

SUPPLEMENTAL PROJECT STUDY REPORT

To: Revise the Range of Alternatives For: Olancha-Cartago 4-Lane Expressway



PROJECT LOCATION
US 395 PM 29.2/41.8

On U.S. Route 395 in Inyo County between 1.5 miles south of LA Aqueduct Bridge
BR# 48-10 and 0.4 miles south of Ash Creek Bridge BR# 48-11

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THOMAS P. HALLENBECK, DISTRICT DIRECTOR DATE

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



BRIAN P. WESLING, REGISTERED CIVIL ENGINEER

10-22-08

DATE



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1. INTRODUCTION

This Supplementary Project Study Report (SPSR) supplements the SPSR dated June 2007 and the Project Study Report - Environmental Only (PSR-EO) dated January 1999. The proposed project will upgrade the existing two-lane conventional highway to a four-lane expressway, or a mix of conventional four-lane highway and expressway. This document provides updated cost and schedule information. Since the June 2007 SPSR a new alternative has been identified in response to new private development along the U.S. Highway 395 corridor.

The addition of the new Alternative 4 and the disposal of the old Alternative 3a are the two major changes to this document.

Alternative 1 has been modified slightly from its old description; the side for widening is no longer specified for most of the 14' median sections, and the median width of the tangent between Olancha and Cartago has increased to 100'.

This project will provide facility continuity by converting one of the last remaining 2-lane segment of U.S. Highway 395/ State Route 14 to four lanes of conventional highway / expressway from Los Angeles County to Lee Vining in Mono County a total of approximately 305 miles.

The cost estimate for specific work items included in this project is available in the Attachment section.

Project Limits:	09-INY-395-PM 29.2/41.8
Number of Alternatives:	5
Range of Proposed Capital Construction Costs (un-escalated):	\$47.405 M to \$86.122 M
Proposed Capital Right of Way Costs (un-escalated):	\$8.569 M to \$18.707 M
Funding Source:	STIP (Additional Programming Regional Improvement Plan, IIP (025.700), RIP (075.600),
Type of Facility:	Present: 2 lane conventional Concept/Ultimate: 4 lane expressway
Number of Structures:	1 to 3 depending on alternative selected
Anticipated Environmental Determination/Document:	EIR / FONSI
Project Category:	1

A Project Report will serve as approval of the selected alternative. Either a Project Report or another Supplemental PSR will serve as the programming document for the remaining elements.

2. BACKGROUND

Since the release of the 2007 SPSR, Archeological and Biological surveys for alternative 4 have been mostly completed and the physical descriptions of the alternatives have been revised and reviewed. Potential material sites within the project limits have been identified and assessment is ongoing.

U.S. Highway 395 is designated as a Focus Route, which is a subset of the 34 High Emphasis Routes in the State of California. Focus Routes represent 10 Interregional Road System (IRRS) corridors in the State. As indicated by its designation, these corridors are a priority for completion to concept facility standards by the end of the twenty-year planning horizon.

U.S. Highway 395 is the major element of a transportation corridor connecting the Eastern Sierra Region (Inyo and Mono Counties) and Western Central Nevada to the Southern California region. This transportation corridor has been identified in previous California planning studies as one of five major recreational corridors serving all of Southern California and one of eleven major regional transportation corridors in California. As a transportation corridor it serves several purposes. First, the highway corridor is vital for the economy of the Eastern Sierra region for the shipment of goods and materials. The region imports virtually all of its food, clothing and other goods. Secondly, this corridor has major recreational use as evidenced by over ten million visitor-days of recreation generated annually in the Eastern High Sierra according to an August 1995 case study conducted by the Inyo National Forest Service. An Origination and Destination Travel Study conducted in 2000 for U.S. Highway 395 through Inyo and Mono counties indicated that 55% of the non-commercial traffic was recreationally oriented and was comprised of 3.2% recreation vehicles. It also indicated 36% of all vehicles coming into the Eastern Sierra Region originated from Southern California with an average personal vehicle occupancy of 2.2 persons per vehicle.

U.S. Highway 395 is functionally classified as a Rural Principal Arterial and is included in the Federal Aid Primary (FAP) Highway System. It is also included in the State Freeway and Expressway System and the State Scenic Highway Master Plan.

U.S. Highway 395 is included in the Subsystem of Highways for the Movement of Extra Legal Permits Loads (SHELL) system, and is a Federal Surface Transportation Assistance Act (STAA) route that authorizes use by larger trucks and gives them access to facilities off the route. In Inyo County, U.S. Highway 395 is part of the system of routes of statewide significance, and is included in the National Highway System of the International Surface Transportation Efficiency Act of 1991.

U. S. Highway 395 in the Olancha area traverses gently sloping terrain at elevations ranging from 3500 to 3800 feet. The existing roadway is a 2-lane undivided conventional highway with 12' lanes and 8' shoulders currently operating at a Level of Service of D. Barrier striping through approximately 58% of this segment restricts passing opportunities. The community of Cartago is located 2.9 miles north of Olancha. There are no improvements such as curb, gutter and sidewalk within the communities of Olancha and Cartago. An undivided passing lane for north and southbound traffic currently exists between postmile 39.7 and 40.5. The proposed project connects to four-lane, 100 foot median expressway to the north and to the south. The posted speed limits within the project limits vary between 55 to 65 mph.

Existing Posted Speed Limits

Post Mile Limits	Posted Speed Limit
29.2 – 34.0	65 mph
34.0 – 38.0	55 mph
38.0 – 41.8	65 mph

The community of Olancha, located approximately at the intersection with State Route (SR) 190, is sparsely developed with various businesses, a currently closed elementary school, post office, and one service station/mini-mart. SR 190 provides access to Death Valley National Park and has an Average Annual Daily Traffic (AADT) of 330 vehicles with a peak month AADT of 490 vehicles.

There is minimal development south of Olancha and most of the land is privately owned. The land within the vicinity of Cartago, north of Olancha, is also privately owned. The Los Angeles Department of Water & Power (LADWP) owns the land between Olancha and Cartago from PM 34.7 to 36.2. Other minor landowners are the Bureau of Land Management (BLM) and the State Lands Commission.

3. PURPOSE AND NEED

This proposed four-lane project would improve safety for the traveling public by removing passing restrictions, separating opposing traffic and by providing adequate shoulder widths for disabled vehicles, bicycle traffic, pedestrian traffic, and emergency vehicle parking. This proposed four-lane project would improve the Level of Service of the existing facility, provide increased capacity to meet present and future traffic demands, ease peak traffic congestion and time spent following in Olancha and Cartago, improve drainage, improve facility continuity. This proposed four-lane project would address all deficiencies of the existing facility. All features would meet the current standards for a design speed of at least 65 mph.

With the construction of the Olancha/Cartago 4-Lane, the concept facility of four lanes for U.S. Highway 395 in Inyo County will be met. The completion of this four-lane facility will bring the Level of Service up to A for the 20 year planning period. Without improvement, this segment will remain at a Level of Service D in 2015. With the exception of Alternative 1, construction of the project would bring this segment of U.S. Highway 395 to current expressway standards. All Alternatives would improve facility continuity, and meet the route concept for Inyo County. Alternative 1 would not be a continuous expressway, but would consist of a combination of conventional highway, conventional divided highway, and controlled access divided highway.

The existing facility is currently operating at a Level of Service (LOS) of D. Using a traffic volume growth rate of 1% per year for a 20-year period it is anticipated that the current facility will continue to operate at a LOS of D in the year 2015. Bus and truck volumes together represent 21.5% of the current Average Annual Daily Traffic (AADT).

A pavement deflection study was conducted in April 2007. Data collected for the report was analyzed for structural adequacy, reflective crack retardation and ride quality. Due to a recent overlay, overall deflections resulted in tolerable results. The results of this study indicate that, at this time, the roadway has structural adequacy.

4. DEFICIENCIES

Based on a concept facility LOS B, as called for in the U.S. Highway 395 Transportation Concept Report dated May 2000, U.S. Highway 395 has a current volume-to-capacity ratio of 0.41. The volume-to-capacity ratio is one measure used for congestion analysis. All calculations for this report are based on the selected design hour, which for this area is the 30th highest hourly volume of the year. The existing LOS of D is especially evident during weekends and holidays when traffic volumes increase. This increase in volume reduces passing opportunities causing traffic to stack up behind slower moving vehicles. This leads to driver frustration, frequent unsafe passing maneuvers and increased delay.

A major contributing factor to the LOS-D is the speed discrepancy between passenger vehicles and the buses and trucks (prohibited by law to exceed 55 mph), coupled with limited passing opportunities. Summaries of various current and projected traffic data are presented below based on 2006 traffic volume counts.

	2007	2027	2037
AADT	5,970	7,730	8,795
Peak Month ADT	7,570	9,800	11,150
% Trucks	21.5	-	-
20-Year Growth Rate	1.3%	-	-

Recent and projected Levels of Service are presented below:

	2006	2024	2034
LOS (No Improvements)	D	D	E
LOS (4-Lane Conventional/Expressway)	A	A	A

Inyo 395 P.M. 29.2/41.8				
Type and Number of Accidents		Accident Rate/MVM		
			Actual	Statewide Average
Fatal	3			
Injury	19	Fatal	0.035	0.028
Property Damage Only	24	Fatal + Injury	0.25	0.41
Total	46	Total	0.53	0.84

The primary collision factors were as follows: 30.4% due to improper turns, 23.9% unsafe speed, 6.5 % DUI, 2.2% failure to yield, 21.7% other than driver, and 15.2% other violations. Head-on collisions represented 4.3% of the accidents within the job limits. The Actual Fatal Accident Rate is 25% higher than the state average for a similar facility.

The accident data (see attachments) described in this section does not reflect a recently completed 2006 construction project in the Olanca-Cartago corridor. This construction project is described in further detail in the following section of this report.

There do not appear to be any concentrated accident locations within the project limits.

5. CORRIDOR AND SYSTEM COORDINATION

U.S. Highway 395 is recognized by the District System Management Plan (DSMP) as one of the two major transportation corridors in the District. The focus of the District System Management Plan is to “continue upgrading U.S. Highway 395 corridor to a four-lane facility” from the San Bernardino County line to Lee Vining in Mono County. With the completion of the Black Rock 4-Lane project, the Independence 4-Lane project, the Manzanar 4-Lane project, the Freeman Gulch and North Mojave 4-Lane project, and the Olancha-Cartago 4-Lane project, a continuous four-lane section will be achieved from the Los Angeles County line to PM 52.32, north of Lee Vining, in Mono County on the U.S. Highway 395/State Route 14 corridor.

The Inyo County Board of Supervisors, the Mono County Board of Supervisors, the California Department of Transportation (Caltrans), the City of Bishop, and the Town of Mammoth Lakes all recognize the importance U.S. Highway 395 has on the region and strongly support this improvement.

This project is specifically listed in the 2001 Inyo County Regional Transportation Plan (RTP), as is the need to four-lane U.S. Highway 395 in Inyo County. The RTP states that, “The Local Transportation Commission concurs with these System Planning concepts and reaffirms its recommendations that U.S. Highway 395/14 be recognized as being of statewide significance and that the major portions of these two routes be upgraded to four lanes.” The route concept, as described in the U.S. Highway 395 Transportation Concept Report (TCR, dated May 2000), is to improve U.S. Highway 395 in Inyo County to a four-lane expressway with a level of service of “B” or better.

U.S. Highway 395 in Inyo County was adopted by the California Highway Commission (CHC) as a freeway from PM 13.5 to PM 55.0 on December 12, 1967. On January 28, 1970, the CHC adopted the same freeway route as previously adopted. Alternative 1, 2, and 2A follow closely the alignment that is covered by this Route Adoption. Alternatives 3 and 4 would require a new route adoption for both U.S. Highway 395 and State Route (SR) 190. Any new road connections will need to be covered in a new Controlled Access Highway Agreement and will require approval by the CTC.

During the construction season of 2006 a Caltrans safety improvement project was completed in the Olancha-Cartago area. This project widened the existing shoulders to eight feet and included placement of shoulder rumble strips and centerline rumble strips to mitigate cross centerline collisions. A project prior to that safety improvement project installed Vehicle Speed Feedback Signs (VSFS) within this corridor.

There are currently no other State Highway improvements planned within the immediate project vicinity. However, a private development project - Crystal Geyser Bottling Plant (Plant), located at PM 31.5 left, was approved by the Inyo County Planning Commission in 2005. Proposed building locations were set-back to accommodate future right-of-way for the Olancha-Cartago 4-Lane project. The Plant was also conditioned to provide acceleration and deceleration lanes for access to existing U.S. Highway 395. The Plant currently has a time extension to July 2009. The Plant’s environmental document noted that reassessment of access issues would be needed after the 4-lane would be built and also due to a subsequent phase of the Plant. (A future frontage road had been discussed that would go through the adjacent parcel to a southerly at-

grade intersection.) Since construction schedules are unknown for both the Olancha-Cartago 4-Lane project and the Plant, Inyo County, Caltrans and the project proponent will need to reassess access changes at the appropriate time.

Park and ride facilities are not applicable to this project since few commuter trips originate from Olancha or Cartago. Currently there are no dedicated bike paths or lanes and no future plans to provide them, although bicycling will be facilitated by the construction of paved 10 foot shoulders and are allowed on access-controlled expressway and conventional highway.

6. ALTERNATIVES

A Project Study Report - Environmental Only (PSR-EO) was issued in January of 1999 for this project and a Value Analysis Report (VAR) for this project was issued in February of 2000. The PSR-EO generated Alternatives 1, 2, and 3. The VAR developed variations of Alternatives 2 and 3 that would move the highway alignment around denser development. These variants are known as 2A and 3A. The recommendation of the VAR was to construct the 1999 PSR-EO Alternative 2, but with 2 modifications:

1. “Move Proposed Alignment West of Cartago. Rather than using existing roadway for northbound, and adding two new lanes for southbound with a 30.5 meter median through Cartago, realign the expressway lanes to the west of Cartago, using the railroad alignments. This may be implemented with either PSR Alternative Alignment 2 or 3.”
2. “Modify PSR Alternative Alignment 2. Construct 4 lanes with a 60-foot median beginning at PM 30.8 to the west of existing. At PM 31.9, construct 4 lanes with a 60-foot median to east of existing. North of Fall Street, construct 4 lanes to west of existing. Rejoin Alternative 2 at PM 36.5.”

Alternative 2A in this report is the result of the VAR recommendation.

Alternative 3A was dropped by the Project Development Team (PDT) in the summer of 2007 in favor of Alt 4, a routing west of the LA aqueduct. Alternatives 3A and 4 both serve the same purpose: to maintain community integrity. Alternative 4 was chosen over Alternative 3A as the bypass alternative for the following reasons:

- Private development has increased along the Alternative 3A alignment. This development provides taxable income to Inyo County, a county with little private land. Alt 4 requires the take of much less private land and requires less relocation of residents than Alt 3A.
- Alternative 4 will reduce noise and traffic along the current U.S. Highway 395.

Alt 4 does raise the following issues:

- Alternative 4 has the longest length of relinquished highway for Inyo County to accept.
- Drainage control will be more difficult and more costly if Alt 4 is constructed.

Cost estimates and schematic maps for each alternative are in the Attachment section at the end of this report. There are no exceptions to mandatory or advisory design standards anticipated for any of the alternatives presented. The cost estimates reflect this. All of the alternatives will be similar north of PM 38.6.

Cost estimates for each alternative are summarized in the table below:

Alt	Estimated Capital Costs			
	Roadway	Structure	Right-of-Way	Total
	FY 2016	FY 2016		Escalated
1	\$ 70,461 K	\$ 1,477 K	\$ 27,573 K	\$ 99,511 K
2	\$ 93,779 K	\$ 1,477 K	\$ 28,978 K	\$ 124,234 K
2A	\$ 99,662 K	\$ 1,477 K	\$ 19,301 K	\$ 120,441 K
3	\$ 92,734 K	\$ 1,477 K	\$ 12,018 K	\$ 106,157 K
4	\$122,809 K	\$ 4,432 K	\$ 13,665 K	\$ 140,906 K

Roadway and structure items escalated at 5% annually to 2016.
 Right-of-Way escalated to 2014

An updated Preliminary Environmental Analysis Report (PEAR) was completed in June 2008. According to the PEAR the anticipated environmental document for the proposed project is an Environmental Impact Report (EIR)/Finding of No Significant Impact (FONSI). Caltrans and the FHWA would collectively prepare a CEQA/NEPA environmental document, unless FHWA has delegated their NEPA responsibilities to Caltrans. A final environmental determination is expected November 2011. The PEAR also discusses various effects and impacts within the project limits and is included in this report as an attachment.

Synopsis of Alternatives

	Alternative				
	1	2	2A	3	4
Total Cost (esc)	\$ 99,511 K	\$ 124,234 K	\$ 120,441 K	\$ 106,157 K	\$ 140,906 K
Roadway Cost (esc)	\$ 70,461 K	\$ 93,779 K	\$ 99,662 K	\$ 92,734 K	\$ 122,809 K
RW Cost (esc)	\$ 27,573 K	\$ 28,978 K	\$ 19,301 K	\$ 12,018 K	\$ 13,665 K
Structure Cost (esc)	\$ 1,477 K	\$ 1,477 K	\$ 1,477 K	\$ 1,477 K	\$ 4,432 K
Private Parcels	108	137	74	81	46
Residences Affected	7	6	7	4	1
Businesses Affected	5	9	8	3	0
Acres Disturbed	186	207	207	208	412
Mitigation Acres	558	621	621	624	1235

Alternative 1

Pros

- Keeps current traffic volume through town as some business owners prefer
- Avoids archeological sites by maintaining current alignment
- Cost savings by keeping existing alignment
- Avoids agricultural lands

Cons

- Speeds may increase through small rural towns on conventional highway reducing safety
- Does not appeal to those local citizens who prefer a bypass of town
- Would remain conventional highway; increases potential for uncontrolled access accidents

- Removal of cottonwood trees in Olancha to meet roadside recovery requirements
- Ranch House Café, Post Office, & Gus's may require relocation or demolition
- Limited or no parking for businesses in Olancha immediately adjacent to U.S. Highway 395
- Highest number of private parcels acquired
- Potential for cross median traffic accidents due to minimum median width
- Does not provide median refuge for STAA trucks except near bottling plant
- Potential to affect wetlands

Alternative 2

Pros

- 100 ft median separation reduces cross-centerline type accidents
- Median width provides refuge for turning/merging STAA trucks
- Provides frontage road for residents
- Controlled access throughout will reduce access related accidents

Cons

- High construction and RW costs because of 2 new roadbeds and wide footprint
- 25 acres of agricultural lands affected
- Divides communities of Olancha and Cartago with wide facility

Alternative 2A

Pros

- 100 ft median separation reduces cross-centerline type accidents
- Median width provides refuge for turning/merging STAA Trucks
- Provides frontage road for residence
- Increased safety for Cartago residents and through travelers due to removal of highway traffic from Cartago
- Controlled access throughout will reduce access related accidents

Cons

- High construction and RW costs because of 2 new roadbeds and wide footprint
- 25 acres of agricultural lands affected
- Places highway behind Cartago and will require residential relocation
- Divides Olancha with a wide facility

Alternative 3

Pros

- Increased safety for Olancha residents and through travelers due to removal of highway traffic from Olancha
- Expressway standards for majority of new four-lane
- 100 ft median separation reduces cross-centerline type accidents
- Median width provides refuge for turning/merging STAA Trucks
- Avoids fiber optic relocation in Olancha
- Provides Olancha with "county road" to develop into business district with low speed traffic
- Ranch House Café does not need to relocate
- Lowest Right of Way cost

- Controlled access throughout will reduce access related accidents

Cons

- Bypasses existing businesses in Olancha
- High construction cost because of 2 new roadbeds, SR 190 extension and intersections
- Increased biological impacts to desert tortoise

Alternative 4 (west of LA Aqueduct, replaces 3A)

Pros

- Full expressway standard. "Ultimate Facility"
- Least amount of affected private land of all alternatives with the least amount of residential or business relocation
- Increased safety for Olancha and Cartago residents and through travelers due to bypassing both communities
- Reduced impacts to community and traveling public during construction.
- 100 foot minimum median for entire length reduces cross-centerline type accidents
- Median width provides refuge for turning/merging STAA Trucks
- Provides Olancha and Cartago with "county road" to develop into business district with low speed traffic.
- Avoids major utilities and relocation costs
- Controlled access throughout will reduce access related accidents

Cons

- Highest construction costs
- Bypasses existing businesses in Olancha & Cartago
- Longest travel time of all alternatives
- Minimum of two new bridges crossing and possibly a third if extending SR 190
- Increased biological impacts to Desert Tortoise

Phasing

All alternatives have the potential to be constructed with phased projects having both logical termini and independent utility. Alt 4 presents the most complicated phasing. Alternative 1 is most easily constructed in phases, and can be dissected into whatever segment lengths are appropriate to budgetary constraints. Alternatives 2, 2a, and 3 can be phased provided the transition points are the termini of the phases.

