
Active		Threat	PM	Accelerated Schedule	Pressure to deliver project on an accelerated schedule		4-High	4 -Moderate	16	8 -High	32		Accept	Identify crtical path items. Manage schedule thoroughly to avoid missing milestones		
Active		Threat	Design	Technical assumptions	Inaccurate assumptions on technical issues in planning stage		2-Low	9 -Low	18	8 -Very Low	16		Avoid	Critical assumptions should be communicated with the project development team tteam		
Active		Threat	Design	Design Standards	New or revised design standard		4-High	4 -Moderate	16	2 -Low	8		Mitigate	Identify new requirements as early as possible and coordinate with agency the required changes to the plans		

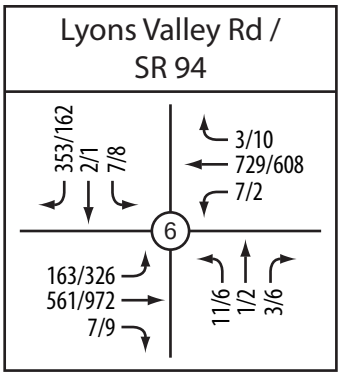
Active		Threat	PM	Seasonal Constraints	Verify that all seasonal constraints and permitting requirements are identified and incorporated in the project schedule		2-Low	4 -Moderate	8	8 -High	16		Avoid	Identify all constraints and permits required and incorporate to the schedule		
Active		Threat	PM	Changes to aesthtic treatment	Unforeseen aesthetic requirements		3-Moderate	2 -Low	6	4 -Moderate	12		Avoid	Coordinate visual impacts and proposed aesthetics early, with the appropriate agency and stakeholders, to avoid late changes.		
Active		Threat	PM	Permits and agreements	Delay due to permits or agreements, from Federal, State, or local agencies for geotechnical subsurface exploration		2-Low	4 -Moderate	8	8 -High	16		Avoid	Identify all permits and agreements required for the project.		
Active		Threat	ROW	Utilities	Utility relocation requires more time than planned		4-High	4 -Moderate	16	8 -High	32		Mitigate	Coordinate utility impacts and relocation as soon as possible.		
Active		Threat	ROW	R/W Issues	Resolving objections to Right of Way appraisal takes more time and/or money		3-Moderate	2 -Low	6	4 -Moderate	12		Mitigate	Ensure that the schedule take into account R/W acquisition process. Allow time for resolving appraisal issues. Acquisition process should be initiated as soon as legally possible to allow time for negotiations.		
Active		Threat	ROW	Permitsto Enter	Need for “Permits to Enter” not considered in project schedule development		2-Low	17 -Low	34	16 -Very Low	32		Mitigate	Identify all permits to enter required		
Active		Threat	Construction	Underground	Unexpected geotechnical or groundwater issues		2-Low	2 -Low	4	8 -High	16		Avoid			
Active		Threat	Construction	Underground	Buried man-made objects/unidentified hazardous waste		3-Moderate	4 -Moderate	12	4 -Moderate	12		Mitigate	Provide supplemental cost item to address this isssue if it comes up		
Active		Threat	Construction	Underground	Utiltiy conflict not seen during design		2-Low	4 -Moderate	8	4 -Moderate	8		Avoid			
Active		Threat	Construction	Underground	Unexpected paleontology findings		2-Low	2 -Low	4	4 -Moderate	8		Mitigate	Prepare Paleontology Mitigation Plan to address unexpected findings.		
Active		Threat	PM	Scope Creep	Scope creep		4-High	4 -Moderate	16	8 -High	32		Avoid			
Active		Threat	PM	Project Conflicts	Unresolved project conflicts not escalated in a timely manner		3-Moderate	2 -Low	6	8 -High	24		Avoid	Prepare conflict resolution plan and implement it when necessary		

ATTACHMENT I

- ***Signal Warrant Analysis***



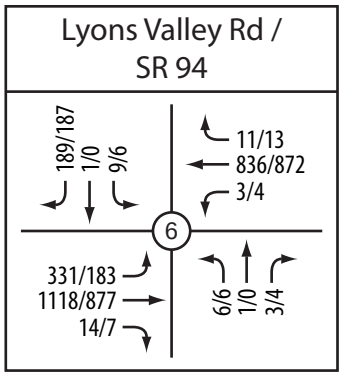
With Project Geometrics



Existing + Casino Weekday Peak-Hour Volumes (AM/PM)