With each partial solution phase, additional planning and mobilization costs will occur that will result in substantially more cost for final project completion than if the project were completed in its entirety with one project. This could result in partial solutions costing between 30% and 60% of the complete project cost. Accounting for planning and mobilization costs, a project with 30% of the total cost of implementing the alternative in its entirety would likely produce much less than a 30% solution. The construction capital required for the first phase of Alt 4 is estimated at between 55%-65% of the total construction capital cost required for construction of the entire Alt 4.

Alternative 1:

This alternative proposes constructing segments of conventional all-paved, conventional divided and controlled access four-lane divided highway. The project will provide for facility continuity by connecting into the Sage Flat Four-Lane to the south and the Ash Creek Four-Lane to the north. No nonstandard features are anticipated for this alternative. Within the sections of all-paved conventional highway shoulders will be at least 8' wide.

- **South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10 PM 30.8)**

Controlled access four-lane divided highway is proposed. The existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the west separated by a 100 ft. median. This segment is the same for alternatives 1 thru 3.

- **0.6 Miles south of Cactus Flat Road (PM 32.1)**

Conventional all-paved four-lane highway is proposed. The existing highway will be widened with northbound and southbound lanes separated by a 14 foot paved median.

- **1 mile north of the State Route 190 junction (PM 35.7)**

Conventional divided four-lane highway is proposed. The existing highway will be widened to the west with northbound and southbound lanes separated by a 100 ft. unpaved median.

An at-grade crossing, acceleration, and deceleration lanes will be provided to truck traffic at the bottling plant. Access control will be purchased along the western right-of-way.

- **0.5 miles south of Whitney Street (PM 37.2)**

Conventional four-lane highway is proposed. The existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the west separated by a 14- foot paved median.

- **0.6 miles north of Whitney Street (PM 38.4)**

Controlled access four-lane divided highway is proposed. The existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the east separated by at least a 100 ft. median. Lanes will be constructed to avoid existing steel transmission towers.

- **2.2 miles north of Whitney Street (PM 40.0)**

Controlled access four-lane divided expressway is proposed. The existing lanes will be used for southbound traffic, and new northbound lanes will be constructed to the east separated by at least a 100 ft. median.

- **North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) (PM 41.8)**

Olancha and Cartago consist primarily of residential units. Olancha is situated mostly west of U.S. Highway 395 and Cartago is mostly east of existing U.S. Highway 395. Cartago has a honey warehouse and a water bottling plant just south of the community. Improvements exist on both sides of the current alignment and both communities will have to relinquish private land to widen the right-of-way.

This alternate will affect the Ranch House Café, which offers little clearance for the widening of four lanes centered on the existing alignment. Construction of the new segment symmetrically about the existing centerline would place the edge of the pavement within 16 feet of the Ranch House Café. Currently, trucks park off the roadway within the unpaved shoulder area. Parking will be significantly reduced for the trucks if Alternative 1 is selected.

Alternative 2:

This alternative proposes construction of a controlled access four-lane divided expressway with the northbound and southbound lanes separated by at least a 100 ft. wide median throughout the project. The project will provide for facility continuity by connecting into the Sage Flat Four-Lane to the south and the Ash Creek Four-Lane to the north. No nonstandard features are anticipated for this alternative.

- **South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10) (PM 30.8)**
Same as Alternative 1
- **1.1 miles south of Cactus Flat Road (PM 31.6)**
New northbound and southbound lanes will be constructed to the east of the existing highway, and the existing highway will be relinquished to Inyo County.
- **0.2 miles south of the Junction of State Route 190 (PM 34.5)**
New northbound and southbound lanes will be constructed to the west of the existing highway. The existing highway will be relinquished to Inyo County.
- **0.5 miles south of Whitney Street (PM 37.2)**
Existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the west.
- **0.6 miles north of Whitney Street (PM 38.4)**
Same as alternative 1
- **North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8**

Alternative 2A:

This alternative is a variation of Alternative 2, and proposes that the controlled access divided four-lane expressway be constructed to the west of the community of Cartago with the northbound and southbound lanes separated by at least a 100 ft. wide median throughout. No nonstandard features are anticipated for this alternative.

- **South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10 PM 30.8)**
Same as Alternative 2.
- **0.8 mile north of the State Route 190 junction (PM 35.5)**
It is proposed that the new northbound and southbound lanes be constructed to the west of the community of Cartago.
- **0.8 miles north of Whitney Street (PM 38.6)**
Similar to Alternative 1.
- **North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8**

Alternative 3:

This alternative proposes construction of a controlled access divided four-lane expressway to the west of the community of Olancho with the northbound and southbound lanes separated by at least a 100 ft. wide median throughout the project. The project will provide for facility continuity by connecting into the Sage Flat Four-Lane to the south and the Ash Creek Four-Lane to the north. No nonstandard features are anticipated for this alternative.

- **South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10 PM 30.8)**
Same as Alternative 1.
- **0.5 Miles south of Cactus Flat Road (PM 32.2)**
New northbound and southbound lanes are proposed to be constructed to the west of the community of Olancho, near the L. A. Aqueduct. The junction with State Route 190 may be extended to the west to connect with the new lanes. A CTC approved Route Re-designation is required if the terminus of SR 190 is altered by Alt 3.
- **0.6 miles south of Whitney Street (PM 37.2)**
Same as alternative 2
- **North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8**

Alternative 4:

Alignment 4 will be a new alignment west of the LA Aqueduct. A 4 lane divided access controlled expressway with a 100 foot median will be constructed from PM 29.75 to the northern limit of Cartago. To the north of Cartago the median will be 100 feet or wider so as to thread existing utilities. Land necessary for right-of-way is almost entirely Agency land (BLM, Forest service, LADWP). No nonstandard features are anticipated for this alternative.

- **South End of the Project – Sage Flat Four Lane (1.5 miles south of LA Aqueduct Bridge #48-10 PM 29.75)**
The new road will bear west of the current alignment near PM 29.75 and tie in approximately with the old railroad grade. The road will continue north along the west side of the LA aqueduct. At a point just west of Cartago the road will bridge the aqueduct and angle back toward the current alignment. North of PM 38.6 alternative 4 will become similar to the other alternatives. Access control will be purchased and the route will be designated Expressway. This is a new alignment and will require adoption by the CTC. The new alignment will be denominated as "Controlled Access Highway" by a "Controlled Access Highway Agreement".
- **North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8**

All of the existing U.S. Highway 395 within the project construction area may be relinquished to Inyo County or some of it may become part of SR 190. A CTC approved Route Redesignation is required if the terminus of SR 190 is altered by the selection of Alt 4.

No Build Alternative:

This alternative is the “No Build” option and proposes to leave the facility as it currently exists. This alternative does not provide relief from the existing deficiencies nor does it address the operational improvements this project seeks to deliver.

7. COMMUNITY INVOLVEMENT

Two Public Information Meetings have been held for this project at the Olancha School in Olancha, CA. The first meeting occurred on June 9th, 2000. A total of 57 visitors attended this meeting. The second meeting took place on July 25th, 2002. A total of 52 visitors participated in this meeting. Both meetings were presented in an unstructured format. The comments received by Caltrans from those attending were consistent for each meeting. With the information available and provided at the time of the meeting the majority of the participants favored keeping the existing alignment with the modifications provided by Alternative 1. The participants felt that Alternatives 2 through 3A bypassed the community and would be a detriment to the few existing business along U.S. Highway 395. The community members attending also voiced a desire to see vehicle speeds reduced and provisions made that would ensure that the businesses along the highway remain solvent.

However, Alternative 1 would require expanding the width of the highway and this act in itself would encroach upon existing businesses. The right-of-way necessary to construct Alternative 1 would result in the acquisition of portions of the parcels that these very businesses utilize. In addition, signage could be installed on any new alignment that would inform motorists of services that would be available on any relinquished portions of the existing alignment.

Contact has been made with a variety of local agencies and elected officials concerning the proposed project and there is no known opposition. Discussions regarding possible relinquishment have begun with Inyo County.

Further refinement of this project and the associated alternatives would dictate that another public meeting would be requisite during the Preliminary Assessment & Environmental Document (PA&ED) Phase.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

It is anticipated that an "Environmental Impact Report / Finding of No Significant Impact" report will be required for this project due to the potential social and economic impacts on Olancha and Cartago, and the potential for significant impacts to cultural resources, biological resources and hazardous waste.

There are at least ten abandoned service stations within the project limits, some still with underground tanks and some with tanks removed and assumed to be clean enough to meet Inyo County requirements. Historically, sites similar to these have had minor soil contamination problems only. Further study of this issue will be necessary.

A records search for the project vicinity indicates that cultural resources exist within or immediately adjacent to the project area. Both prehistoric and historic sites may be encountered. At least five sites in the project area have been determined eligible for the National Register of

Historic Places. An amendment to the Historical Property Survey Report is being prepared and will be included in the Draft Project Report. A final environmental determination is expected by November 1, 2011. This lead-time is needed to allow for completion of all necessary inventory, evaluation, and mitigation efforts before construction begins. This would apply to all “build” alternatives.

All project alternatives will create potential impacts to sensitive biological resources and habitat types. See attached Preliminary Environmental Assessment Report (PEAR) for details.

A visual impact assessment will be required during the environmental process. This assessment will include the preservation of the natural environment, scenic resource determination, location, alignments, and profile of the highway and contour grading, drainage and slope treatment. Replacement planting rates and sizes will be determined by the Region Landscape Architect.

This project is located in the Great Basin valleys air basin. This area has been designated as having "Unclassifiable/Attainment" status for State ambient air quality standards (see attachments) for particulate matter of 2.5 microns (PM 2.5). No significant impact to air quality should occur during construction if proper control measures are in practice. Once completed this project will increase the capacity of U.S. Highway 395 and not the volume of traffic, thus an increase in PM 2.5 pollutants is not an issue.

Impacts from noise will vary based upon which alternative is implemented. Alternative 1 will incur the greatest impact due to its proximity to commercial and residential units. Further study is still needed. Impacts outside of Olancha and Cartago should be minimal due to the lack of receptors.

As more than 5 acres of land will be exposed during construction, a Storm Water Pollution Prevention Plan (SWPPP) will be necessary. The State Water Resources Control Board, the Federal Environmental Protection Agency, and the Lahontan Regional Water Quality Control Board mandate this plan. A Waste Discharge Permit will be required and must be included in the plan along with establishing controls for storm water runoff, on site water management, siltation control, wetlands protection, and other Best Management Practices (BMPs).

The closest available material site is the “Cottonwood” pit. It is located 0.25 miles west of U.S Highway 395 at PM 44.0. Other potential sites are the Keeler site located on SR 136 at PM 15.5 and New Coso pits located on U.S. Highway 395 at PM 18.0.

Two additional material sites have been under study. MS 290 and MS 165 are both located within the project limits. These potential sites would require coordination between the Bureau of Land Management (BLM), the Los Angeles Department of Water and Power (DWP) and the County of Inyo. Within Caltrans, coordination with the Environmental Unit and the Surface Mining and Reclamation Act (SMARA) coordinator is needed to ensure the sites are environmentally approved and that SMARA requirements are met.

MS 290 is located off of Fall Road, west of the Los Angeles Aqueduct. Once approved, this site can provide an area of approximately 164 acres to be mined. MS 165 is at PM 39.5, east of the Los Angeles Aqueduct and has approximately 80 acres of acceptable material.

In June of 2003 a Natural Environment Study (Including Biological Evaluation) was completed. The Endangered Species Recovery Program at the California State University, Stanislaus undertook this study for the Caltrans Eastern Sierra Environmental Branch. This study concluded with a determination of “No Effect” or “Not likely to trend towards Federal listing” for all species of concern within the study area.

A Historic Property Survey Report was completed in March of 2004. This study was conducted to comply with Section 106 of the Historic Preservation Act of 1966 due to the project’s eligibility to receive funding from the FHWA. The report was prepared by a Caltrans archaeologist of the Central Coast Specialist Branch and submitted to the Office of Historic Preservation for concurrence on the findings. In May of 2004 concurrence was received from FHWA for this report.

9. FUNDING

A coalition of Regional Transportation Planning Agencies (RTPA) consisting of Inyo County Local Transportation Commission, Mono County Local Transportation Commission, and Kern Council of Governments was formed with the prospect of jointly funding this and other projects.

This project was submitted during the 1998 State Transportation Improvement Program Augmentation as a jointly funded RTIP/ITIP project, with Kern, Inyo, and Mono counties pooling RTIP funds, along with 40% of the funds from ITIP. A Memorandum of Understanding (MOU) has been signed between the RTPAs. A copy of the MOU is attached to this report. The MOU also forms a basis for cooperation in the development of priorities related to the programming of future STIP projects.

This project is proposed for programming in the 2012 State Transportation Improvement Program (STIP) Augmentation. Funding is expected from the STIP Regional Improvement Program (RIP) 20.10.075.600 and from the STIP Interregional Improvement Program (IIP) 20.10.025.700, with funding split 60% RIP and 40% IIP. Funding for construction, \$124.9 million, is anticipated in 2013/14. This document requests funding for the remainder of the project, using costs associated with Alternative 4.

This is an MOU project jointly funded as shown in the table below. Programmed funding for this project is \$28.55 million, as follows:

MOU Partner contributions (all tables in thousands of dollars):

Source	PA&ED	PS&E	RW Support	RW Capital	Total
IIP	\$2,749	\$2,051	\$1,213	\$5,407	\$11,420
Inyo County	\$2,749	\$2,051	\$1,213	\$5,407	\$11,420
Mono County	\$687	\$513	\$303	\$1,352	\$2,855
Kern County	\$687	\$513	\$303	\$1,352	\$2,855
Total	\$6,872	\$5,128	\$3,032	\$13,518	\$28,550

Currently Programmed Funding:

Project Cost Component	Fiscal Year				Total
	Prior	08/09	11/12	Future Unfunded Need	
PA&ED	\$6,872				\$6,872
PS&E		\$5,128			\$5,128
RW Support			\$3,032		\$3,032
Const Support				\$5,900	\$5,900
RW Capital			\$13,518		\$13,518
Const Capital				\$118,589	\$118,589
Totals	\$6,872	\$5,128	\$16,550	\$124,489	\$153,039

Remaining Funding Elements (Assumes Alt 4):

Project Cost Component	Fiscal Year
	14/15
PA&ED	
PS&E	
RW Support	
Const Support	\$5,900
RW Capital	
Const Capital	\$127,241
Totals	\$133,141

Construction capital costs are escalated at 5% per year and support costs are escalated at 3.1%. Note that the PA&ED amount includes moneys already spent in prior years.

HQ Milestones	Delivery Date (Month, Day, Year)
Circulate DED	07-15-2010
PA & ED	11-01-2011
Regular Right of Way	06-01-2012
Project PS&E	01-01-2014
Right of Way Certification	06-01-2014
Ready to List	07-01-2014
Approve Contract	02-01-2015
Contract Acceptance	11-01-2017

10. FHWA COORDINATION

This project is on a highway within the National Highway System but not on the Interstate System; it is exempt from FHWA review and oversight (23 USC Sec. 106(c)(1)). Stewardship Agreements between FHWA and Caltrans have delegated the federal program responsibilities and accountability to the state transportation agency. Passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) has allowed FHWA to exempt Caltrans from FHWA review and oversight for this Project Initiation Document. Copies of this signed PSR will be furnished upon request to the FHWA Liaison Engineer. The FHWA Liaison Engineer will be consulted for all non-Title 23 USC activities (i.e., NEPA).

11. DISTRICT CONTACTS

Brian Wesling, Design Manager	(760) 872-0630
Cedrik Zemitis, Project Manager	(760) 872-5250
Lee Scotese, Project Engineer	(760) 872-0759
Robert Sanchez, Construction Engineer	(760) 872-0656
R Steve Miller, District Landscape Architect	(760) 872-0784
Brian L. Jared, Senior Transportation Surveyor	(760) 872-0646
Nancy Escallier, Right of Way Field Office Chief	(760) 872-0641
Terry Erlwein, District Traffic Operations Engineer	(760) 872-0650
Sarah Gassner, Southern Sierra Environmental Chief	(559) 243-8243
Brad Mettam, Deputy District Director of Planning & Programming	(760) 872-0691
Byran Winzenread, Deputy District Director Program/Project Management and Local Assistance	(760) 872-3143
Craig Holste, Deputy District Director Maintenance and Operations	(760) 872-0670

12. PROJECT REVIEWS

Field Review	<u>Conducted by Maintenance in VA study</u>	Date	<u>02/26/98</u>
District Safety Review	<u>See Attachment L</u>	Date	<u>5/11/07</u>
Constructability Review	<u>See Attachment L</u>	Date	<u>5/11/07</u>

List of Attachments:

- A. Location and/or Vicinity Map
- B. Schematic Map and Cost Estimate for each Alternative
- C. Typical Divided Highway Alternative Cross-section (*)
- D. Preliminary Environmental Assessment Report (PEAR)
- E. Right of Way Data sheets for each Alternative
- F. Tri-County Memorandum of Understanding (MOU) (*)
- G. Risk Management Plan (*)
- H. Planning Scoping Checklist (*)
- I. Traffic Index (TI) Calculations and Design Designation
- J. Flexible Pavement Deflection Study Report (*)
- K. Traffic Management Plan (*)
- L. District Safety and Constructability Review personnel roster (*)
- M. Storm Water Data Report
- N. Air Quality Standards Graphs and Chart (*)
- O. Structures Advanced Planning Study

(*) These documents from the 2007 SPSR have been reviewed and remain valid.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY**
 IN INYO COUNTY
 NEAR OLANCHA FROM 1.2 MI SOUTH
 OF CACTUS FLAT ROAD
 TO 0.4 MILES SOUTH OF ASH CREEK BRIDGE #48-11

To be supplemented by Standard Plans dated July, 2004



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO	TOTAL SHEETS
09	Inyo	395	29.2/41.8	1	

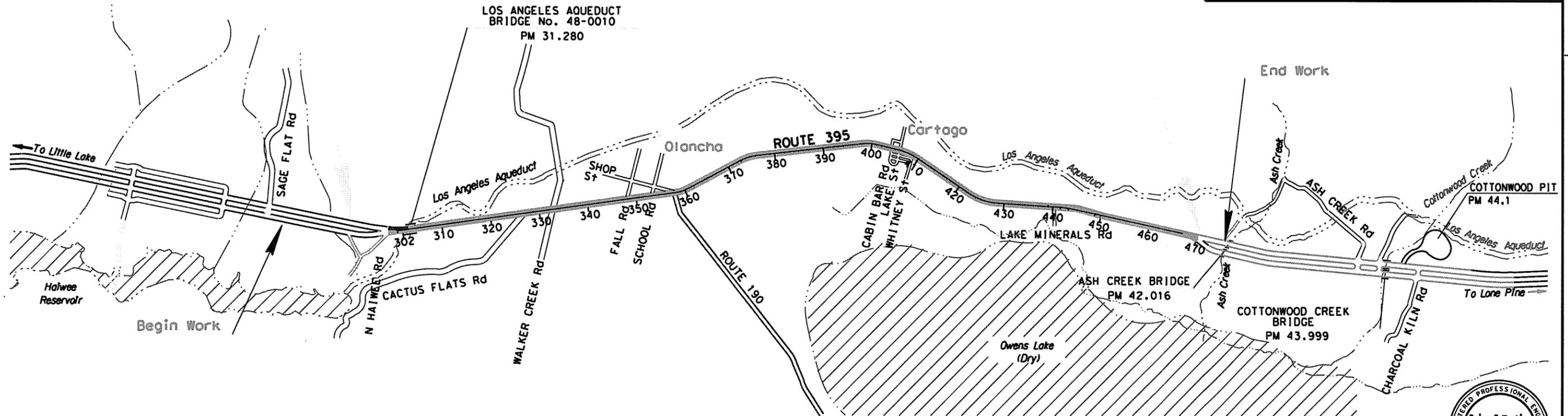
LOCATION MAP

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To get to the Caltrans web site, go to: <http://www.dot.ca.gov>

BEGIN CONSTRUCTION
 PM 26.70

END CONSTRUCTION
 PM 41.6



PROJECT ENGINEER BRIAN WESLING	DATE 8/07
PROJECT MANAGER CEDRIK ZEMITIS	DATE 8/07

Project Engineer Date
 Registered Civil Engineer

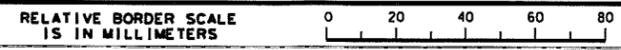


ATTACHMENT A

Contract No. **09-213404**

The Contractor shall possess the class (or classes) of license as specified in the "Notice to Contractors."