Major Street: SR 94 (55 MPH)
Volume (both approaches): **1470 / 1927** VPH

Minor Street: Lyons Valley Rd
Volume (one approach): **362 / 171** VPH

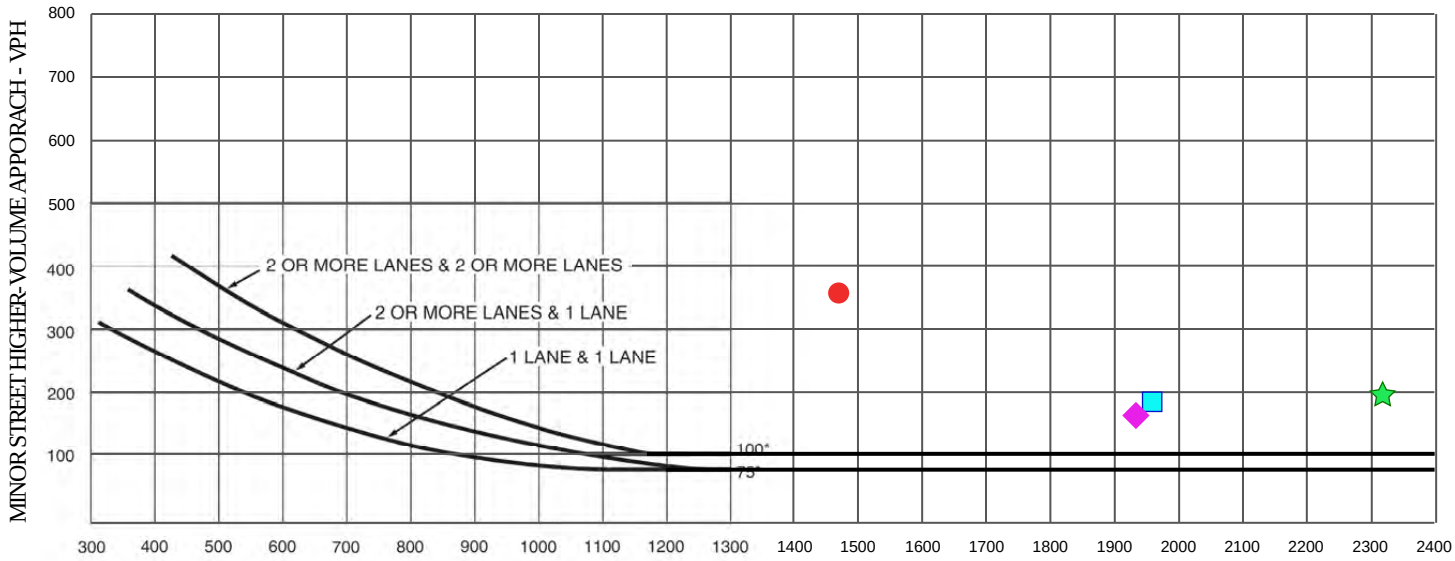


Existing + Casino Friday/Saturday Peak-Hour Volumes (Fri PM/Sat PM)

Major Street: SR 94 (55 MPH)
Volume (both approaches): **2313 / 1956** VPH

Minor Street: Lyons Valley Rd
Volume (one approach): **199 / 193** VPH

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



MAJOR STREET - TOTAL OF BOTH APPROACHES - VEHICLES PER HOUR (VPH)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

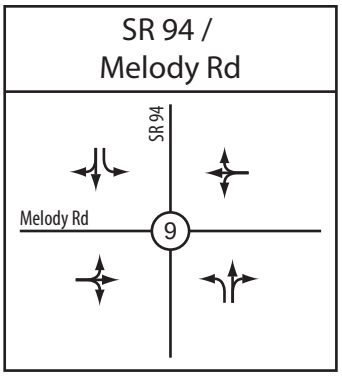
- Weekday AM Peak
- Weekday PM Peak
- Friday PM Peak
- Saturday PM Peak

Kimley-Horn and Associates, Inc.

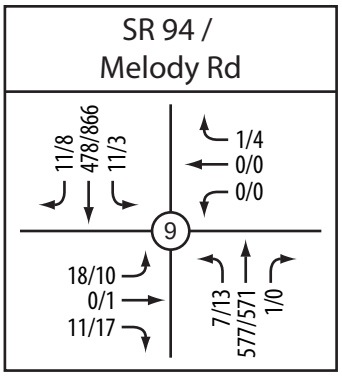
FIGURE I-1

SR 94 (Campo Road) & Lyons Valley Road Traffic Signal Warrant

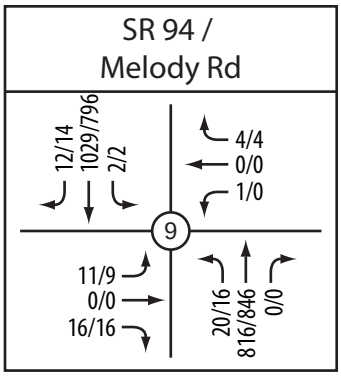
K:\SND_TPTO\095848001 - JIV Design\Reports\Traffic Report\TIA-CEQA\Illustrator\Signal Warrant\Fig 10.1 Signal Warrant-Int6.ai



With Project Geometrics



Existing + Casino Weekday Peak-Hour Volumes (AM/PM)



Existing + Casino Friday/Saturday Peak-Hour Volumes (Fri PM/Sat PM)

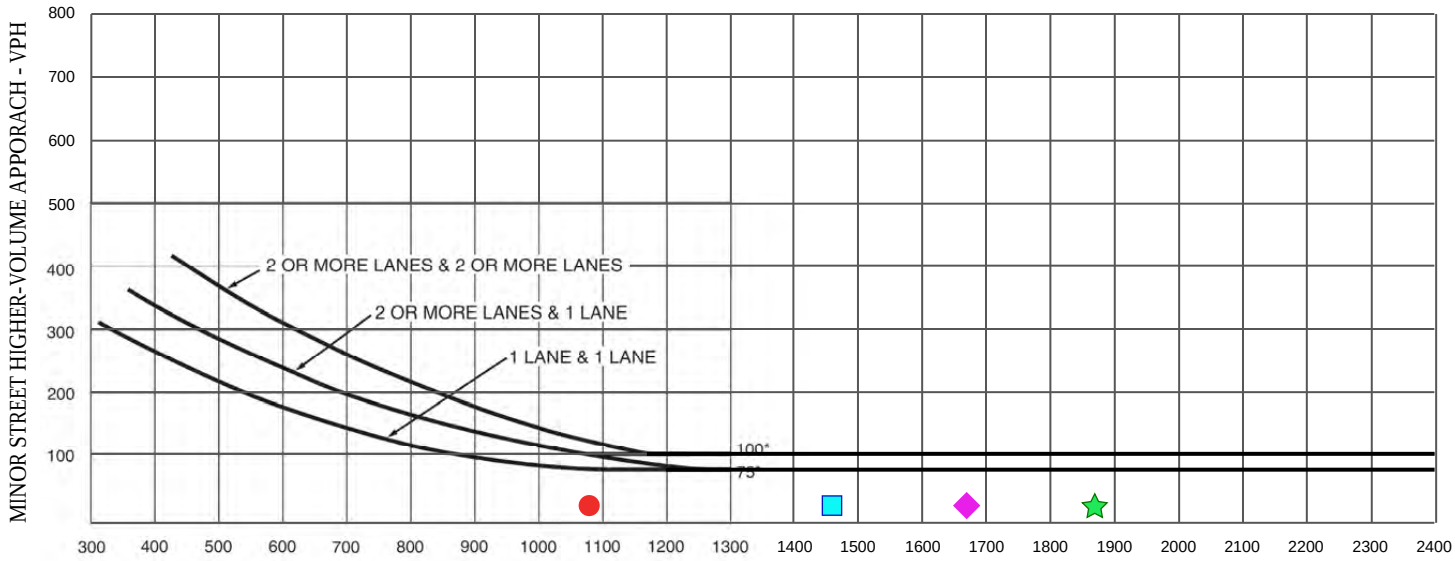
Major Street: SR 94 (55 MPH)
Volume (both approaches): **1085 / 1461** VPH

Minor Street: Melody Rd
Volume (one approach): **29 / 28** VPH

Major Street: SR 94 (55 MPH)
Volume (both approaches): **1877 / 1674** VPH

Minor Street: Melody Rd
Volume (one approach): **27/ 25** VPH

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



MAJOR STREET - TOTAL OF BOTH APPROACHES - VEHICLES PER HOUR (VPH)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

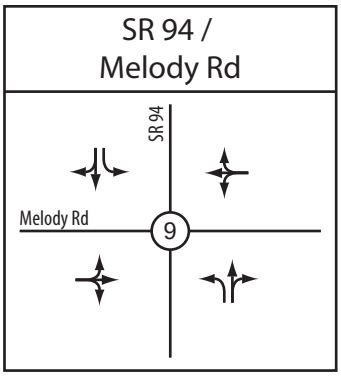
- Weekday AM Peak
- Weekday PM Peak
- Friday PM Peak
- Saturday PM Peak

Kimley-Horn and Associates, Inc.

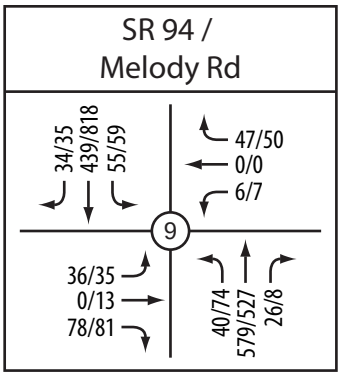
FIGURE I-2

SR 94 (Campo Road) & Melody Road Traffic Signal Warrant

K:\SND_TPTO\095848001 - JIV Design\Reports\Traffic Report\TIA-CEQA\Illustrator\Signal Warrant\Fig 10.2 Signal Warrant-Int9.ai