NO SCALE



USERNAME => USER
 DON FILE => WREQUEST

CU 09229 EA 213401

INY-395-PM 29.2/41.8
Olancha/Cartago 4-Lane
STIP, IIP (025.700), RIP (075.600)
09-21340K

Project Description-Alternative 1

This alternative proposes constructing segments of conventional all-paved, conventional divided, and controlled access four-lane divided highway. The project will provide for facility continuity by connecting into the Sage Flat Four-Lane to the south and the Ash Creek Four-Lane to the north.

South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10 PM 30.8) Controlled access four-lane divided highway is proposed. The existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the west separated by a 100 ft. median. This segment is the same for alternatives 1 thru 3.

0.6 Miles south of Cactus Flat Road (PM 32.1)

Conventional all-paved four-lane highway is proposed. The existing highway will be widened with northbound and southbound lanes separated by a 14 foot paved median.

1 mile north of the State Route 190 junction (PM 35.7)

Conventional divided four-lane highway is proposed. The existing highway will be widened to the west with northbound and southbound lanes separated by a 100 ft. unpaved median. An at-grade crossing, acceleration, and deceleration lanes will be provided to truck traffic at the bottling plant. Access control will be purchased along the western right-of-way.

0.5 miles south of Whitney Street (PM 37.2)

Conventional four-lane highway is proposed. The existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the west separated by a 14- foot paved median.

0.6 miles north of Whitney Street (PM 38.4)

Controlled access four-lane divided highway is proposed. The existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the east separated by at least a 100 ft. median. Lanes will be constructed to avoid existing steel transmission line towers.

2.2 miles north of Whitney Street (PM 40.0)

Controlled access four-lane divided expressway is proposed. The existing lanes will be used for southbound traffic, and new northbound lanes will be constructed to the east separated by at least a 100 ft. median.

North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) (PM 41.8)

	Un-escalated	Escalated
Total Roadway Costs \$	47,691 K	\$ 70,461 K
Total Structure Costs \$	1,000 K	\$ 1,477 K
Subtotal Construct Items \$	48,691 K	\$ 71,938 K
Right of Way Costs \$	18,015 K	\$ 27,573 K
TOTAL CAPITAL OUTLAY COSTS \$	66,706 K	\$ 99,511 K

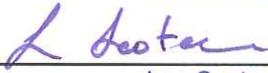
Escalation Rate	5%
Current Year	2008
MidConstruction Year	2016

Estimate Approved By:
Project Manager

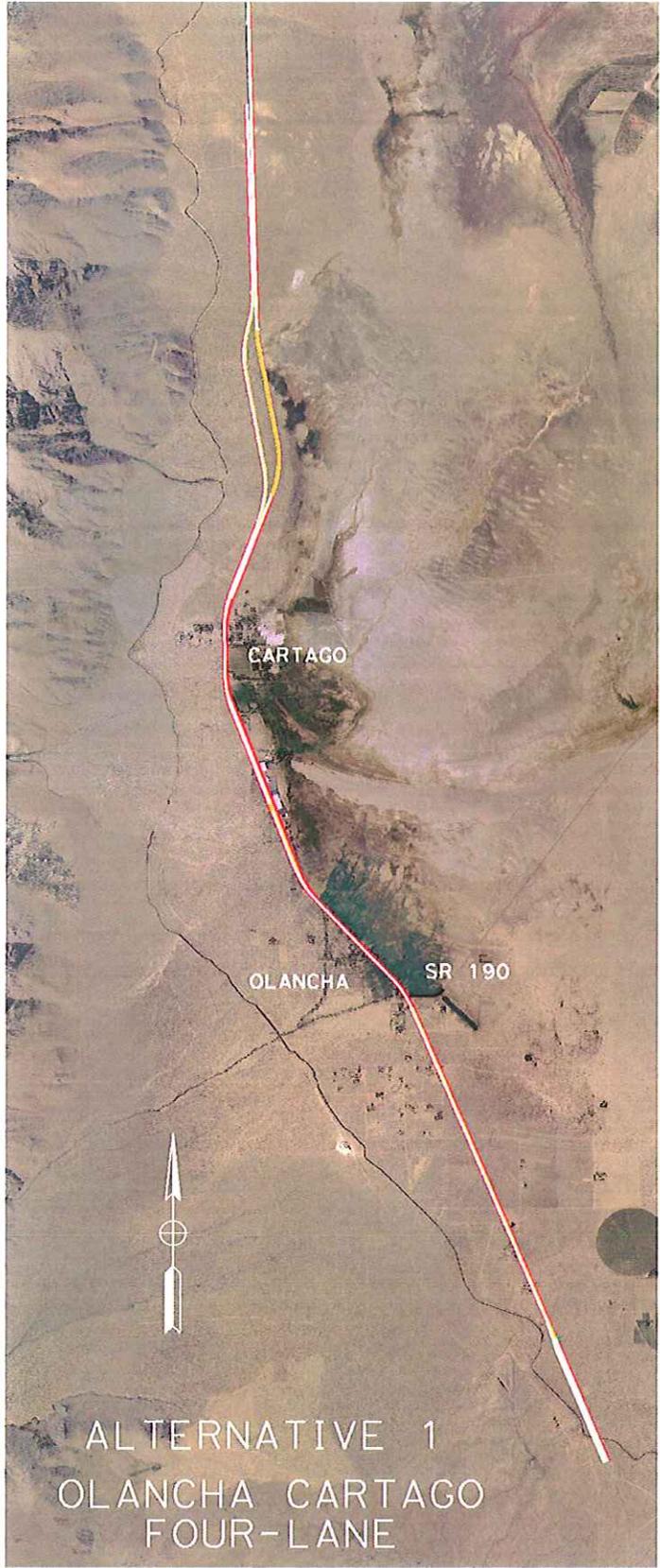

Cedrik Zemitis

10/15/08
Date

Estimate Prepared By:
Project Engineer


Lee Scotese

October 15, 2008
Date



East100RWest.dgn 7/17/2008 8:19:57 AM

I Roadway Items

Section 1. Earthwork

1

Work Item	Quantity	Unit	Unit Price	Item Cost
Roadway Excavation	235000	CY	\$ 17	\$ 3,995 K
Imported Borrow				
Clearing and Grubbing	126	\$/AC	\$ 810	\$ 102 K
Develop Water Supply		LS		\$ 66 K

Subtotal Section 1 \$ 4,163 K

Section 2. Pavement Structural Section

Work Item	Quantity	Unit	Unit Price	Item Cost
Asphalt Concrete	175000	TON	\$ 100	\$ 17,500 K
Aggregate Base	47000	CY	\$ 43	\$ 2,021 K
Incentive for QC/QA		LS	4%AC	\$ 700 K

Subtotal Section 2 \$ 20,221 K

Section 3. Drainage

Work Item	Quantity	Unit	Unit Price	Item Cost
Project Drainage		LS		\$ 2,380 K

Subtotal Section 3 \$ 2,380 K

Section 4. Specialty Items

Work Item	Quantity	Unit	Unit Price	Item Cost
Finish Roadway		LS		\$ 18 K
Progress Schedule (Critical Path)		LS		\$ 50 K
Prepare Storm Water Prevention Plan		LS		\$ 25 K
Equipment/Animal Pass		LS		\$ 100 K
Erosion Control	126	\$/AC	\$ 2,800.00	\$ 353 K
Duff	126	\$/AC	\$ 4,453.00	\$ 561 K
Water Pollution Control--1.25% Const	AS % OF CONST	LS	1.25%	\$ 335 K
RE Office Space		LS		\$ 168 K
Fencing	96400	FT	\$ 5.00	\$ 482 K
Remove Base and Surfacing	4100	CY	\$ 23.00	\$ 94 K
Shoulder Backing	0	CY	\$ 38.27	\$ K
Bladed Dirt Road	1400	FT	\$ 10.00	\$ 14 K
Guard Railing Systems	7500	LS	27.5	\$ 206 K
MCCE Hazardous Waste	1	LS	\$ 480,000	\$ 480 K
MCCE Monitoring	1	LS	\$ 226,155	\$ 226 K
Desert Tortise Fencing	1	LS	\$ 128,747	\$ 129 K

Subtotal Section 4 \$ 3,241 K

Section 5. Traffic Items

Work Item	Quantity	Unit	Unit Price	Item Cost
Lighting		LS		\$ 140 K
Permanent Signing	69400	FT	3.5	\$ 243 K
Traffic Control Systems		LS		\$ 313 K
Transportation Management Plan		LS		\$ 157 K
Rumble Strip	380	Sta	250	\$ 95 K
Traffic Monitoring Station	1	EA	15000	\$ 15 K

Subtotal Section 5 \$ 963 K

Section 6. Minor Items

\$ 30,968 K 10% = \$ 3,097 K
(Subtotal of Sections 1-5) (5 to 10%)

Subtotal Section 6 \$ 3,097 K

Section 7. Roadway Mobilization

\$ 34,065 K 10% = \$ 3,406 K
(Subtotal of Sections 1-6) (10%)

Subtotal Section 7 \$ 3,406 K

Section 8. Roadway Additions

Supplemental Work \$ 34,065 K 10% = \$ 3,406 K
(Subtotal of Sections 1-6) (5 to 10%)

Contingencies \$ 34,065 K 20% = \$ 6,813 K
(Subtotal of Sections 1-6) (25%)

Subtotal Section 8 \$ 10,219 K

TOTAL ROADWAY ITEMS \$ 47,691 K
(Total Sections 1-8)

II Structures Items

TOTAL STRUCTURES ITEMS \$ 1,000 K

III Right of Way Items

RIGHT OF WAY COSTS	un-escalated	Escalated FY 2014
Acquisition	\$ 4,110,534	\$ 5,508,509
Mitigation-Biology	\$ 2,790,000	\$ 3,738,867
Mitigation-Phase 3 Archaeology	\$ 1,600,000	\$ 2,144,153
Utility Relocation (State's Share)	\$ 8,039,190	\$ 14,241,916
Clearance/Demolition	\$ 587,517	\$ 787,329
Title and Escrow Fees	\$ 99,000	\$ 99,000
Relocation Assistance	\$ 777,228	\$ 1,041,560
Rounded Total	\$ 18,003 K	\$ 27,561 K

ADDITIONAL RIGHT OF WAY COSTS	
Environmental permit/filing fees	\$ 11,607
Construction Contract Work	\$ -
Total	\$ 11,607

TOTAL R/W+SUPPORT COSTS \$ 27,573 K

Ronald W. Chegwidder 10/15/08
 Estimate Checked By: Ron Chegwidder
 Date:

INY-395-PM 29.2/41.8
Olancha/Cartago 4-Lane
STIP, IIP (025.700), RIP (075.600)
09-21340K

Project Description-Alternative 2

This alternative proposes construction of a controlled access four-lane divided expressway with the northbound and southbound lanes separated by at least a 100 ft. wide median throughout the project. The project will provide for facility continuity by connecting into the Sage Flat Four-Lane to the south and the Ash Creek Four-Lane to the north.

South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10)
(PM 30.8)

Same as alternative 1

1.1 miles south of Cactus Flat Road (PM 31.6)

New northbound and southbound lanes will be constructed to the east of the existing highway, and the existing highway will be relinquished to Inyo County.

0.2 miles south of the Junction of State Route 190 (PM 34.5)

New northbound and southbound lanes will be constructed to the west of the existing highway. The existing highway will be relinquished to Inyo County.

0.5 miles south of Whitney Street (PM 37.2)

Existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the west.

0.6 miles north of Whitney Street (PM 38.4)

Same as alternative 1

North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11)
PM 41.8

	Un-escalated	Escalated
Total Roadway Costs \$	63,473 K	\$ 93,779 K
Total Structure Costs \$	1,000 K	\$ 1,477 K
Subtotal Construct Items \$	64,473 K	\$ 95,256 K
Right of Way Costs \$	18,707 K	\$ 28,978 K
TOTAL CAPITAL OUTLAY COSTS \$	83,180 K	\$ 124,234 K

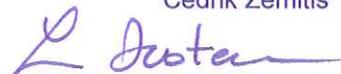
Escalation Rate 5%
Current Year 2008
MidConstruction Year 2016

Estimate Approved By:
Project Manager

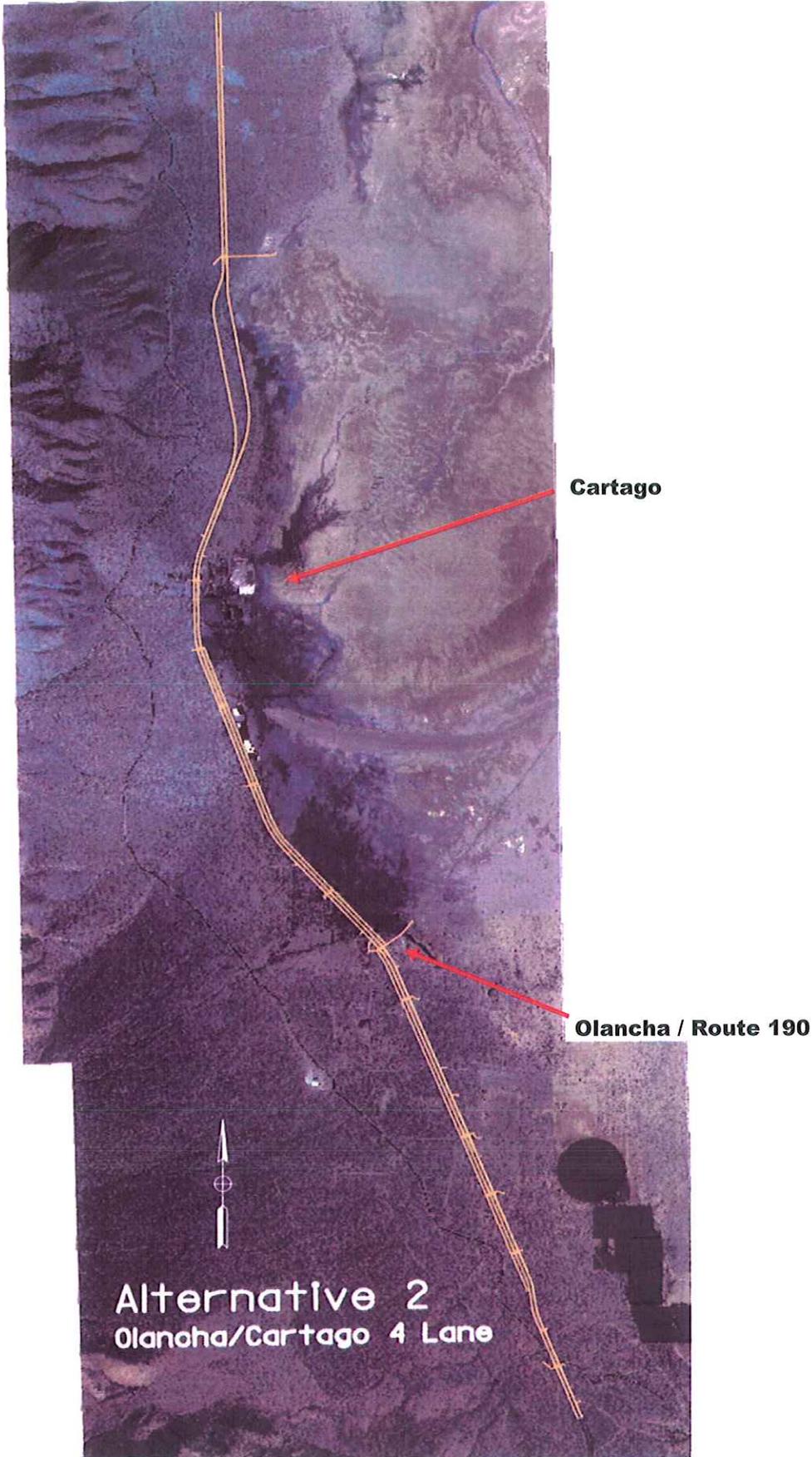

Cedrik Zemitis

10/15/08
Date

Estimate Prepared By:
Project Engineer


Lee Scotese

October 15, 2008
Date



I Roadway Items

Section 1. Earthwork

1

Work Item	Quantity	Unit	Unit Price	Item Cost
Roadway Excavation	308500	CY	\$ 17	\$ 5,245 K
Imported Borrow				
Clearing and Grubbing	250	\$/AC	\$ 810	\$ 203 K
Develop Water Supply		LS		\$ 66 K

Subtotal Section 1 \$ 5,513 K

Section 2. Pavement Structural Section

Work Item	Quantity	Unit	Unit Price	Item Cost
Asphalt Concrete	224000	TON	\$ 100	\$ 22,400 K
Aggregate Base	71000	CY	\$ 43	\$ 3,053 K
Incentive for QC/QA		LS	4%AC	\$ 896 K

Subtotal Section 2 \$ 26,349 K

Section 3. Drainage

Work Item	Quantity	Unit	Unit Price	Item Cost
Project Drainage		LS		\$ 4,760 K

Subtotal Section 3 \$ 4,760 K

Section 4. Specialty Items

Work Item	Quantity	Unit	Unit Price	Item Cost
Finish Roadway		LS		\$ 18 K
Progress Schedule (Critical Path)		LS		\$ 50 K
Prepare Storm Water Prevention Plan		LS		\$ 25 K
Equipment/Animal Pass		LS		\$ 100 K
Erosion Control	152	\$/AC	\$ 2,800.00	\$ 426 K
Duff	152	\$/AC	\$ 4,453.00	\$ 677 K
Water Pollution Control--1.25% Const		LS	1.25%	\$ 458 K
RE Office Space		LS		\$ 168 K
Fencing	129500	FT	\$ 5.00	\$ 648 K
Remove Base and Surfacing	7600	CY	\$ 23.00	\$ 175 K
Shoulder Backing	600	CY	\$ 38.27	\$ 23 K
Bladed Dirt Road	3000	FT	\$ 10.00	\$ 30 K
Guard Railing Systems		LS	27.5	\$ K
MCCE Hazardous Waste	1	LS	\$ 480,000	\$ 480 K
MCCE Monitoring	1	LS	\$ 226,155	\$ 226 K
Desert Tortise Fencing	1	LS	\$ 128,747	\$ 129 K