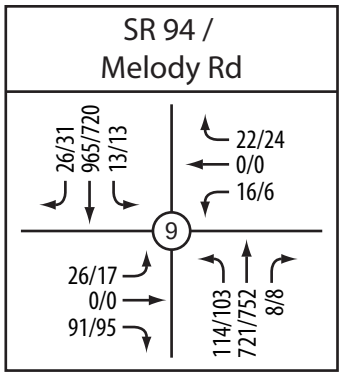
With Project Geometrics



Horizon Year (Year 2035) Weekday Peak-Hour Volumes (AM/PM)

Major Street: SR 94 (55 MPH)
Volume (both approaches): **1173 / 1521** VPH

Minor Street: Melody Rd
Volume (one approach): **114 / 129** VPH

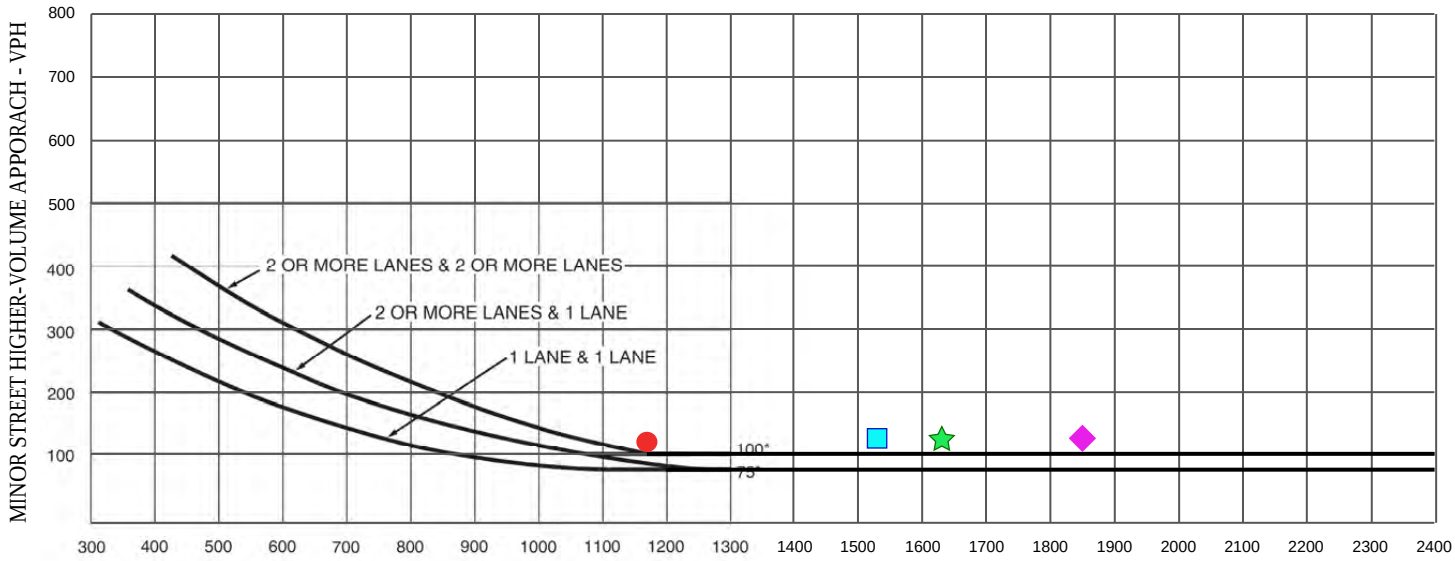


Horizon Year (Year 2035) Friday/Saturday Peak-Hour Volumes (Fri PM/Sat PM)

Major Street: SR 94 (55 MPH)
Volume (both approaches): **1847 / 1627** VPH

Minor Street: Melody Rd
Volume (one approach): **117/ 112** VPH

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



MAJOR STREET - TOTAL OF BOTH APPROACHES - VEHICLES PER HOUR (VPH)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

- Weekday AM Peak
- Weekday PM Peak
- Friday PM Peak
- Saturday PM Peak

Kimley-Horn and Associates, Inc.

FIGURE I-3

SR 94 (Campo Road) & Melody Road Traffic Signal Warrant

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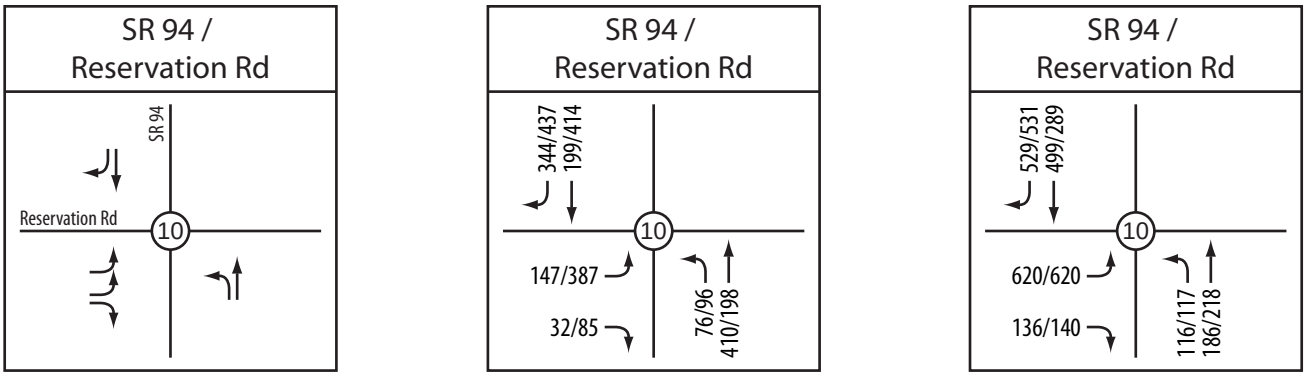