Subtotal Section 4 \$ 3,631 K

Section 5. Traffic Items

Work Item	Quantity	Unit	Unit Price	Item Cost
Lighting		LS		\$ 140 K
Permanent Signing	69437.6	FT	3.5	\$ 243 K
Traffic Control Systems		LS		\$ 313 K
Transportation Management Plan		LS		\$ 157 K
Rumble Strip	380	Sta	250	\$ 95 K
Traffic Monitoring Station	1	EA	15000	\$ 15 K

Subtotal Section 5 \$ 963 K

Section 6. Minor Items

\$ 41,216 K 10% = \$ 4,122 K
(Subtotal of Sections 1-5) (5 to 10%)

Subtotal Section 6 \$ 4,122 K

Section 7. Roadway Mobilization

\$ 45,338 K 10% = \$ 4,534 K
(Subtotal of Sections 1-6) (10%)

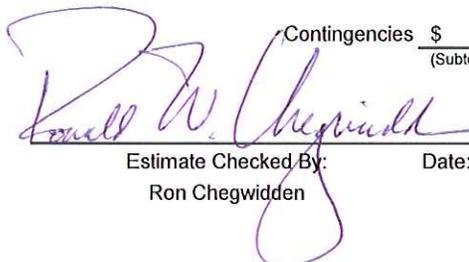
Subtotal Section 7 \$ 4,534 K

Section 8. Roadway Additions

Supplemental Work \$ 45,338 K 10% = \$ 4,534 K
(Subtotal of Sections 1-6) (5 to 10%)

Contingencies \$ 45,338 K 20% = \$ 9,068 K
(Subtotal of Sections 1-6) (25%)

Subtotal Section 8 \$ 13,601 K

 10/15/08
Estimate Checked By: Ron Chegwiddden Date:

TOTAL ROADWAY ITEMS \$ 63,473 K
(Total Sections 1-8)

II Structures Items

TOTAL STRUCTURES ITEMS \$ 1,000 K

III Right of Way Items

RIGHT OF WAY COSTS	un-escalated	Escalated FY 2014
Acquisition	\$ 3,983,498	\$ 5,338,268
Mitigation-Biological	\$ 3,105,000	\$ 4,161,399
Mitigation-Phase 3 Archaeology	\$ 1,200,000	\$ 1,608,115
Utility Relocation (State's Share)	\$ 9,125,940	\$ 16,167,159
Clearance/Demolition	\$ 544,868	\$ 730,175
Title and Escrow Fees	\$ 73,000	\$ 73,000
Relocation Assistance	\$ 662,630	\$ 887,988
Rounded Total	\$ 18,695 K	\$ 28,966 K

ADDITIONAL RIGHT OF WAY COSTS	
Environmental permit/filing fees	\$ 11,607
Construction Contract Work	\$ -
Total	\$ 11,607

TOTAL R/W+SUPPORT COSTS \$ 28,978 K

INY-395-PM 29.2/41.8
Olancha/Cartago 4-Lane
STIP, IIP (025.700), RIP (075.600)
09-21340K

Project Description-Alternative 2A

This alternative is a variation of Alternative 2, and proposes that the controlled access divided four-lane expressway be constructed to the west of the community of Cartago with the northbound and southbound lanes separated by at least a 100 ft. wide median throughout.

South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10 PM 30.8)

Same as Alternative 2.

0.8 mile north of the State Route 190 junction (PM 35.5)

Proposed that the new northbound and southbound lanes be constructed to the west of the community of Cartago.

0.8 miles north of Whitney Street (PM 38.6)

Similar to Alternative 1.

North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8

	Un-escalated	Escalated
Total Roadway Costs \$	67,455 K	\$ 99,662 K
Total Structure Costs \$	1,000 K	\$ 1,477 K
Subtotal Construct Items \$	68,455 K	\$ 101,139 K
Right of Way Costs \$	13,160 K	\$ 19,301 K
TOTAL CAPITAL OUTLAY COSTS \$	81,615 K	\$ 120,441 K

Escalation Rate	5%
Current Year	2008
MidConstruction Year	2016

Estimate Approved By:
Project Manager

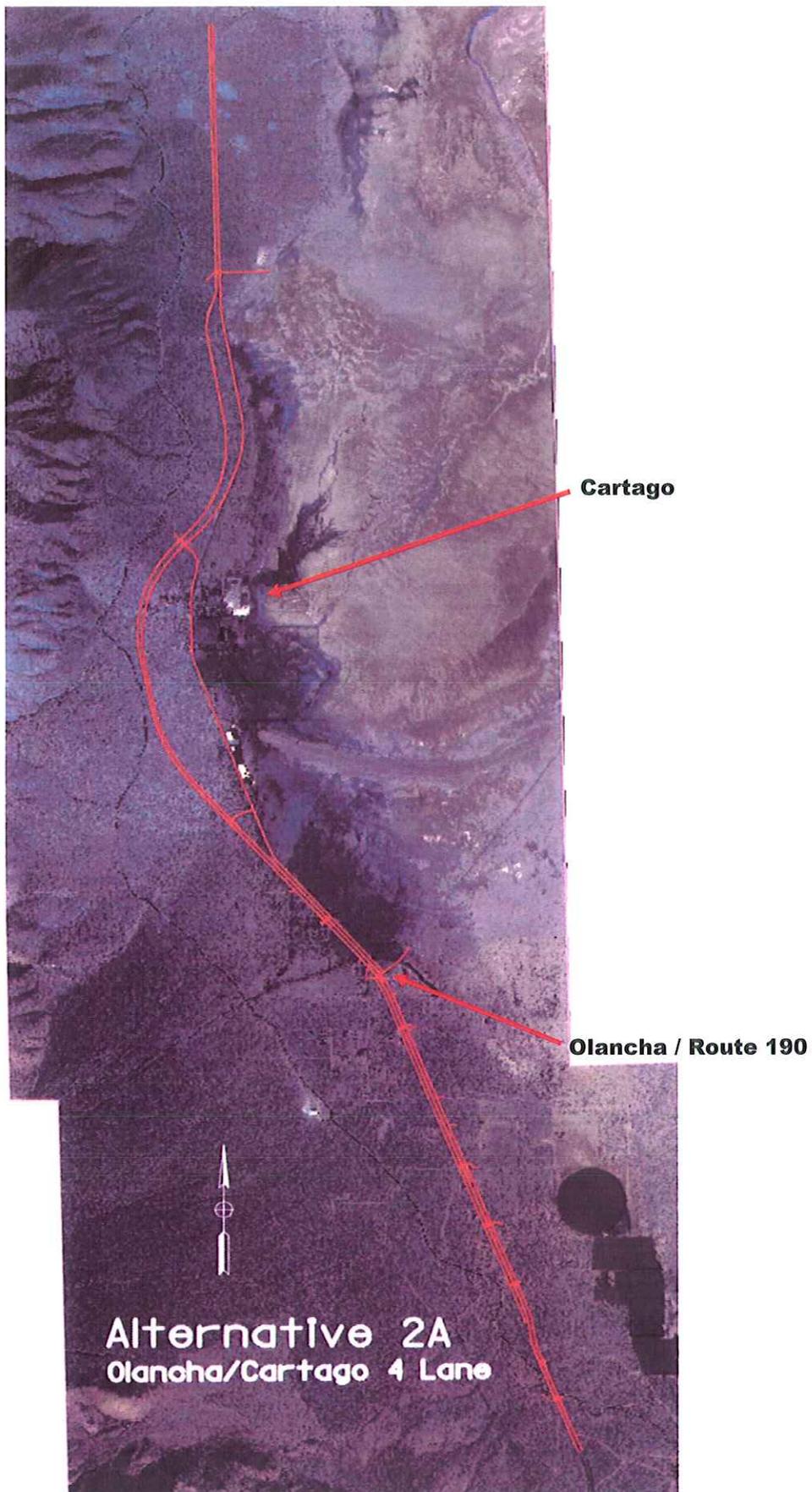
Cedrik Zemits
Cedrik Zemits

10/15/08
Date

Estimate Prepared By:
Project Engineer

Lee Scotese
Lee Scotese

October 15, 2008
Date



I Roadway Items

Section 1. Earthwork

1

Work Item	Quantity	Unit	Unit Price	Item Cost
Roadway Excavation	353000	CY	\$ 17	\$ 6,001 K
Imported Borrow				
Clearing and Grubbing	263	\$/AC	\$ 810	\$ 213 K
Develop Water Supply		LS		\$ 66 K

Subtotal Section 1 \$ 6,280 K

Section 2. Pavement Structural Section

Work Item	Quantity	Unit	Unit Price	Item Cost
Asphalt Concrete	235000	TON	\$ 100	\$ 23,500 K
Aggregate Base	76400	CY	\$ 43	\$ 3,285 K
Incentive for QC/QA		LS	4%AC	\$ 940 K

Subtotal Section 2 \$ 27,725 K

Section 3. Drainage

Work Item	Quantity	Unit	Unit Price	Item Cost
Project Drainage		LS		\$ 4,760 K

Subtotal Section 3 \$ 4,760 K

Section 4. Specialty Items

Work Item	Quantity	Unit	Unit Price	Item Cost
Finish Roadway		LS		\$ 18 K
Progress Schedule (Critical Path)		LS		\$ 50 K
Prepare Storm Water Prevention Plan		LS		\$ 25 K
Equipment/Animal Pass		LS		\$ 100 K
Erosion Control	120	\$/AC	\$ 2,800.00	\$ 336 K
Duff	120	\$/AC	\$ 4,453.00	\$ 534 K
Water Pollution Control--1.25% Const		LS	1.25%	\$ 485 K
RE Office Space		LS		\$ 168 K
Fencing	146600	FT	\$ 5.00	\$ 733 K
Remove Base and Surfacing	8779	CY	\$ 23.00	\$ 202 K
Shoulder Backing	697	CY	\$ 38.27	\$ 27 K
Bladed Dirt Road	3116	FT	\$ 10.00	\$ 31 K
Guard Railing Systems		LS	27.5	\$ K
MCCE Hazardous Waste	1	LS	\$ 480,000	\$ 480 K
MCCE Monitoring	1	LS	\$ 226,155	\$ 226 K
Desert Tortise Fencing	1	LS	\$ 128,747	\$ 129 K

Subtotal Section 4 \$ 3,544 K

Section 5. Traffic Items

Work Item	Quantity	Unit	Unit Price	Item Cost
Lighting		LS		\$ 140 K
Permanent Signing	69400	FT	3.5	\$ 243 K
Traffic Control Systems		LS		\$ 313 K
Transportation Management Plan		LS		\$ 157 K
Rumble Strip	2500	Sta	250	\$ 625 K
Traffic Monitoring Station	1	EA	15000	\$ 15 K

Subtotal Section 5 \$ 1,493 K

Section 6. Minor Items

\$ 43,802 K 10% = \$ 4,380 K
(Subtotal of Sections 1-5) (5 to 10%)

Subtotal Section 6 \$ 4,380 K

Section 7. Roadway Mobilization

\$ 48,182 K 10% = \$ 4,818 K
(Subtotal of Sections 1-6) (10%)

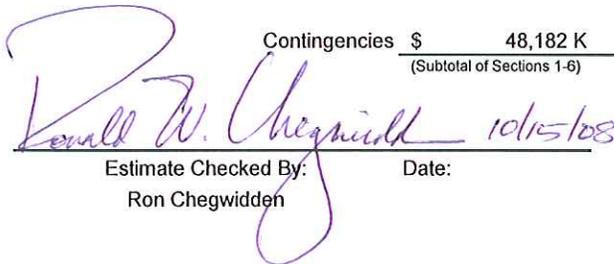
Subtotal Section 7 \$ 4,818 K

Section 8. Roadway Additions

Supplemental Work \$ 48,182 K 10% = \$ 4,818 K
(Subtotal of Sections 1-6) (5 to 10%)

Contingencies \$ 48,182 K 20% = \$ 9,636 K
(Subtotal of Sections 1-6) (25%)

Subtotal Section 8 \$ 14,455 K


Estimate Checked By: Ron Chegidden Date: 10/15/08

TOTAL ROADWAY ITEMS \$ 67,455 K
(Total Sections 1-8)

II Structures Items

TOTAL STRUCTURES ITEMS \$ 1,000 K

III Right of Way Items

RIGHT OF WAY COSTS	un-escalated	Escalated FY 2014
Acquisition	\$ 4,062,946	\$ 5,444,736
Mitigation-Biology	\$ 3,105,000	\$ 4,160,997
Mitigation-Phase 3 Archaeology	\$ 760,000	\$ 1,018,473
Utility Relocation (State's Share)	\$ 3,928,860	\$ 6,960,215
Clearance/Demolition	\$ 510,345	\$ 683,911
Title and Escrow Fees	\$ 74,000	\$ 74,000
Relocation Assistance	\$ 707,078	\$ 947,551
Rounded Total	\$ 13,148 K	\$ 19,290 K

ADDITIONAL RIGHT OF WAY COSTS	
Environmental permit/filing fees	\$ 11,607
Construction Contract Work	\$ -
Total	\$ 11,607

TOTAL RW+SUPPORT COSTS \$ 19,301 K

INY-395-PM 29.2/41.8
Olancha/Cartago 4-Lane
STIP, IIP (025.700), RIP (075.600)
09-21340K

Project Description-Alternative 3

This alternative proposes construction of a controlled access divided four-lane expressway to the west of the community of Olancha with the northbound and southbound lanes separated by at least a 100 ft. wide median throughout the project. The project will provide for facility continuity by connecting into the Sage Flat Four-Lane to the south and the Ash Creek Four-Lane to the north. Throughout the project inside shoulder width will be 5 feet and outside will be 10 feet.

South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10 PM 30.8)

Same as Alternative 1.

0.5 Miles south of Cactus Flat Road (PM 32.2)

New northbound and southbound lanes are proposed to be constructed to the west of the community of Olancha, near the L. A. Aqueduct. The junction with State Route 190 will be extended to the west to connect with the new lanes. A CTC approved Route Redesignation is required if the terminus of SR 190 is altered by Alt 3. (PDPM Chapter 23, Article 7)

0.6 miles south of Whitney Street (PM 37.2)

Same as alternative 2

North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8

	Un-escalated	Escalated
Total Roadway Costs \$	62,766 K	\$ 92,734 K
Total Structure Costs \$	1,000 K	\$ 1,477 K
Subtotal Construct Items \$	63,766 K	\$ 94,211 K
Right of Way Costs \$	8,569 K	\$ 11,946 K
TOTAL CAPITAL OUTLAY COSTS \$	72,335 K	\$ 106,157 K

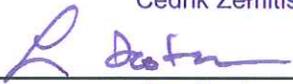
Escalation Rate	5%
Current Year	2008
MidConstruction Year	2016

Estimate Approved By:
Project Manager

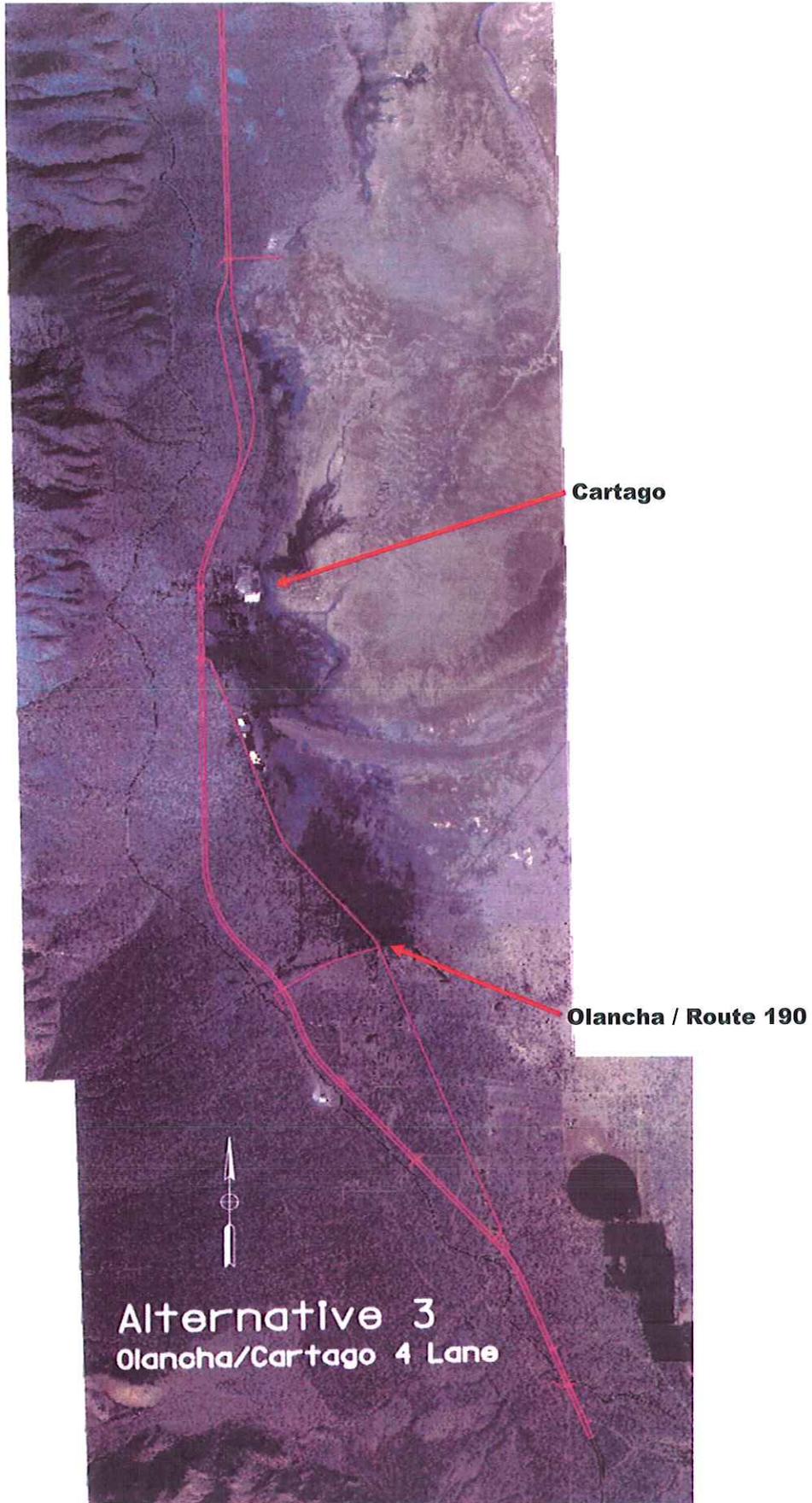

Cedrik Zemitis

10/15/08
Date

Estimate Prepared By:
Project Engineer


Lee Scotese

October 15, 2008
Date



I Roadway Items

Section 1. Earthwork

1

Work Item	Quantity	Unit	Unit Price	Item Cost
Roadway Excavation	333812	CY	\$ 17	\$ 5,675 K
Imported Borrow				
Clearing and Grubbing	258	\$/AC	\$ 810	\$ 209 K
Develop Water Supply		LS		\$ 66 K

Subtotal Section 1 \$ 5,950 K

Section 2. Pavement Structural Section

Work Item	Quantity	Unit	Unit Price	Item Cost
Asphalt Concrete	220000	TON	\$ 100	\$ 22,000 K
Aggregate Base	70421	CY	\$ 43	\$ 3,028 K
Incentive for QC/QA		LS	4%AC	\$ 880 K