With Project Geometrics

Existing + Casino Weekday Peak-Hour Volumes (AM/PM)

Major Street: SR 94 (55 MPH)
Volume (both approaches): **1029 / 1145** VPH

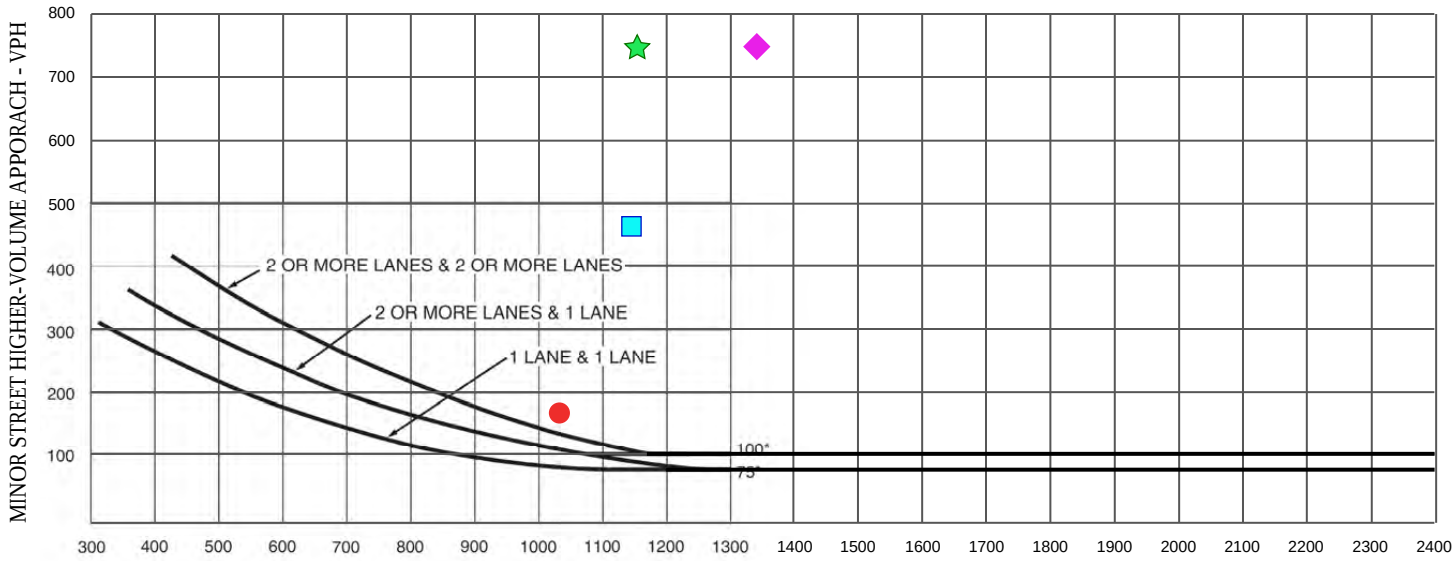
Minor Street: Reservation Rd
Volume (one approach): **179 / 472** VPH

Existing + Casino Friday/Saturday Peak-Hour Volumes (Fri PM/Sat PM)

Major Street: SR 94 (55 MPH)
Volume (both approaches): **1330 / 1155** VPH

Minor Street: Reservation Rd
Volume (one approach): **756 / 760** VPH

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



MAJOR STREET - TOTAL OF BOTH APPROACHES - VEHICLES PER HOUR (VPH)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

- Weekday AM Peak
- Weekday PM Peak
- Friday PM Peak
- Saturday PM Peak

Kimley-Horn and Associates, Inc.

FIGURE I-4

SR 94 (Campo Road) & Reservation Road Traffic Signal Warrant

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ATTACHMENT J

- ***Transportation Planning Scoping Information Sheet***

Transportation Planning Scoping Information Sheet

PROJECT INFORMATION

District	County	Route	Post Miles	Project ID No/ Expenditure Authorization No.
11	SD	94	20.4/21.4	
Project Name and Description : **SR 94 Improvements**				

Prepared by:

District Information Sheet Point of Contact*:	Name:Kimley-Horn and Assoc.	Functional Unit:	

* The District Information Sheet Point of Contact is responsible for completing Project Information, PDT Team and Stakeholder Information, and coordinating the completion of project-related information with the Transportation Planning Stakeholders. Upon completion, provides the Transportation Planning PDT Representative and Project Manager with a copy of the Information Sheet.

Project Development Team (PDT) Information		
Title	**Name**	**Phone Number**
Project Manager	Gus Silva	
Project Engineer	Trent Clark	
Transportation Planning PDT Representative**	Joe Hull	

Transportation Planning Stakeholder Information		
Title	**Name**	**Phone Number**
Regional Planner		
System Planner		
Local Development-Intergovernmental Review (LD-IGR) Planner		
Community Planner		
Goods Movement Planner		
Transit Planner		
Bicycle and Pedestrian Coordinator		
Park and Ride Coordinator		
Native American Liaison		
Other Coordinators:		

Project Purpose and Need** – See PSR-PDS

** The Transportation Planning PDT Representative is responsible for providing the PDT with the system-wide and corridor level deficiencies identified by Transportation Planning. The PDT uses the information provided by Transportation Planning to develop the purpose and need with contributions from other Caltrans functional units and external stakeholders at the initiation of the PID and is refined throughout the PID process. As the project moves past the project initiation stage and more data becomes available, the purpose and need is refined. For additional information on purpose and need see: www.dot.ca.gov/hq/env/emo/purpose_need.htm

1. Project Funding:

a	List all known and potential funding sources and percent splits: (ie. State Transportation Improvement Program (STIP)/State Highway Operations and Protection Program (SHOPP)/Transportation Enhancement (TE)/Environmental Enhancement and Mitigation (EEM)/Safe Routes to School (SR2S)/etc.).
	Private
b	Is this a measure project? Yes__/No **X**. If yes, name and describe the measure.

2. Regional Planning:

a	Name of and contact information for Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA).
	Sandag
b	Name of and contact information for local jurisdiction (City or County)
	San Diego County
c	Provide the page number and project description as identified in the Regional Transportation Plan (RTP) and the date of adoption, or provide an explanation if not in RTP.
	2050 RTP
d	Provide nexus between the RTP objectives and the project to establish the basis for the project purpose and need.
	Project is consistent with the 2050 RTP revenue constrained plan
e	Is the project located in an area susceptible to sea-level rise?
	No
f	Name of Air Quality Management District (AQMD)
	San Diego
g	If the project is located in a federal non-attainment or attainment-maintenance area is the project:
	• Regionally Significant? (per 40 (Code of Federal Regulations (CFR) 93.101) Y__/N__
	• Exempt from conformity? (per 40 CFR 93.126 and 93.128) Y__/N__
	• Exempt from regional analysis? (per 40 CFR 93.127) Y__/N__
	• Not exempt from conformity (must meet all requirements)? Y__/N__

3. Native American Consultation and Coordination:

a	If project is within or near an Indian Reservation or Rancheria? If so, provide the name of Tribe.
	Yes, Jamul Tribe
b	Has/have the Tribal Government(s) been consulted? **Yes**
c	If the project requires Caltrans to use right-of-way on trust or allotted lands, this information needs to be included as soon as possible as a key topic in the consultation with the Tribe(s). Has the Tribe been consulted on this topic? **Yes.**
d	Has the Bureau of Indian Affairs (BIA) been notified? **Yes.**
e	Have all applicable Tribal laws, ordinances and regulations [Tribal Employment Rights Ordinances (TERO), etc.] been reviewed for required contract language and coordination? **Yes.**
f	If the Tribe has a TERO, is there a related Memorandum of Understanding between the District and the Tribe? **No.**
g	Has the area surrounding the project been checked for prehistoric, archeological, cultural, spiritual, or ceremonial sites, or areas of potentially high sensitivity? **Yes.** If such areas exist, has the Tribe, Native

	American Heritage Commission or other applicable persons or entities been consulted?__**Not yet fully determined. If such areas exist Tribe and NAHC will be consulted.**
h	If a Native American monitor is required for this project, will this cost be reflected in cost estimates? **Yes**
i	In the event of project redesign, will the changes impact a Native American community as described above in d, e, or h?
	Yes