Subtotal Section 2 \$ 25,908 K

Section 3. Drainage

Work Item	Quantity	Unit	Unit Price	Item Cost
Project Drainage		LS		\$ 4,760 K

Subtotal Section 3 \$ 4,760 K

Section 4. Specialty Items

Work Item	Quantity	Unit	Unit Price	Item Cost
Finish Roadway		LS		\$ 18 K
Progress Schedule (Critical Path)		LS		\$ 50 K
Prepare Storm Water Prevention Plan		LS		\$ 25 K
Equipment/Animal Pass		LS		\$ 100 K
Erosion Control	88	\$/AC	\$ 2,800.00	\$ 246 K
Duff	88	\$/AC	\$ 4,453.00	\$ 392 K
Water Pollution Control--1.25% Const		LS	1.25%	\$ 458 K
RE Office Space		LS		\$ 168 K
Fencing	139728	FT	\$ 5.00	\$ 699 K
Remove Base and Surfacing	6284	CY	\$ 23.00	\$ 145 K
Shoulder Backing	520	CY	\$ 38.27	\$ 20 K
Bladed Dirt Road	1508.8	FT	\$ 10.00	\$ 15 K
Guard Railing Systems		LS	27.5	\$ K
MCCE Hazardous Waste	1	LS	\$ 480,000	\$ 480 K
MCCE Monitoring	1	LS	\$ 226,155	\$ 226 K
Desert Tortise Fencing	1	LS	\$ 135,184	\$ 135 K

Subtotal Section 4 \$ 3,176 K

Section 5. Traffic Items

Work Item	Quantity	Unit	Unit Price	Item Cost
Lighting		LS		\$ 140 K
Permanent Signing	69437.6	FT	3.5	\$ 243 K
Traffic Control Systems		LS		\$ 313 K
Transportation Management Plan		LS		\$ 157 K
Rumble Strip	380	Sta	250	\$ 95 K
Traffic Monitoring Station	1	EA	15000	\$ 15 K

Subtotal Section 5 \$ 963 K

Section 6. Minor Items

\$ 40,757 K 10% = \$ 4,076 K
(Subtotal of Sections 1-5) (5 to 10%)

Subtotal Section 6 \$ 4,076 K

Section 7. Roadway Mobilization

\$ 44,833 K 10% = \$ 4,483 K
(Subtotal of Sections 1-6) (10%)

Subtotal Section 7 \$ 4,483 K

Section 8. Roadway Additions

Supplemental Work \$ 44,833 K 10% = \$ 4,483 K
(Subtotal of Sections 1-6) (5 to 10%)

Contingencies \$ 44,833 K 20% = \$ 8,967 K
(Subtotal of Sections 1-6) (25%)

Subtotal Section 8 \$ 13,450 K


Estimate Checked By: Ron Chegwidder Date: 10/15/08

TOTAL ROADWAY ITEMS \$ 62,766 K
(Total Sections 1-8)

II Structures Items

TOTAL STRUCTURES ITEMS \$ 1,000 K

III Right of Way Items

RIGHT OF WAY COSTS	un-escalated	Escalated FY 2014
Acquisition	\$ 2,605,143	\$ 3,419,141
Mitigation-Biology	\$ 3,120,000	\$ 4,181,099
Mitigation-Phase 3 Archaeology	\$ 1,000,000	\$ 1,340,096
Utility Relocation (State's Share)	\$ 1,299,960	\$ 2,302,958
Clearance/Demolition	\$ 98,647	\$ 132,196
Title and Escrow Fees	\$ 66,000	\$ 66,000
Relocation Assistance	\$ 367,540	\$ 492,539
Rounded Total	\$ 8,557 K	\$ 11,934 K

ADDITIONAL RIGHT OF WAY COSTS	
Environmental permit/filing fees	\$ 11,607
Construction Contract Work	\$ -
Total	\$ 11,607

TOTAL R/W+SUPPORT COSTS \$ 11,946 K

INY-395-PM 29.2/41.8
Olancha/Cartago 4-Lane
STIP, IIP (025.700), RIP (075.600)
09-21340K

Project Description-Alternative 4 West Alignment

South End of the Project – Sage Flat Four Lane (1.5 miles south of LA Aqueduct Bridge #48-10 PM 29.75)

Alignment 4 will be a new alignment west of the LA Aqueduct. A 4 lane divided expressway with a 100 foot median will be constructed from PM 29.75 to the northern limit of Cartago. North of Cartago the median will be 100 feet or wider so as to thread existing utilities. Land necessary for right-of-way is almost entirely Agency land (BLM, Forest service, LADWP). Access will be controlled by a right-of-way fence. The new road will bear west of the current alignment near PM 29.75 and tie in approximately with the old railroad grade. The road will continue north along the west side of the LA aqueduct. At a point just west of Cartago the road will bridge the aqueduct and angle back toward the current alignment. North of PM 38.6 alternative 4 will become similar to the other alternatives. Access control will be purchased and the route will be designated Expressway. This is a new alignment and will require adoption by the CTC. The new alignment will be denominated as "Controlled Access Highway" by a "Controlled Access Highway Agreement".

All of the existing U.S. 395 within the project construction area may be relinquished to Inyo County or some of it may become part of SR 190. A CTC approved Route Redesignation is required if the terminus of SR 190 is altered by the selection of Alt 3 or Alt 4.

North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8

	Un-escalated	Escalated
Total Roadway Costs \$	83,122 K	\$ 122,809 K
Total Structure Costs \$	3,000 K	\$ 4,432 K
Subtotal Construct Items \$	86,122 K	\$ 127,241 K
Right of Way Costs \$	9,693 K	\$ 13,665 K
TOTAL CAPITAL OUTLAY COSTS \$	95,814 K	\$ 140,906 K

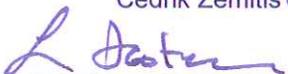
Escalation Rate 5%
Current Year 2008
MidConstruction Year 2016

Estimate Approved By:
Project Manager

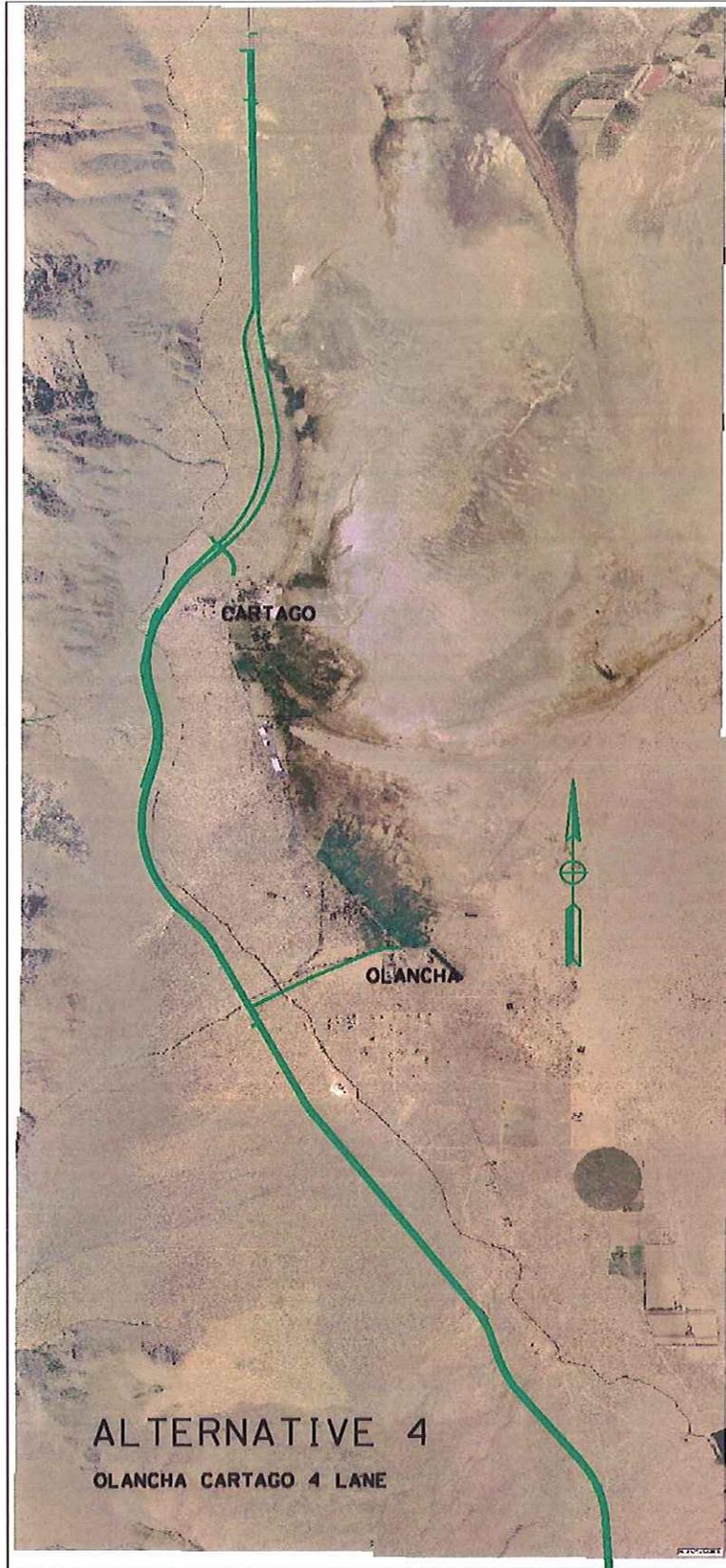

Cedrik Zemitis

10/15/08
Date

Estimate Prepared By:
Project Engineer


Lee Scotese

October 15, 2008
Date



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I Roadway Items

Section 1. Earthwork

1

Work Item	Quantity	Unit	Unit Price	Item Cost
Roadway Excavation	618K	CY	\$ 17	\$ 10,506 K
Imported Borrow	100000	CY	\$ 15.30	\$ 1,530 K
Clearing and Grubbing	275	\$/AC	\$ 810	\$ 223 K
Develop Water Supply		LS		\$ 66 K

Subtotal Section 1 \$ 12,325 K

Section 2. Pavement Structural Section

Work Item	Quantity	Unit	Unit Price	Item Cost
Asphalt Concrete	230K	TON	\$ 100	\$ 23,000 K
Aggregate Base	85K	CY	\$ 43	\$ 3,655 K
Incentive for QC/QA		LS	4%AC	\$ 920 K

Subtotal Section 2 \$ 27,575 K

Section 3. Drainage

Work Item	Quantity	Unit	Unit Price	Item Cost
Project Drainage		LS		\$ 9,520 K

Subtotal Section 3 \$ 9,520 K

Section 4. Specialty Items

Work Item	Quantity	Unit	Unit Price	Item Cost
Finish Roadway		LS		\$ 18 K
Progress Schedule (Critical Path)		LS		\$ 50 K
Prepare Storm Water Prevention Plan		LS		\$ 25 K
Equipment/Animal Pass		LS		\$ 100 K
Erosion Control	80	\$/AC	\$ 2,800.00	\$ 224 K
Duff	82	\$/AC	\$ 4,453.00	\$ 366 K
Water Pollution Control--1.25% Const		LS	1.25%	\$ 618 K
RE Office Space		LS		\$ 168 K
Fencing	145000	FT	\$ 5.00	\$ 725 K
Remove Base and Surfacing	7210	CY	\$ 23.00	\$ 166 K
Shoulder Backing	605	CY	\$ 38.27	\$ 23 K
Bladed Dirt Road	2033.6	FT	\$ 10.00	\$ 20 K
Guard Railing Systems	2500	FT	27.5	\$ 69 K
MCCE Hazardous Waste	1	LS	\$ 480,000	\$ 480 K
MCCE Monitoring	1	LS	\$ 226,155	\$ 226 K
Desert Tortise Fencing	1	LS	\$ 314,143	\$ 314 K

Subtotal Section 4 \$ 3,592 K

Section 5. Traffic Items

Work Item	Quantity	Unit	Unit Price	Item Cost
Lighting		LS		\$ 140 K
Permanent Signing	69400	FT	3.5	\$ 243 K
Traffic Control Systems		LS		\$ 313 K
Transportation Management Plan		LS		\$ 157 K
Rumble Strip	380	Sta	250	\$ 95 K
Traffic Monitoring Station	1	EA	15000	\$ 15 K

Subtotal Section 5 \$ 963 K

Section 6. Minor Items

\$ 53,975 K 10% = \$ 5,398 K
(Subtotal of Sections 1-5) (5 to 10%)

Subtotal Section 6 \$ 5,398 K

Section 7. Roadway Mobilization

\$ 59,373 K 10% = \$ 5,937 K
(Subtotal of Sections 1-6) (10%)

Subtotal Section 7 \$ 5,937 K

Section 8. Roadway Additions

Supplemental Work \$ 59,373 K 10% = \$ 5,937 K
(Subtotal of Sections 1-6) (5 to 10%)

Contingencies \$ 59,373 K 20% = \$ 11,875 K
(Subtotal of Sections 1-6) (25%)

Subtotal Section 8 \$ 17,812 K

Ronald W. Chegwidan 10/15/08
Estimate Checked By: Date:
Ron Chegwidan

TOTAL ROADWAY ITEMS \$ 83,122 K
(Total Sections 1-8)

II Structures Items

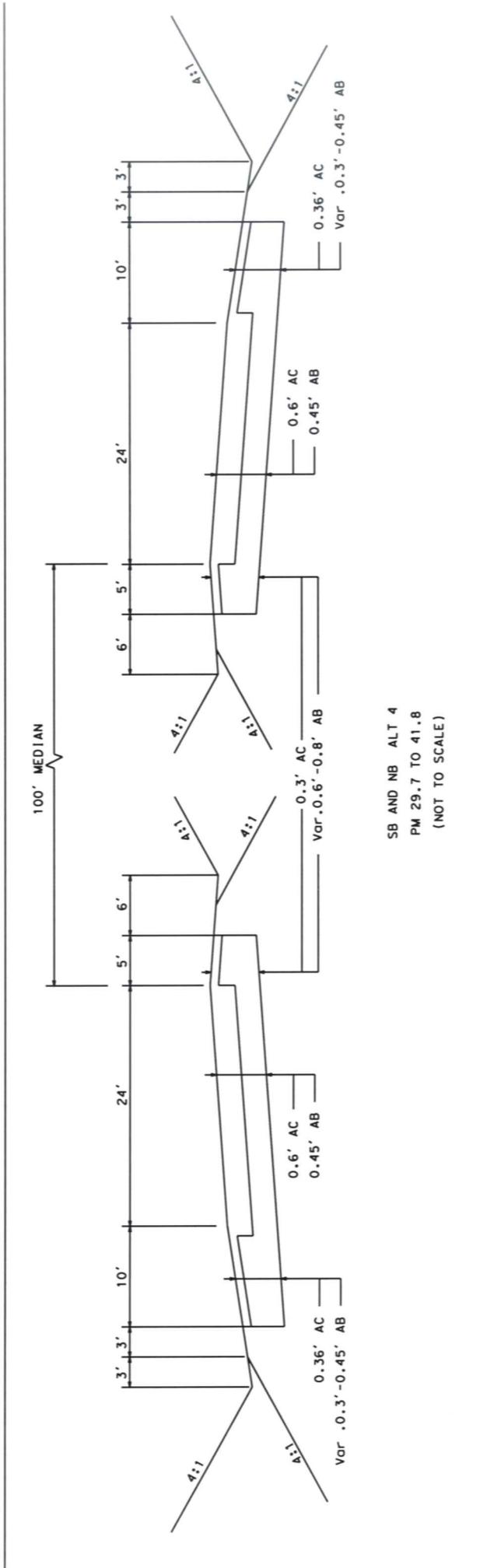
TOTAL STRUCTURES ITEMS \$ 3,000 K

III Right of Way Items

RIGHT OF WAY COSTS	un-escalated	Escalated FY 2014
Acquisition	\$ 612,009	\$ 820,150
Mitigation-Biology	\$ 6,172,500	\$ 8,271,740
Mitigation-Phase 3 Archaeology	\$ 1,200,000	\$ 1,608,115
Utility Relocation (State's Share)	\$ 1,592,750	\$ 2,821,653
Demolition (hazmat)	\$ 7,452	\$ 9,986
Title and Escrow Fees	\$ 22,000	\$ 22,000
Relocation Assistance	\$ 74,348	\$ 99,633
Rounded Total	\$ 9,681 K	\$ 13,653 K

ADDITIONAL RIGHT OF WAY COSTS	
Environmental permit/filing fees	\$ 11,607
Construction Contract Work	\$ -
Total	\$ 11,607

TOTAL R/W+SUPPORT COSTS \$ 13,665 K



SB AND NB ALT 4
 PM 29.7 TO 41.8
 (NOT TO SCALE)

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ATTACHMENT C



Preliminary Environmental Analysis Report

Project Information

District 09 County INY Route 395 Post Mile 29.2/41.8 EA 09-21340K

Project Title: OLANCHA/CARTAGO FOUR-LANE

Project Manager Cedrik Zemitis Phone # 760-872-5250

Design Manager Brian Wesling Phone # 760-872-0630

Environmental Manager Sarah Gassner Phone # 559-243-8243

Environmental Planner Generalist Matthew Palmer Phone # 559-243-8232

Project Description

Purpose and Need: The proposed project will upgrade the existing two lane conventional highway to a four lane expressway which will improve the Level of Service (LOS), route continuity, ease congestion, and improve the overall operation of the highway.

Description of work: Construct a four-lane expressway on Route 395 beginning at Post Mile 29.2 in and near Olancha and Cartago and ending at Post Mile 41.8.

Alternatives: Five build alternatives and the “no-build” alternative are proposed for evaluation and study, and may include slight variations. Briefly, these are described as follows:

Alternative 1 (revised description 7-21-08):

This alternative proposes constructing segments of conventional all-paved, conventional divided, and controlled access four-lane divided highway. The project will provide for facility continuity by connecting into the Sage Flat Four-Lane to the south and the Ash Creek Four-Lane to the north.

South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10 PM 30.8)

Controlled access four-lane divided highway is proposed. The existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the west separated by a 100 ft. median. This segment is the same for alternatives 1 thru 3.

0.6 Miles south of Cactus Flat Road (PM 32.1)

Conventional all-paved four-lane highway is proposed. The existing highway will be widened with northbound and southbound lanes separated by a 14 foot paved median.

1 mile north of the State Route 190 junction (PM 35.7)

Conventional divided four-lane highway is proposed. The existing highway will be widened to the west with northbound and southbound lanes separated by a 100 ft. unpaved median. An at-grade crossing, acceleration, and deceleration lanes will be provided to truck traffic at the bottling plant. Access control will be purchased along the western right-of-way.

ATTACHMENT D

0.5 miles south of Whitney Street (PM 37.2)

Conventional four-lane highway is proposed. The existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the west separated by a 14-foot paved median.

0.6 miles north of Whitney Street (PM 38.4)

Controlled access four-lane divided highway is proposed. The existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the east separated by at least a 100 ft. median. Lanes will be constructed to avoid existing steel transmission line towers.

2.2 miles north of Whitney Street (PM 40.0)

Controlled access four-lane divided expressway is proposed. The existing lanes will be used for southbound traffic, and new northbound lanes will be constructed to the east separated by at least a 100-ft. median.

North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) (PM 41.8)

Olancha and Cartago consist primarily of residential units. Olancha is situated mostly west of 395 and Cartago is mostly east of existing 395. Cartago has a honey warehouse and a water bottling plant just south of the community. Improvements exist on both sides of the current alignment and both communities will have to relinquish private land to widen the right-of-way.

This alternate will affect the Ranch House Café, which offers little clearance for the widening of four lanes centered on the existing alignment. Construction of the new segment symmetrically about the existing centerline would place the edge of the pavement within 16 feet of the Ranch House Café. Currently, trucks park off the roadway within the unpaved shoulder area. Parking will be greatly affected for the trucks if Alternative 1 is selected.

Alternative 2:

This alternative proposes construction of a controlled access four-lane divided expressway with the northbound and southbound lanes separated by at least a 100 ft. wide median throughout the project. The project will provide for facility continuity by connecting into the Sage Flat Four-Lane to the south and the Ash Creek Four-Lane to the north.

South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10) (PM 30.8)

Same as alternative 1

1.1 miles south of Cactus Flat Road (PM 31.6)

New northbound and southbound lanes will be constructed to the east of the existing highway, and the existing highway will be relinquished to Inyo County.

0.2 miles south of the Junction of State Route 190 (PM 34.5)

New northbound and southbound lanes will be constructed to the west of the existing highway. The existing highway will be relinquished to Inyo County.