4. System Planning:

a	Is the project consistent with the DSMP? Y__/N__. If yes document approval date. If no, explain.
	DSMP is not Available at this time
b	Is the project identified in the TSDP? Y__/N__? If yes, document approval date____. If no, explain.
	TSDP is not Available at this time
c	Is the project identified in the TCR/RCR or CSMP? Y__/N__. If yes, document approval date___. If no, explain. Is the project consistent with the future route concept? Y_**X** /N__. If no, explain.
	Only Draft TCR is available
d	Provide the Concept Level of Service (LOS) through project area.
	Varies from LOS A to C
e	Provide the Concept Facility – include the number of lanes. Does the Concept Facility include High Occupancy Vehicle lanes? Y__/N_**X**_.
	2 Conventional Highway Lanes-Constrained Revenue Plan
f	Provide the Ultimate Transportation Corridor (UTC) – include the number of lanes. Does the UTC include High Occupancy Vehicle Lanes? Y__/N__.
	UTC is not available
g	Describe the physical characteristics of the corridor through the project area (i.e. flat, rolling or mountainous terrain...).
	Flat to Rolling
H	Is the highway in an urban or rural area? Urban_**X**_/Rural_**X**_. Provide Functional Classification.
	Other Freeway or Expressway-Urban from Lyons Valley Rd to Melody Rd **Other Principal Arterial-Rural** Melody Road to SR-188
i	Is facility a freeway, expressway or conventional highway?
	Conventional Highway
j	Provide Route Designations: (i.e. Interregional Transportation Strategic Plan (ITSP) High Emphasis or Focus Route, Surface Transportation Assistance Act (STAA) Route, Scenic Route…).
	State Highway Terminal Access Route connecting to the National Network for Surface Transportation Assistance Act (STAA)
k	Describe the land uses adjacent to project limits (i.e. agricultural, industrial…).
	Residential, Casino
l	Describe any park and ride facility needs identified in the TCR/CSMP, local plans, and RTP.
	Supplementary modal option improvements such as park and ride were identified
m	Describe the Forecasted 10 and 20-year Vehicle Miles Traveled (VMT), Annual Average Daily Traffic (AADT), and Peak Hour truck data in the TCR. Include the source and year of Forecast, and names and types of traffic and travel demand analysis tools used.
n	Has analysis on Daily Vehicle Hours of Delay (DVHD) from the Highway Congestion Monitoring Program (HICOMP) been completed and included? Y_**X**_/N__.

	The Horizon Year ADT volumes on the roadway segments in the study area were derived by comparing the Series 11 and 12 Regional Transportation Forecast Models prepared by the San Diego Association of Governments (SANDAG). The Series 11 (2030 Horizon Year) traffic forecast model was used because it incorporates the land use changes approved under the County of San Diego's General Plan. SANDAG has recently approved a new Regional Model (Series 12) that represents future traffic volumes estimated for the Year 2035 which is twenty years beyond opening of the project.

5. Local Development – Intergovernmental Review (LD-IGR):

List LD-IGR projects that may directly or indirectly impact the proposed Caltrans project or that the proposed Caltrans project may impact. (Attach additional project information if needed.)

LD-IGR Project Information		Project
a	County-Route-Postmile & Distance to Development.	
b	Development name, type, and size.	
c	Local agency and/or private sponsor, and contact information.	
d	California Environmental Quality Act (CEQA) status and Implementation Date.	
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	**No federal funding.**
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	
g	Approved mitigation measures and implementing party.	
h	Value of constructed mitigation and/or amount of funds provided.	
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed.	
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	
l	Regional or local mitigation fee program in place?	

6. Community Planning:

	INITIAL PID INFORMATION
a	Has lead agency staff worked with any neighborhood/community groups in the area of the proposed improvements? **Yes.** If yes, summarize the process and its results including any commitments made to the community. If no, why not? **Numerous meetings between JIV, Caltrans and local planning group, both, working sessions with Board and in multiple public meetings as well as meeting with JAC, the community group opposing the project. Commitments to keep them informed of project**

	status and mitigation for project impacts.
b	Are any active/completed/proposed Environmental Justice (EJ) or Community-Based Transportation (CBTP) Planning Grants in the project area? Y__/N__. If yes, summarize the project, its location, and whether/how it may interact with the proposed project.
c	Describe any community participation plans for this PID including how recommendations will be incorporated and/or addressed. Has a context sensitive solutions (CSS) approach been applied? Y__/N__
	FINAL PID INFORMATION
d	How will the proposed transportation improvements impact the local community? Is the project likely to create or exacerbate existing environmental or other issues, including public health and safety, air quality, water quality, noise, environmental justice or social equity? **No.** Describe issues, concerns, and recommendations (from sources including neighborhood/community groups) and what measures will be taken to reduce existing or potential negative effects. **Community has expressed concerns regarding increased traffic both in terms of convenience and safety impacts. Proposed mitigation improvements will reduce these impacts to a less than significant level.**
e	Does this highway serve as a main street? **Yes.** If yes, what main street functions and features need to be protected or preserved? **Continued safe access to existing, legal streets and driveways.**
	Access

7. Freight Planning:

	INITIAL PID INFORMATION
a	Identify all modal and intermodal facilities that may affect or be affected by the project.
	NA
	FINAL PID INFORMATION
b	Describe how the design of this project could facilitate or impede Goods Movement and relieve choke points both locally and statewide through grade separations, lane separations, or other measures (e.g., special features to accommodate truck traffic and at-grade railroad crossings).
c	Describe how the project integrates and interconnects with other modes (rail, maritime, air, etc.). Do possibilities exist for an intermodal facility or other features to improve long-distance hauling, farm-to-market transportation and/or accessibility between warehouses, storage facilities, and terminals?
d	Is the project located in a high priority goods movement area, included in the Goods Movement Action Plan (GMAP) or on a Global Gateways Development Program (GGDP) route? Y__/N_**X**_. If yes, describe.
e	Is the project on a current and/or projected high truck volume route [e.g., Average Annual Daily Truck Traffic (AADTT) of 5 axle trucks is greater than 3000]? Yes__/N__. If yes, describe how the project addresses this demand.
f	If the project is located near an airport, seaport, or railroad depot, describe how circulation (including truck parking) needs are addressed.
g	Describe any other freight issues.

8. Transit (bus, light rail, commuter rail, intercity rail, high speed rail):

	INITIAL PID INFORMATION

a	List all local transit providers that operate within the corridor.
	MTS
b	Have transit agencies been contacted for possible project coordination? Y__/N_**X**_. If no, why not?
	Will coordinate with transit during PAED
c	Describe existing transit services and transit features (bus stops, train crossings, and transit lines) within the corridor.
	No bus stops within the project Area
d	Describe transit facility needs identified in short- and long-range transit plans and RTP. Describe how these future plans affect the corridor.
	None specific
	FINAL PID INFORMATION
e	Describe how the proposed project integrates transit and addresses impacts to transit services and transit facilities.
	Will coordinate with MTS during PAED phase to identify any transit integration
f	Have transit alternatives and improvement features been considered in this project? Y_**X**_/N__ If yes, describe. If no, why not?
	Will analyze in detail during the PAED-potential need for bus stops.

9. Bicycle:

	INITIAL PID INFORMATION
a	Does the facility provide for bicyclist safety and mobility needs? If no, please explain.
	Permitted but not advised
b	Are any improvements for bicyclist safety and mobility proposed for this facility by any local agencies or included in bicycle master plans? If yes, describe (including location, time frame, funding, etc.).
	No
c	Are there any external bicycle advocacy groups and bicycle advisory committees that should be included in the project stakeholder list? If so, provide contact information.
	FINAL PID INFORMATION
d	Will bicycle travel deficiencies be corrected? How or why not?
	Shoulder width could be improved
e	How will this project affect local agency plans for bicycle safety and mobility improvements?
	The project could improve bicycle safety and mobility
f	If the project is the construction of a new freeway or modification to an existing freeway, will it sever or destroy existing provisions for bicycle travel? If yes, describe how bicycle travel provisions will be included in this project.
	No

10. Pedestrian including Americans with Disabilities Act (ADA):

	INITIAL PID INFORMATION
a	Does this facility provide for pedestrian safety and mobility needs? If so, describe pedestrian facilities. Do continuous and well-maintained sidewalks exist? Are pedestrians forced to walk in the roadway at any locations due to lack of adequate pedestrian facilities? Please explain.
	No existing sidewalk
b	Are pedestrian crossings located at reasonable intervals?
	No pedestrian crossing in the project limits
c	Are all pedestrian facilities within the corridor ADA accessible and in compliance with Federal and State ADA laws and regulations?
	FINAL PID INFORMATION
d	Will pedestrian travel deficiencies be corrected? How or why not?
	Yes. Ped crossings will be proposed

e	How will this project affect local agency plans for pedestrian safety and mobility improvements?
	Will improve ped safety and mobility
f	If the project is the construction of a new freeway or modification to an existing freeway, will it sever or destroy existing provisions for pedestrian travel? If yes, describe how pedestrian travel provisions will be included in this project.
	No
g	Are there any external pedestrian advocacy groups and advisory committees that should be included in the project stakeholder list? If so, provide contact information.
h	Have ADA barriers as noted in the District's ADA Transition Plan been identified within the project limits? If not included in the project, provide justification and indicate whether District Design coordinator approval was obtained.
	NA

11. Equestrian:

	INITIAL PID INFORMATION
a	If this corridor accommodates equestrian traffic, describe any project features that are being considered to improve safety for equestrian and vehicular traffic?
	NA
	FINAL PID INFORMATION
b	Have features that accommodate equestrian traffic been identified? If so, are they included a part of this project? Describe. If no, why not?
	NA

12. Intelligent Transportation Systems (ITS):

	INITIAL PID INFORMATION
a	Have ITS features such as closed-circuit television cameras, signal timing, multi-jurisdictional or multimodal system coordination been considered in the project? Y_**X**_/N__. If yes, describe. If no, explain.
	Signal timing
	FINAL PID INFORMATION
b	Have ITS features been identified? If so, are they included a part of this project? Describe. If no, why not?
	Signal timing

ATTACHMENT K

- ***Preliminary Environmental Analysis Report (Under Separate Cover)***