0.5 miles south of Whitney Street (PM 37.2)

Existing lanes will be used for northbound traffic, and new southbound lanes will be constructed to the west.

0.6 miles north of Whitney Street (PM 38.4)

Same as alternative 1

North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8

Alternative 2A:

This alternative is a variation of Alternative 2, and proposes that the controlled access divided four-lane expressway be constructed to the west of the community of Cartago with the northbound and southbound lanes separated by at least a 100 ft. wide median throughout.

South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10 PM 30.8)

Same as Alternative 2.

0.8 mile north of the State Route 190 junction (PM 35.5)

Proposed that the new northbound and southbound lanes be constructed to the west of the community of Cartago.

0.8 miles north of Whitney Street (PM 38.6)

Similar to Alternative 1.

North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8

Alternative 3:

This alternative proposes construction of a controlled access divided four-lane expressway to the west of the community of Olancha with the northbound and southbound lanes separated by at least a 100 ft. wide median throughout the project. The project will provide for facility continuity by connecting into the Sage Flat Four-Lane to the south and the Ash Creek Four-Lane to the north. Throughout the project inside shoulder width will be 5 feet and outside will be 10 feet.

South End of the Project – Sage Flat Four Lane (0.45 miles south of LA Aqueduct Bridge #48-10 PM 30.8)

Same as Alternative 1.

0.5 Miles south of Cactus Flat Road (PM 32.2)

New northbound and southbound lanes are proposed to be constructed to the west of the community of Olancha, near the L. A. Aqueduct. The junction with State Route 190 will be extended to the west to connect with the new lanes. A CTC approved Route Redesignation is required if the terminus of SR 190 is altered by Alt 3. (PDPM Chapter 23, Article 7)

0.6 miles south of Whitney Street (PM 37.2)

Same as alternative 2

North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8

Alternative 4:

South End of the Project – Sage Flat Four Lane (1.5 miles south of LA Aqueduct Bridge #48-10 PM 29.75)

Alignment 4 will be a new alignment west of the LA Aqueduct. A 4 lane divided expressway with a 100 foot median will be constructed from PM 29.75 to the northern limit of Cartago. North of Cartago the median will be 100 feet or wider so as to thread existing utilities. Land necessary for right-of-way is

almost entirely Agency land (BLM, Forest service, LADWP). Access will be controlled by a right-of-way fence. The new road will bear west of the current alignment near PM 29.75 and tie in approximately with the old railroad grade. The road will continue north along the west side of the LA aqueduct. At a point just west of Cartago the road will bridge the aqueduct and angle back toward the current alignment. North of PM 38.6 alternative 4 will become similar to the other alternatives. Access control will be purchased and the route will be designated Expressway. This is a new alignment and will require adoption by the CTC. The new alignment will be denominated as "Controlled Access Highway" by a "Controlled Access Highway Agreement".

All of the existing U.S. 395 within the project construction area may be relinquished to Inyo County or some of it may become part of SR 190. A CTC approved Route Redesignation is required if the terminus of SR 190 is altered by the selection of Alt 3 or Alt 4.

North End of Project – Join with Ash Creek Four Lane (0.4 Miles south of Ash Creek Bridge #48-11) PM 41.8

No Build Alternative:

This alternative is the “No Build” option and proposes to leave the facility as it currently exists. This alternative does not provide relief from the existing deficiencies or address the operational improvements this project seeks to deliver.

Funding

The PA &ED component of this project was included in the 2006 State Transportation Improvement Program (STIP). Inyo, Mono, and Kern Counties and Caltrans have entered into a Memorandum of Understanding for programming additional project components. Additional RIP, IIP funds may be incorporated into the project.

Anticipated Environmental Approval**CEQA**

- Categorical Exemption/Statutory Exemption
 Negative Declaration/Mitigated ND
 Environmental Impact Report

NEPA

- Categorical Exclusion/Programmatic CE
 Finding of No Significant Impact
 Environmental Impact Statement

PSR Summary Statement

The anticipated environmental document for the proposed project is an Environmental Impact Report/ Finding of No Significant Impact. The California Department of Transportation as assigned by the Federal Highway Administration would act as lead agency in the preparation of a joint CEQA/ NEPA environmental document. The final environmental determination is projected to occur by November 1, 2011.

Assumptions and Risks**Assumptions:**

- Anticipated Environmental Document will be an EIR/FONSI.
- Scope as defined in current alternative (1, 2, 2A, 3, 4).
- Borrow pits are included in the project and will be evaluated as part of the road project.
- Borrow site MS290 is included in mitigation costs (164 acres).
- 100 ft. median will not be completely impacted.
- Current laws and regulations will remain in effect.
- No significant opposition/public controversy.
- LADWP process cooperative with regards to wells, bridges, right of way, etc.
- External Agency reviews on "most likely" time frames.
- Alternative 3A has been dropped and eliminates Phase II work for 16 Archaeological sites in the area.
- Phase III work represents 8 or fewer sites.
- 4(f) resources may be impacted.
- CIA will be required because homes and businesses will be affected.
- Formal Section 7 consultation to obtain a Biological Opinion for biological mitigation for impacts to Mohave ground squirrel and the desert tortoise.
- Alternatives designed to avoid wetland impacts, 0 acres impacted.
- Mohave ground squirrel and desert tortoise habitat was estimated from SR 190 south.
- \$2,000 per acre for Enhancement & Endowment was taken from D09 Right-of-Way Data Sheets.
- The schedule and resources includes a public information meeting and public hearing.
- Project will be programmed.

Risks:

- **Low probability/Moderate Impact:** Public controversy
- **Low probability/Moderate Impact:** LADWP issues regarding bridge, wells, right of way.
- **Low probability/High Impact:** unanticipated discoveries (new sites, burials found during Phase II studies – which could extend field time and analysis studies time and costs); extended negotiations/consultation with FHWA and SHPO; inability to gain access to private lands in a timely manner; and other obstacles such as weather.
- **Low probability/High Impact:** External agency reviews delayed.
- **Low probability/High Impact:** Hazardous waste investigation/cleanup delays (16 PSI sites, 24 month estimate in schedule).

- **Moderate probability/High Impact:** Wetlands may be impacted with mitigation costing \$120,000 per acre.

Mitigation

Biological Resources:

- A Biological Opinion for biological mitigation for impacts to Mohave ground squirrel and the desert tortoise.
- Estimated loss of Mohave ground squirrel and desert tortoise habitat by alternative ranges from 22 acres to 247.5 acres. An additional 165 acres will be lost with south borrow sites. Caltrans is proposing to mitigate this loss of habitat at a 3:1 ratio. Mitigation will occur through land acquisition or conservation easements. Land compensation may occur within an approved mitigation bank.

Cultural Resources:

- Phase III work will be required on the selected alternative.

Hazardous Waste:

- Remediation may be required on 16 sites.

Right of Way Capital (050)

Permits

404	\$5,000
1600	\$4,000
Department of Fish and Game Fee	\$2,606.75
Biology (Enhancement & Endowment)	\$2,469,000
Archaeological (Phase III on 8 or less sites)	\$1,600,000
Estimated at \$2,000 per acre for 247 acres mitigated at 3:1 ratio + 164 acres for borrow site (MS 290) mitigated at 3:1 ratio.	

Construction Capital (042)

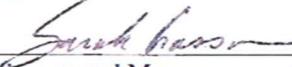
Hazardous Waste Remediation (16 sites @ \$30k each) \$480,000

Total \$4,560,606.75

Disclaimer

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

Reviewed by:



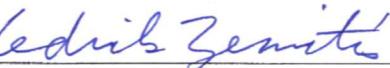
 Environmental Manager

Date: 7/11/08



 Environmental Office Chief

Date: 7/11/08



 Project Manager

Date: 7/14/08

Environmental Technical Reports or Studies Required

Study – requires thorough analysis including field surveys, database searches, and reports

Document – does not require field surveys; issue is incidental and may only require memo to file and brief explanation in the environmental document.

N/A – Issue is not applicable to the proposed project.

	Study	Document	N/A
Community Impact Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farmland	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Visual Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floodplain Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air Quality Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paleontology	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic River Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cumulative Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Cultural			
ASR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HRER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HPSR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 106	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SHPO Concurrence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Native American Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Finding of Effect _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Data Recovery Plan _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hazardous Waste			
ISA (Additional)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PSI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biological			
Endangered Species (Federal)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Endangered Species (State)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Species of Concern (CNPS, USFS, BLM, S, F)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biological Assessment (USFWS, NMFS, State)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Invasive Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Natural Environment Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NEPA 404 Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Permits			
401 Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
404 Permit Coordination (NW)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1600 SAA Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
City/County Coastal Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State Coastal Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NPDES Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

US Coast Guard (Section 10)
State 2081 Permit



Discussion of Technical Review

Socio-economic and Community Effects.

Construction of the new improvements near Olancha and Cartago would result in the displacement of homes and businesses. Changes in traffic patterns and access to local businesses would also occur. A Community Impact Assessment would address the potential social, economic, planning, and growth impacts of the proposed project.

Farmlands. N/A

Section 4(f) Impacts. An updated ASR / HPSR is currently being conducted and will include Alternative 4 (not previously studied.) Caltrans prepared and received concurrence on a Historic Property Survey Report (HPSR) dated March 2004 for Alternatives 1, 2, 2A, and 3. The Historic Property Survey Report identified a number of Historic properties that are eligible for the National Register that may be adversely impacted by the proposed alternatives. A Section 4(f) evaluation will be required if mitigation measures cannot be implemented.

Visual Effects. A visual assessment will be required and should include potential project effects and any appropriate mitigation. Project construction may involve some substantial change to the regional landscape.

Water Quality and Erosion Construction activities would be required to follow standard engineering practices that reduce impacts to water quality. These practices include reduction of sediment loading and sediment disturbance as well as other standard Best Management Practices for maintaining water quality in the project area. With BMP's incorporated, no significant impacts to water quality are anticipated during or post-construction. Coordination with the Regional Water Quality Control Board would be required. A Stormwater Pollution Prevention Plan would also be required from the Caltrans stormwater unit and the project would be required to comply with Caltrans' National Pollutant Discharge Elimination System permit.

Floodplain. A floodplain evaluation was completed Alternatives 1, 2, 2A, and 3. The aqueduct acted as a dam diverting water away from the proposed alternatives east of the aqueduct, however Alternative 4 west of the aqueduct and a floodplain evaluation will need to be completed for this alternative.

Air. Consideration of the effects of the project to existing air quality would require consultation with Local, State and Federal Agencies to comply with conformity requirements. The project is not exempt from consideration under 40 CFR 93 of the Transportation Conformity law as the alternatives propose to increase capacity or realign the highway. The project would need to be included in a conforming Transportation Improvement Program and Regional Transportation Plan. An Air Quality Study would be required.

Noise. The proposed project is a Type I (capacity-increasing) project and would therefore require a noise study to determine if there would be a substantial increase in noise for sensitive receptors. The noise study would also determine if noise abatement measures are required. Noise Study completed in July of 2003 would be updated to reflect current project scope.

Wild and Scenic River. N/A

Cultural Resources. An updated ASR / HPSR is currently being conducted and will include Alternative 4 (not previously studied.) Caltrans prepared and received concurrence on a Historic Property Survey Report (HPSR) dated March 2004 for Alternatives 1, 2, 2A, and 3. The HPSR provided eligibility determinations on cultural sites impacted by the proposed alternatives. Phase II cultural activities have been carried out on alternatives 1 and 2. Phase II activities were not carried out on alternatives 2A, 3, and 4. Upon selection of a recommended alternative, additional Phase II investigations will need to be carried out prior to FED if one of these three alternatives is chosen as the project's recommended alternative. Phase III data recovery efforts will be required on the project prior to construction regardless of which alternative proceeds.

Native American Coordination. As presented in the March 2004 HPSR, Native American consultation resulted in the identification of one sacred area along the western edge of the town of Cartago, which was recorded on a sacred lands form and incorporated into the sacred lands files maintained by the Native American Heritage Commission. The area, situated on land administered by the California State Lands Commission, is partly within the undertaking's APE, and if Alternative 2A is selected to be part of the recommended alternative, potential project effects upon the sacred area will need to be considered. Other details about this sacred area and two other sacred areas encountered during archaeological excavations are presented in a confidential appendix to the HPSR.

Hazardous Waste/Materials. An updated Initial Site Assessment is currently being conducted and will include Alternative 4 (not previously studied.)

Multiple Initial Site Assessments have been completed for this project in the past. The latest update, January 9, 2007, identified the following:

233 individual parcels were reviewed within the given Area of Potential Effect boundary. Of these there are 223 parcels designated as having the potential for acquisition. Of these 223 parcels only 5 have histories of hazardous waste problems, a further 15 have strong potential to have hazardous waste problems. Of the five properties with the histories of hazardous waste problems, no changes have occurred in their regulatory status. Several parcels have older buildings or ruins that may contain lead based paint or asbestos building materials that should be disposed in a certified landfill during demolition. Many parcels contain illegally dumped trash and debris that should be removed prior to construction.

The parcels that may have strong potential for hazardous waste problems are APN's 29-231-04, 33-080-03, 33-080-14, 33-080-27C, 33-080-36, 33-100-08, 33-110-40, 33-110-41, 33-410-10, 33-460-19, 33-470-08A, 33-470-09A, 33-480-05A, 33-480-05B, 33-490-01, and 33-490-02. Further investigation is recommended in those cases where there is no regulatory history and avoidance is recommended for the sites having open case files. The numbers identified pertain to the actual site record as identified in the January 9, 2007 ISA for the individual properties.

Should it be necessary to acquire these parcels, a preliminary site investigation (PSI) will be required for each identified parcel to determine location of underground storage tanks and characterize contamination if found. The costs of this kind of investigation are usually no more than \$30K. It is estimated that the total for all 16 sites would amount to \$480,000. Should tanks and contamination be found the costs for removal and cleanup would be a minimum of \$50K. If cleanup requires groundwater mitigation the costs of cleanup could exceed \$100K. Time to achieve a regulatory closure of the case could be as much as 20-30 months. Costs of the site investigations would be borne by Caltrans. Costs for the removal and cleanup would be borne by the Responsible Party.

Biological Resources A Natural Environment Study (NES) was completed in June of 2003. Additional work will be required to update the technical study to reflect the current project scope, approximately 6 months.

A number of planted trees including Fremont cottonwood and black locust grow along the existing Highway 395. Alternative 1 would remove 35 planted trees in the community of Olancho that possibly could be used for nesting by Swainson's hawks. Swainson's hawk, listed as threatened by the State of California, does not nest in but sporadically does nest near the project area. Because potential nesting trees in the area are rare, if Alternative 1 is selected, cottonwood trees removed should be replaced at a 2:1 ratio.

The only plant species of special concern that would be affected directly by any of the proposed alternatives is pygmy poppy (*Canbya candida*), which is on the California Native Plant Society's (CNPS) watch list. Only alternatives 2a would affect pygmy poppy directly, and none of the alignments would affect it indirectly.

Threatened or endangered wildlife species that would be affected are the Mohave ground squirrel (*Spermophilus Mohavensis*) and the desert tortoise (*Gopherus agassizii*), listed by the State of California as threatened. Estimated loss of Mohave ground squirrel and desert tortoise habitat by alternative ranges from 22 acres to 247.5 acres. Caltrans is proposing to mitigate this loss of habitat at a 3:1 ratio. Coordination with the Department of Fish and Game will be required to acquire a 2081 incidental take permit.

There may be some environmental issues associated with a Sierra Nevada Bighorn sheep (*Ovis canadensis californiana*) breeding location near Alternative 4.

Wetlands. N/A. As presented within the NES, Caltrans has designed the alternatives to avoid all direct effects to wetlands.

Invasive Pest Plant Species. Executive Order 13112 requires that any Federal action may not cause or promote the spread or introduction of invasive species. This project would not generate conditions conducive to the spread and/or proliferation of invasive species. Clearing and grubbing operations prior to construction would remove vegetation. Fill not taken from adjacent cut areas could potentially result in dispersion of seeds, roots and other vegetative elements. A Standard Special Provision to prevent the introduction or spread of invasive plant species would be required.

Right-of-Way Relocation or Staging Area. Material sites and disposal sites are indicated, but not identified. These areas, which must be identified prior to initiating environmental studies, will require complete environmental evaluation as part of this project. A Relocation Impact Study will be required for the project. Several of the proposed alternatives impact residential properties.

Permits. Permits from the State Department of Fish and Game (1600, 2081(b)), U. S. Army Corps of Engineers (404), and the Regional Water Quality Control Board (401) would be required.

Coastal Zone. N/A

List of Preparers

Hazardous Waste Review by Raj Brar	5/2008
Biological Review by Keri O'Conner	5/2008
Cultural Review by Tom Mills	5/2008

Noise Review by Allam Alhabaly	5/2008
Air Review by Abdul Rahim Chafi	5/2008
Water Review by Terrence Fox	5/2008
Visual Review by R. Steve Miller	5/2008
Floodplain Review by Andrew Brandt	5/2008
Preliminary Environmental Analysis Report by Matthew Palmer	5/2008

Central Region Environmental Division Mitigation Cost Compliance Estimate Form (MCCE)

This MCCE is for: Draft ED

Dist - Co - Rte - PM: <u>09-INY-395-30.8 / 41.8</u>	EA: <u>09-21340_</u>
Project Name: <u>Olancha/Cartago Four-Lane</u>	Alternative #: <u>Alternative 1</u>
Project Description: <u>CONSTRUCT 4 LANE EXPRESSWAY</u>	(If applicable)
Environmental Manager: <u>Sarah Gassner</u>	Phone Number: <u>559-243-8243</u>
Design Manager: <u>Brian Wesling</u>	Phone Number: <u>(760) 872-0630</u>
Design Engineer: _____	Phone Number: _____
Project Manager: <u>Cedrik Zemitis</u>	Phone Number: <u>(760) 872-5250</u>
Date: _____	
MCCE Prepared By: <u>Juan Torres</u>	Phone Number: _____

	Right of Way Capital (Prior to Construction 050-\$'s)	Construction Capital (During & Post Construction 042 \$'s)
Archaeological	\$ 1,600,000	
Historical		
Paleontology		
Hazardous Waste		\$480,000
Air Emissions		
Biological		
Mitigation parcels (# of acres only)	558	
Mitigation/Bank Credits (\$-only)	\$1,116,000	
Monitoring		\$226,155
Permit Fees		
401 Permit Fee	\$0	
404 Permit Fee	\$5,000	
1600 Permit Fee	\$4,000	
Coastal Development Permit Fee	\$0	
DFG Fee	\$2,606.75	
Bat/Swallow Exclusion		
Other: <u>desert tortoise fencing</u>		\$128,747.52
TOTAL	\$ 2,727,606.75	\$834,902.52

Approved By: 
Environmental Branch Chief

Date: 7/11/08

This form is completed as part of the PEAR for all candidate projects, at completion of the Draft Environmental Document, at completion of the Final Environmental Document, and during preparation of the PS&E

This form is to be completed for all SHOPP, STIP, and Minor A & B projects (even those without mitigation).

Include all costs necessary to complete the commitment including: capital outlay (non-staffing support costs); cost of right-of-way or easements; long-term monitoring and reporting by consultants during the construction phase; and any follow-up maintenance post construction.

Timing of Enhancement/Endowment funds will depend on which agency is requiring the mitigation. Funds may need to be available as 050 or as 042.

Central Region Environmental Division Mitigation Cost Compliance Estimate Form (MCCE)

This MCCE is for: Draft ED

Dist - Co - Rte - PM: 09-INY-395-30.8 / 41.8

EA: 09-21340_

Project Name: Olancha/Cartago Four-Lane

Alternative #: Alternative 2

Project Description: CONSTRUCT 4 LANE EXPRESSWAY

(If applicable)

Environmental Manager: Sarah Gassner

Phone Number: 559-243-8243

Design Manager: Brian Wesling

Phone Number: (760) 872-0630

Design Engineer: _____

Phone Number: _____

Project Manager: Cedrik Zemitis

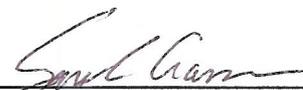
Phone Number: (760) 872-5250

Date: _____

MCCE Prepared By: Matthew Palmer

Phone Number: _____

	Right of Way Capital (Prior to Construction 050-\$'s)	Construction Capital (During & Post Construction 042 \$'s)
Archaeological	\$ 1,200,000	
Historical		
Paleontology		
Hazardous Waste		\$480,000
Air Emissions		
Biological		
Mitigation parcels (# of acres only)	621	
Mitigation/Bank Credits (\$-only)	\$1,242,000	
Monitoring		\$226,155
Permit Fees		
401 Permit Fee	\$0	
404 Permit Fee	\$5,000	
1600 Permit Fee	\$4,000	
Coastal Development Permit Fee	\$0	
DFG Fee	\$2,606.75	
Bat/Swallow Exclusion		
Other: <u>desert tortoise fencing</u>		\$128,747.52
TOTAL	\$ 2,453,606.75	\$834,902.52

Approved By: 
Environmental Branch Chief

Date: 7/11/08

This form is completed as part of the PEAR for all candidate projects, at completion of the Draft Environmental Document, at completion of the Final Environmental Document, and during preparation of the PS&E

This form is to be completed for all SHOPP, STIP, and Minor A & B projects (even those without mitigation).

Include all costs necessary to complete the commitment including: capital outlay (non-staffing support costs); cost of right-of-way or easements; long-term monitoring and reporting by consultants during the construction phase; and any follow-up maintenance post construction.

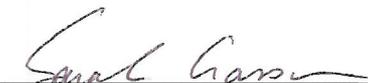
Timing of Enhancement/Endowment funds will depend on which agency is requiring the mitigation. Funds may need to be available as 050 or as 042.

Central Region Environmental Division Mitigation Cost Compliance Estimate Form (MCCE)

This MCCE is for: Draft ED

Dist - Co - Rte - PM: <u>09-INY-395-30.8 / 41.8</u>	EA: <u>09-21340_</u>
Project Name: <u>Olancha/Cartago Four-Lane</u>	Alternative #: <u>Alternative 2A</u>
Project Description: <u>CONSTRUCT 4 LANE EXPRESSWAY</u>	(If applicable)
Environmental Manager: <u>Sarah Gassner</u>	Phone Number: <u>559-243-8243</u>
Design Manager: <u>Brian Wesling</u>	Phone Number: <u>(760) 872-0630</u>
Design Engineer: _____	Phone Number: _____
Project Manager: <u>Cedrik Zemitis</u>	Phone Number: <u>(760) 872-5250</u>
Date: _____	
MCCE Prepared By: <u>Matthew Palmer</u>	Phone Number: _____

	Right of Way Capital (Prior to Construction 050-\$'s)	Construction Capital (During & Post Construction 042 \$'s)
Archaeological	\$ 760,000	
Historical		
Paleontology		
Hazardous Waste		\$480,000
Air Emissions		
Biological		
Mitigation parcels (# of acres only)	621	
Mitigation/Bank Credits (\$-only)	\$1,242,000	
Monitoring		\$226,155
Permit Fees		
401 Permit Fee		
404 Permit Fee	\$5,000	
1600 Permit Fee	\$4,000	
Coastal Development Permit Fee		
DFG Fee	\$2,606.75	
Bat/Swallow Exclusion		
Other: <u>desert tortoise fencing</u>		\$128,747.52
TOTAL	\$ 2,013,606.75	\$834,902.52

Approved By:  Date: 7/1/08
 Environmental Branch Chief

This form is completed as part of the PEAR for all candidate projects, at completion of the Draft Environmental Document, at completion of the Final Environmental Document, and during preparation of the PS&E

This form is to be completed for all SHOPP, STIP, and Minor A & B projects (even those without mitigation).

Include all costs necessary to complete the commitment including: capital outlay (non-staffing support costs); cost of right-of-way or easements; long-term monitoring and reporting by consultants during the construction phase; and any follow-up maintenance post construction.

Timing of Enhancement/Endowment funds will depend on which agency is requiring the mitigation. Funds may need to be available as 050 or as 042.

Central Region Environmental Division Mitigation Cost Compliance Estimate Form (MCCE)

This MCCE is for: Draft ED

Dist - Co - Rte - PM: <u>09-INY-395-30.8 / 41.8</u>	EA: <u>09-21340_</u>
Project Name: <u>Olancha/Cartago Four-Lane</u>	Alternative #: <u>Alternative 3</u>
Project Description: <u>CONSTRUCT 4 LANE EXPRESSWAY</u>	(If applicable)
Environmental Manager: <u>Sarah Gassner</u>	Phone Number: <u>559-243-8243</u>
Design Manager: <u>Brian Wesling</u>	Phone Number: <u>(760) 872-0630</u>
Design Engineer: _____	Phone Number: _____
Project Manager: <u>Cedrik Zemitis</u>	Phone Number: <u>(760) 872-5250</u>
Date: _____	
MCCE Prepared By: <u>Matthew Palmer</u>	Phone Number: _____

	Right of Way Capital (Prior to Construction 050-\$'s)	Construction Capital (During & Post Construction 042 \$'s)
Archaeological	<u>\$ 1,000,000</u>	
Historical		
Paleontology		
Hazardous Waste		\$480,000
Air Emissions		
Biological		
Mitigation parcels (# of acres only)	624	
Mitigation/Bank Credits (\$-only)	\$1,248,000	
Monitoring		\$226,155
Permit Fees		
401 Permit Fee		
404 Permit Fee	\$5,000	
1600 Permit Fee	\$4,000	
Coastal Development Permit Fee		
DFG Fee	\$2,606.75	
Bat/Swallow Exclusion		
Other: <u>desert tortoise fencing</u>		\$135,184.9
TOTAL	\$2,259,606.75	\$841,339.9

Approved By: 
Environmental Branch Chief

Date: 7/11/08

This form is completed as part of the PEAR for all candidate projects, at completion of the Draft Environmental Document, at completion of the Final Environmental Document, and during preparation of the PS&E

This form is to be completed for all SHOPP, STIP, and Minor A & B projects (even those without mitigation).

Include all costs necessary to complete the commitment including: capital outlay (non-staffing support costs); cost of right-of-way or easements; long-term monitoring and reporting by consultants during the construction phase; and any follow-up maintenance post construction.

Timing of Enhancement/Endowment funds will depend on which agency is requiring the mitigation. Funds may need to be available as 050 or as 042.

Central Region Environmental Division Mitigation Cost Compliance Estimate Form (MCCE)

This MCCE is for: **Draft ED**

Dist - Co - Rte - PM: <u>09-INY-395-30.8 / 41.8</u>	EA: <u>09-21340_</u>
Project Name: <u>Olancha/Cartago Four-Lane</u>	Alternative #: <u>Alternative 4</u>
Project Description: <u>CONSTRUCT 4 LANE EXPRESSWAY</u>	(If applicable)
Environmental Manager: <u>Sarah Gassner</u>	Phone Number: <u>559-243-8243</u>
Design Manager: <u>Brian Wesling</u>	Phone Number: <u>(760) 872-0630</u>
Design Engineer: _____	Phone Number: _____
Project Manager: <u>Cedrik Zemitis</u>	Phone Number: <u>(760) 872-5250</u>
Date: _____	
MCCE Prepared By: <u>Matthew Palmer</u>	Phone Number: _____

	Right of Way Capital (Prior to Construction 050-\$'s)	Construction Capital (During & Post Construction 042 \$'s)
Archaeological	<u>\$ 1,200,000</u>	
Historical		
Paleontology		
Hazardous Waste		<u>\$480,000</u>
Air Emissions		
Biological		
Mitigation parcels (# of acres only)	<u>1234.5</u>	
Mitigation/Bank Credits (\$-only)	<u>\$2,469,000</u>	
Monitoring		<u>\$226,155</u>
Permit Fees		
401 Permit Fee	<u>\$0</u>	
404 Permit Fee	<u>\$5,000</u>	
1600 Permit Fee	<u>\$4,000</u>	
Coastal Development Permit Fee	<u>\$0</u>	
DFG Fee	<u>\$2,606.75</u>	
Bat/Swallow Exclusion		
Other: <u>desert tortoise fencing</u>		<u>\$314,143</u>
TOTAL	<u>\$ 3,680,606.75</u>	<u>\$1,020,298</u>

Approved By: *Sarah Gassner* Environmental Branch Chief Date: 7/11/08

This form is completed as part of the PEAR for all candidate projects, at completion of the Draft Environmental Document, at completion of the Final Environmental Document, and during preparation of the PS&E

This form is to be completed for all SHOPP, STIP, and Minor A & B projects (even those without mitigation).

Include all costs necessary to complete the commitment including: capital outlay (non-staffing support costs); cost of right-of-way or easements; long-term monitoring and reporting by consultants during the construction phase; and any follow-up maintenance post construction.

Timing of Enhancement/Endowment funds will depend on which agency is requiring the mitigation. Funds may need to be available as 050 or as 042.

Memorandum

To: Cedrik Zemitis
Project Managers – Bishop

Date: July 15, 2008
File Ref.: Inyo 395 – PM 30.8/41.8
EA: 09-213400
Alt No.: Alternative 1 updated

Attention: Brian Wesling, Design Manager – Bishop 872-0630
Lee Scotese, Project Engineer – Bishop 872-0759

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

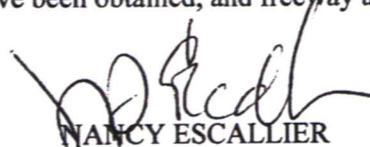
Subject: Right of Way Data Sheet – for Alternative 1

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated: July 2, 2008 to update mitigation information so all info is consistent. RW costs on Alternative 1 of the "Olancha/Cartago 4-Lane" project. The following assumptions and limiting conditions were identified:

1. Contractor needs to be aware that USA Alert has to be contacted prior to any digging. This information should go in the specials.
2. The Wednesday, May 28, 2008 Bishop "Status of Projects", page 12, **has** outlined a target right of way certification date of: 2/1/2014. The anticipated year for rw costs is 2014.
3. The Project Engineer indicates that **new** right of way is required for this project.
4. Land costs have held themselves rather consistent over the last few years, so all rw costs within this report will be of the current or 2008 year.
5. The Environmental Branch has been contacted, they **do** have permit filing fees on this project. MCCE form dated 7/11/08 is being used.
6. Relocation Assistance, Demo and Clearance, numerous utility conflicts plus DWP land ownerships, will all require a long lead time and they also increase estimated costs.
7. Right of Way activities (regular or "reg." right of way work) can commence upon receipt of completed Certificate of Sufficiency. Anticipated Lead Times for this project will be –
 - ◆ Preparation of Right of Way Maps to Reg. R/W (beginning of regular right of way work). 9 Months
 - ◆ Reg. Right of Way (beginning of r/w work) to Right of Way Certification. 24 Months

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

ANTICIPATED Right of Way LEAD - TIME will require a minimum of 24 months after we receive certified Appraisal Maps, the necessary environmental clearances have been obtained, and freeway agreements have been approved.



NANCY ESCALLIER

Field Office Chief - Right of Way, Central Region - Bishop
(760) 872-0641 or 8-627-0641

ATTACHMENT E

ATTACHMENT E

RIGHT OF WAY DATA SHEET

REQUEST DATE: July 2008

From: FRE STK SLO BIS

District: 09 County: INYO Route: 395
 PM 30.8/41.8
 EA 09-213400 Alt No.: 1 updated

1. RIGHT OF WAY COST ESTIMATE: (entered into PMCS COST RW1-5 Screens)	Current Value Year 2008	Escalation Rate	Escalated Value Year 2014
Acquisition (Excess Lands, Damages & Goodwill, plus Grantor Appraisal fees)	\$ 4,110,534.00	5%	\$ 5,508,509.00
Mitigation – biological	\$ 2,790,000.00	5%	\$ 3,738,867.00
Mitigation – archaeological	\$ 1,600,000.00	5%	\$ 2,144,153.00
Utility Relocation (States share)	\$ 8,039,190.00	10%	\$14,241,916.00
Relocation Assistance	\$ 777,228.00	5%	\$ 1,041,560.00
Clearance/Demolition	\$ 587,517.00	5%	\$ 787,329.00
Title and Escrow Fees	\$ 99,000.00		\$ 99,000.00
TOTAL CURRENT VALUE	\$18,003,500.00 (r)		\$27,561,300.00 (r)
R/W SUPPORT COSTS			
Environmental permit/filing fees	\$ 11,607.00		\$ 11,607.00
Construction Contract Work (construction costs to be included in projects PS&E)			

2. Current anticipated date of RIGHT OF WAY CERTIFICATION: 2/2014

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

TYPE	NUMBER	DUAL APPR.	UTILITIES		RR INVOLVEMENT	
X			U4-1		None	X
A	28 - mitigation		-2		C & M Agmt	
B	106		-3	3	Service Contract	
C	2		-4		Lic/RE/Clauses	
D					MISC R/W WORK	
TOTAL:	136		U5-7		RAP Displacement	Yes
			5-8		Clear/Demo	Yes
			5-9		Const Permits	
EXCESS:	Possibly 5 parcels				Cond	Yes

Parcel Area: **Right of Way** - 89.47ac; and, **558ac mitigation = 28 parcels 20ac in size**. **Excess** - possibly 1.5ac

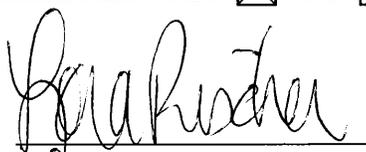
4. Items of construction contract work: YES NO

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.): Private ownerships, BLM, LA-DWP, buildings on leased land, houses and businesses.
 YES - RIGHT OF WAY REQUIRED NO – NONE REQUIRED

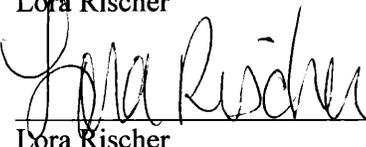
- 6. Effect on assessed valuation: YES NOT SIGNIFICANT NO
- 7. Utility facilities or rights of way affected: YES Utility Worksheet (exhibit 13-EX-6) attached. NO
Note: The following items may seriously impact lead time for utility relocation: a) Longitudinal policy conflict(s)
b) Environmental concerns impacting acquisition of potential easements c) Power lines operating in excess of 50KV and substations.
- 8. Railroad facilities or rights of way affected: YES Railroad Worksheet attached. NO
- 9. Previously unidentified sites with hazardous waste and/or material found: NONE EVIDENT
- 10. RAP displacements required: YES approx 6 residences (18 occupants, at 3 per household – see Relo Impact Doc info) and approx. 8 businesses are impacted by this Alternative. Please note: the improvements, along with garages and other out buildings will require demolition and clearance costs.
- 11. Material borrow and/or disposal sites required: YES NO
- 12. Potential relinquishments and/or vacations: YES NO
- 13. Existing and/or potential Airspace sites: YES NO
- 14. Environmental mitigation parcels required: YES According to MCCE form dated 7/11/08, 558 acres are required for Alt 1. Total costs for that acreage at \$3,000/ac, for land only (\$1,674,000), comes to \$5,000/ac total, which includes the enhance/endow fees (approx. \$1,116,000). This is approximately 28 additional parcels to be acquired, 20 acres in size. See chart on page 2. Also, RW now captures the Archaeological Mitigation costs. The Archy/Hist costs have been determined at \$1,600,000.00, per info supplied by Project Manager.
- 15. All Right of Way work will be performed by Caltrans staff: YES NO

16. Data for evaluation provided by:

Estimator:


Lora Rischer Date: 7/15/08

Utility Relocation Coordinator:


Lora Rischer Date: 7/15/08

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


Date


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

RIGHT OF WAY UTILITY ESTIMATE WORKSHEET

EXHIBIT
13-EX-6 (Rev. 8/95)

Date: May 25, 2007 County: INYO Route: 395

EA: 09-21340k PM: 30.8/41.8

Description of Project: Olancha-Cartago 4-lane

Estimate for: Preliminary Route Estimate R/W Data Sheet
 Preferred Alternate Alt 1.

UTILITIES	
U4-1	
-2	
-3	
-4	
U5-7	3
-8	
-9	

Evidence of Utilities:

Gas Electric Telephone Cable TV Water
 Sewer Fiber Optics Other (explain in remarks)

Anticipated Utility Relocations:

Gas Electric Telephone Cable TV Water
 Sewer Fiber Optics Other (explain in remarks)

Estimated Cost of Utility Relocations:

					INITIAL RELOCATE	MOVE BACK
52,800	Ft Fiber Optic Line	@ \$	50.00 /ft	= \$	2,640,000	= \$
28,512	ft of UG Telephone Line	@ \$	50.00 /ft	= \$	1,425,600	= \$
	Telephone Line	@ \$	/ft	= \$		= \$
	Wood Poles (Telephone)	@ \$	/Pole	= \$		= \$
195	Wood Poles (Electric)	@ \$	15,000 /Pole	= \$	2,925,000	= \$
	Steel Poles H-Poles	@ \$	/Pole	= \$		= \$
	Steel Towers	@ \$	/Twr.	= \$		= \$
	Water Line	@ \$	/m	= \$		= \$
	Fire Hydrants	@ \$	/F.H.	= \$		= \$
	Sewer Line	@ \$	/m	= \$		= \$
	m of Fiber Optics Line	@ \$	/ft.	= \$		= \$
	Other (explain): Cable TV	@ \$	/	= \$		= \$

TOTAL ESTIMATE (State's Share) = \$ 6,990,600.00

Remarks: (Known utility owner names, etc.): VERIZON underground phone, VERIZON Fiber optic line, LA-DWP or SCE electric poles. There may be cable TV lines involved as well, these did not get noted during the 10/30/06 field review. Remainder estimated thru aerial mapping plus field review notes.

Memorandum

To: Cedrik Zemitis
Project Manager – Bishop

Date: July 14, 2008
File Ref.: Inyo 395 – PM 30.8/41.8
EA: 09-213400
Alt No.: Alternative 2 - updated

Attention: Brian Wesling, Design Manager – Bishop 872-0630
Lee Scotese, Project Engineer – Bishop 872-0759

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

Subject: Right of Way Data Sheet – for Alternative2

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated: July 2, 2008 to update costs and information related to Mitigation so that all information is consistent. RW costs on Alternative 2 of the "Olancha/Cartago 4-Lane". The following assumptions and limiting conditions were identified:

1. Contractor needs to be aware that USA Alert has to be contacted prior to any digging. This information should go in the specials.
2. The Wednesday, May 28, 2008 Bishop "Status of Projects", page 12, **has** outlined a target right of way certification date of: 2/1/2014. The anticipated year for rw costs is 2014.
3. The Project Engineer indicates that **new** right of way is required for this project.
4. Land costs have held themselves rather consistent over the last few years, so all rw costs within this report will be of the current or 2008 year.
5. The Environmental Branch has been contacted, they **do** have permit filing fees on this project. Information from MCCE form dated 7/11/08 is being used.
6. Relocation Assistance, Demo and Clearance, numerous utility conflicts plus DWP land ownerships, will all require a long lead time and they also increase estimated costs.
7. Right of Way activities (regular or "reg." right of way work) can commence upon receipt of completed Certificate of Sufficiency. Anticipated Lead Times for this project will be –
 - ◆ Preparation of Right of Way Maps to Reg. R/W (beginning of regular right of way work). 9 Months
 - ◆ Reg. Right of Way (beginning of r/w work) to Right of Way Certification. 24 Months

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

ANTICIPATED Right of Way LEAD - TIME will require a minimum of 24 months after we receive certified Appraisal Maps, the necessary environmental clearances have been obtained, and freeway agreements have been approved.


NANCY ESCALLIER
Field Office Chief - Right of Way, Central Region - Bishop
(760) 872-0641 or 8-627-0641

ATTACHMENT E

RIGHT OF WAY DATA SHEET

REQUEST DATE: July 2008

From: FRE STK SLO BIS

District: 09 County: INYO Route: 395
 PM 30.8/41.8
 EA 09-213400 Alt No.: 2 updated

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

	Current Value Year 2008	Escalation Rate	Escalated Value Year 2014
Acquisition (Excess Lands, Damages & Goodwill, plus Grantor Appraisal fees)	\$ 3,983,497.50	5%	\$ 5,338,268.00
Mitigation – biological	\$ 3,105,000.00	5%	\$ 4,161,399.00
Mitigation – archaeological	\$ 1,200,000.00	5%	\$ 1,608,115.00
Utility Relocation (States share)	\$ 9,125,940.00	10%	\$16,167,159.00
Relocation Assistance	\$ 662,630.00	5%	\$ 887,988.00
Clearance/Demolition	\$ 544,868.00	5%	\$ 730,175.00
Title and Escrow Fees	\$ 73,000.00		\$ 73,000.00
TOTAL CURRENT VALUE	\$18,695,000.00 (r)		\$28,966,100.00 (r)
R/W SUPPORT COSTS			
Environmental permit/filing fees	\$ 11,607.00		\$ 11,607.00
Construction Contract Work (construction costs to be included in projects PS&E)			

2. Current anticipated date of RIGHT OF WAY CERTIFICATION: 2/2014

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

TYPE	NUMBER	DUAL/APPR	UTILITIES	RR INVOLVEMENT	
X			U4-1	None	X
A	31 - mitigation		-2	C & M Agmt	
B	135		-3 3	Service Contract	
C	2		-4	Lic/RE/Clauses	
D				MISC R/W WORK	
TOTAL:	168		U5-7	RAP Displacement	Yes
			5-8	Clear/Demo	Yes
			5-9	Const Permits	
EXCESS:	?			Cond	Yes

Parcel Area: **Right of Way-** 256.99ac; 621ac mitigation = 31 parcels of 20ac in size. **Excess** - n/a?

4. Items of construction contract work: YES NO

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.): Private ownerships, BLM, LA-DWP, buildings on leased land, houses and businesses.

YES - RIGHT OF WAY REQUIRED NO – NONE REQUIRED

ATTACHMENT E

6. Effect on assessed valuation: YES NOT SIGNIFICANT NO
7. Utility facilities or rights of way affected: YES Utility Worksheet (exhibit 13-EX-6) attached. NO

Note: The following items may seriously impact lead time for utility relocation: a) Longitudinal policy conflict(s)
b) Environmental concerns impacting acquisition of potential easements c) Power lines operating in excess of 50KV and substations.

8. Railroad facilities or rights of way affected: YES Railroad Worksheet attached. NO
9. Previously unidentified sites with hazardous waste and/or material found: NONE EVIDENT
10. RAP displacements required: YES 5 residences and approx. 7 businesses are impacted by this Alternative.
Please note: the improvements, along with garages and other out buildings will require demolition and clearance costs.
11. Material borrow and/or disposal sites required: YES NO
12. Potential relinquishments and/or vacations: YES NO
13. Existing and/or potential Airspace sites: YES NO
14. Environmental mitigation parcels required: YES According to the MCCE form dated 7/11/08, 621 acres are required for mitigation . Total costs for that acreage comes to \$5,000/ac including the enhance/endow fees (Land at \$3,000/ac and approx \$2,000/ac added for the enhance/endow fees). This is approximately 31 additional parcels to be acquired, 20 acres in size. See chart on page 2. Also, RW now captures the Archaeological Mitigation costs. This has been determined at \$1,200,000.00, per information supplied by the Project Manager.

15. All Right of Way work will be performed by Caltrans staff: YES NO

16. Data for evaluation provided by:

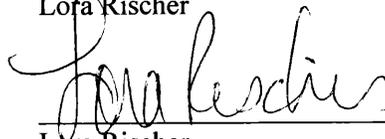
Estimator:


Lora Rischer

Date:

7/15/08

Utility Relocation Coordinator:


Lora Rischer

Date:

7/15/08

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

Date

 7/16/08
NANCY ESCALLIER
Field Office Chief
Right of Way, Central Region - Bishop

RIGHT OF WAY UTILITY ESTIMATE WORKSHEET

EXHIBIT
13-EX-6 (Rev. 8/95)

Date: November 7, 2006 County: INYO Route: 395

EA: 09-21340k PM: 30.8/41.8

Description of Project: Olancha-Cartago 4 - Lane, widen hwy.

Estimate for: Preliminary Route Estimate R/W Data Sheet

Preferred Alternate Alt 1. Alt. 2

UTILITIES	
U4-1	
-2	
-3	
-4	
U5-7	3
-8	
-9	

Evidence of Utilities:

Gas Electric Telephone Cable TV Water

Sewer Fiber Optics Other (explain in remarks)

Anticipated Utility Relocations:

Gas Electric Telephone Cable TV Water

Sewer Fiber Optics Other (explain in remarks)

Estimated Cost of Utility Relocations:

				INITIAL RELOCATE	MOVE BACK
39,600	Feet, Fiber Optic Line (white poles with orange/red tops).	@ \$	50.00 /ft	= \$ 1,980,000.00 = \$	
28,512	Feet, UG Telephone Line (green box).	@ \$	50.00 /ft	= \$ 1,425,600.00 = \$	
	Telephone Line	@ \$	/ft	= \$ = \$	
	Wood Poles (Telephone)	@ \$	/Pole	= \$ = \$	
162	Wood Poles (Electric)	@ \$	15,000.00 /Pole	= \$ 2,430,000.00 = \$	
12	Steel Poles or H-Poles	@ \$	50,000.00 /Pole	= \$ 600,000.00 = \$	
3	Steel Towers	@ \$	500,000.00 /Twr.	= \$ 1,500,000.00 = \$	
	Water Line	@ \$	/m	= \$ = \$	
	Fire Hydrants	@ \$	/F.H.	= \$ = \$	
	Sewer Line	@ \$	/m	= \$ = \$	
	m of Fiber Optics Line	@ \$	/ft.	= \$ = \$	
possibly	Cable TV	@ \$	/	= \$ = \$	
TOTAL ESTIMATE (State's Share)				= \$ 7,935,600.00	

Remarks: (Known utility owner names, etc.): UG phone line, UG Fiber Optic line, Pole - simple wooden and H style wood, H style metal/steel poles and steel towers. Steel Tower No. 605 said "Southern Sierra's Power Company" on it. There is probably cable TV etc thru town but I did not have time to capture that during 10/31/06 field review.

Memorandum

To: Cedrik Zemitis
Project Manager – Bishop

Date: July 14, 2008
File Ref.: Inyo 395 – PM 30.8/41.8
EA: 09-213400
Alt No.: Alternative 2A updated

Attention: Brian Wesling, Design Manager – Bishop 872-0630
Lee Scotese, Project Engineer – Bishop 872-0759

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

Subject: Right of Way Data Sheet – for Alternative 2A

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated: July 2, 2008 to update mitigation costs and information, so that all information is consistent. RW costs on Alternative 2A of the “Olancha/Cartago 4-Lane” project. The following assumptions and limiting conditions were identified:

1. Contractor needs to be aware that USA Alert has to be contacted prior to any digging. This information should go in the specials.
2. The Wednesday, May 28, 2008 Bishop “Status of Projects”, page 12, **has** outlined a target right of way certification date of: 2/1/2014. The anticipated year for rw costs is 2014.
3. The Project Engineer indicates that **new** right of way is required for this project.
4. Land costs have held themselves rather consistent over the last few years, so all rw costs within this report will be of the current or 2008 year.
5. The Environmental Branch has been contacted, they **do** have permit filing fees on this project. Information from MCCE form dated 7/11/08 is being used.
6. Relocation Assistance, Demo and Clearance, numerous utility conflicts plus DWP land ownerships, will all require a long lead time and they also increase estimated costs.
7. Right of Way activities (regular or “reg.” right of way work) can commence upon receipt of completed Certificate of Sufficiency. Anticipated Lead Times for this project will be –
 - ◆ Preparation of Right of Way Maps to Reg. R/W (beginning of regular right of way work). 9 Months
 - ◆ Reg. Right of Way (beginning of r/w work) to Right of Way Certification. 24 Months

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

ANTICIPATED Right of Way LEAD - TIME will require a minimum of 24 months after we receive certified Appraisal Maps, the necessary environmental clearances have been obtained, and freeway agreements have been approved.


NANCY ESCALLIER

Field Office Chief - Right of Way, Central Region - Bishop
(760) 872-0641 or 8-627-0641

ATTACHMENT E

RIGHT OF WAY DATA SHEET

REQUEST DATE: July 2008

From: FRE STK SLO BIS

District: 09 County: INYO Route: 395
 PM 30.8/41.8
 EA 09-213400 Alt No.: 2A updated

1. RIGHT OF WAY COST ESTIMATE: (entered into PMCS COST RW1-5 Screens)	Current Value Year 2008	Escalation Rate	Escalated Value Year 2014
Acquisition (Excess Lands, Damages & Goodwill, plus Grantor Appraisal fees)	\$ 4,062,946.00	5%	\$ 5,444,736.00
Mitigation – biological	\$ 3,105,000.00	5%	\$ 4,160,997.00
Mitigation – archaeological	\$ 760,000.00	5%	\$ 1,018,473.00
Utility Relocation (States share)	\$ 3,928,860.00	10%	\$ 6,960,215.00
Relocation Assistance	\$ 707,077.50	5%	\$ 947,551.00
Clearance/Demolition	\$ 510,344.70	5%	\$ 683,911.00
Title and Escrow Fees	\$ 74,000.00		\$ 74,000.00
TOTAL CURRENT VALUE	\$13,148,200.00 (r)		\$19,289,900.00 (r)
R/W SUPPORT COSTS			
Environmental permit/filing fees	\$ 11,607.00		\$ 11,607.00
Construction Contract Work (construction costs to be included in projects PS&E)			

2. Current anticipated date of RIGHT OF WAY CERTIFICATION: 2/2014

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

TYPE	NUMBER	DUAL APPR	UTILITIES		RR INVOLVEMENT	
X			U4-1		None	X
A	31- mitigation		-2		C & M Agmt	
B	72		-3	3	Service Contract	
C	2		-4		Lic/RE/Clauses	
D					MISC R/W WORK	
TOTAL:	105		U5-7		RAP Displacement	Yes
			5-8		Clear/Demo	Yes
			5-9		Const Permits	
EXCESS:	5 parcels are noted as having excess				Cond	Yes

Parcel Area: **Right of Way-** 320.28ac; 621ac mitigation = 31 parcels of 20ac in size. **Excess** - possibly 4.06ac

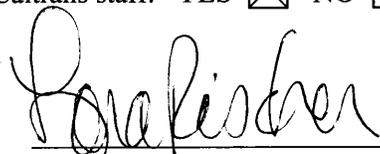
4. Items of construction contract work: YES NO

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.): Private ownerships, BLM, LA-DWP, buildings on leased land, houses and businesses.
 YES - RIGHT OF WAY REQUIRED NO – NONE REQUIRED

6. Effect on assessed valuation: YES NOT SIGNIFICANT NO
7. Utility facilities or rights of way affected: YES Utility Worksheet (exhibit 13-EX-6) attached. NO
- Note:** The following items may seriously impact lead time for utility relocation: a) Longitudinal policy conflict(s)
b) Environmental concerns impacting acquisition of potential easements c) Power lines operating in excess of 50KV and substations.
8. Railroad facilities or rights of way affected: YES Railroad Worksheet attached. NO
9. Previously unidentified sites with hazardous waste and/or material found: NONE EVIDENT
10. RAP displacements required: YES 6 residences (approx 3 residents per household; or approx. 18 displacees) and approx. 7 businesses are impacted by this Alternative. Please note: the improvements, along with garages and other out buildings will require demolition and clearance costs.
11. Material borrow and/or disposal sites required: YES NO
12. Potential relinquishments and/or vacations: YES NO
13. Existing and/or potential Airspace sites: YES NO
14. Environmental mitigation parcels required: YES According to the MCCE Form dated 7/11/08, 621 acres are required for mitigation. Total costs for that acreage comes to \$5,000/ac including the enhance/endow fees (land at \$3,000/ac and approx \$2,000/ac for the enhance/endow costs). This is approximately 31 additional parcels to be acquired, 20 acres in size. See chart on page 2. Also, RW now captures the Archaeological Mitigation costs. This has been determined at \$760,000.00, per information supplied by Project Manager.
15. All Right of Way work will be performed by Caltrans staff: YES NO

16. Data for evaluation provided by:

Estimator:


Lora Rischer Date: 7/15/08

Utility Relocation Coordinator:


Lora Rischer Date: 7/15/08

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

7/16/08
Date


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

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

By: _____ Date: _____

ATTACHMENT E

RIGHT OF WAY UTILITY ESTIMATE WORKSHEET

EXHIBIT
13-EX-6 (Rev. 8/95)

Date: 5/16/07 County: INYO Route: 395

EA: 09-21340k PM: 30.8/41.8

Description of Project: Olancha-Cartago 4-lane

UTILITIES	
U4-1	
-2	
-3	
-4	
U5-7	3
-8	
-9	

Estimate for: Preliminary Route Estimate R/W Data Sheet

Preferred Alternate Alt 1. Alt. 2A

Evidence of Utilities:

Gas Electric Telephone Cable TV Water
 Sewer Fiber Optics Other (explain in remarks)

Anticipated Utility Relocations:

Gas Electric Telephone Cable TV Water
 Sewer Fiber Optics Other (explain in remarks)

Estimated Cost of Utility Relocations:

				INITIAL RELOCATE	MOVE BACK
23,760 lf	Fiber Optic Line	@ \$	50.00 /ft	= \$ 1,188,000.00	= \$
16,368 lf	of UG Telephone Line	@ \$	50.00 /ft	= \$ 818,400.00	= \$
	Telephone Line	@ \$	/ft	= \$	= \$
	Wood Poles (Telephone)	@ \$	/Pole	= \$	= \$
92	Wood Poles (Electric)	@ \$	15,000 /Pole	= \$ 1,380,000.00	= \$
	Steel Poles H-Poles	@ \$	/Pole	= \$	= \$
	Steel Towers	@ \$	/Twr.	= \$	= \$
	Water Line	@ \$	/m	= \$	= \$
	Fire Hydrants	@ \$	/F.H.	= \$	= \$
	Sewer Line	@ \$	/m	= \$	= \$
2	Protection- F O Line	@ \$	2 /ea.	= \$ 30,000.00	= \$
	Other (explain): Cable TV	@ \$	/	= \$	= \$
TOTAL ESTIMATE (State's Share)				= \$	3,416,400.00

Remarks: (Known utility owner names, etc.): VERIZON Fiber Optic, LA-DWP or SCE electric.

Memorandum

To: Cedrik Zemitis
Project Manager – Bishop

Date: July 15, 2008
File Ref.: Inyo 395 – PM 30.8/41.8
EA: 09-213405
Alt No.: Alternative 3 updated

Attention: Brian Wesling, Design Manager – Bishop 872-0630
Lee Scotese, Project Engineer – Bishop 872- 0759

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

Subject: Right of Way Data Sheet for Alternative 3

We have completed a General Estimate (no field review) of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated: July 2, 2008 to update mitigation costs and information so that all information is consistent. RW costs for Alternative 3 on the “Olancha/Cartago 4-Lane” project. The following assumptions and limiting conditions were identified:

1. Contractor needs to be aware that USA Alert has to be contacted prior to any digging. This information should go in the specials.
2. The Wednesday, May 28, 2008 Bishop “Status of Projects”, page 12, **has** outlined a target right of way certification date of: 2/1/2014. The anticipated year for rw costs is 2014.
3. The Project Engineer indicates that **new** right of way is required for this project.
4. Land costs have held themselves rather consistent over the last few years, so all rw costs within this report will be of the current or 2008 year.
5. The Environmental Branch has been contacted, they **do** have permit filing fees on this project. MCCE form dated 7/11/08 is being used.
6. Relocation Assistance, Demo and Clearance, numerous utility conflicts plus DWP land ownerships, will all require a long lead time and they also increase estimated costs.
7. Right of Way activities (regular or “reg.” right of way work) can commence upon receipt of completed Certificate of Sufficiency. Anticipated Lead Times for this project will be –
 - ◆ Preparation of Right of Way Maps to Reg. R/W (beginning of regular right of way work). 9 Months
 - ◆ Reg. Right of Way (beginning of r/w work) to Right of Way Certification. 24 Months

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

ANTICIPATED Right of Way LEAD - TIME will require a minimum of 24 months after we receive certified Appraisal Maps, the necessary environmental clearances have been obtained, and freeway agreements have been approved.

NANCY ESCALLIER
Field Office Chief - Right of Way, Central Region - Bishop
(760) 872-0641 or 8-627-0641

ATTACHMENT E

RIGHT OF WAY DATA SHEET

REQUEST DATE: July 2008

From: FRE STK SLO BIS

District: 09 County: INYO Route: 395
 PM 30.8/41.8
 EA 09-213400 Alt No.: 3 updated

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

	Current Value Year 2008	Escalation Rate	Escalated Value Year 2014
Acquisition (Excess Lands, Damages & Goodwill)	\$ 2,605,143.00	5%	\$ 3,491,141.00
Mitigation – biological	\$ 3,120,000.00	5%	\$ 4,181,099.00
Mitigation – archaeological	\$ 1,000,000.00	5%	\$ 1,340,096.00
Utility Relocation (States share)	\$ 1,299,960.00	10%	\$ 2,302,958.00
Relocation Assistance	\$ 367,540.00	5%	\$ 492,539.00
Clearance/Demolition	\$ 98,647.00	5%	\$ 132,196.00
Title and Escrow Fees	\$ 66,000.00		\$ 66,000.00
TOTAL CURRENT VALUE	\$ 8,557,300.00 (r)		\$12,006,000.00 (r)
R/W SUPPORT COSTS			
Environmental permit/filing fees	\$ 11,607.00		\$ 11,607.00
Construction Contract Work (construction costs to be included in projects PS&E)			

2. Current anticipated date of RIGHT OF WAY CERTIFICATION: 2 /2014

3. **PARCEL DATA:**

(entered on PMCS EVNT RW screen)

TYPE	NUMBER	DUAL/APPR	UTILITIES		RR INVOLVEMENT	
X			U4-1		None	X
A	32- mitigation		-2		C & M Agmt	
B	79		-3		Service Contract	
C	2		-4		Lic/RE/Clauses	
D					MISC R/W WORK	
TOTAL:	113		U5-7	3	RAP Displacement	Yes
			5-8		Clear/Demo	Yes
			5-9		Const Permits	
EXCESS:	?				Cond	Yes

Parcel Area: **Right of Way** - 81 parcels, 271ac; 624 ac mitigation at 20ac per parcel=32 parcels. **Excess** - n/a? acres

4. Items of construction contract work: YES NO

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.): Private ownerships, BLM, LA-DWP, buildings on leased land, houses and businesses.

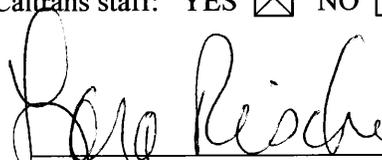
YES - RIGHT OF WAY REQUIRED NO – NONE REQUIRED

ATTACHMENT E

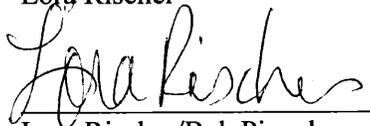
6. Effect on assessed valuation: YES NOT SIGNIFICANT NO
7. Utility facilities or rights of way affected: YES Utility Worksheet (exhibit 13-EX-6) attached. NO
- Note:** The following items may seriously impact lead time for utility relocation: a) Longitudinal policy conflict(s)
b) Environmental concerns impacting acquisition of potential easements c) Power lines operating in excess of 50KV and substations.
8. Railroad facilities or rights of way affected: YES Railroad Worksheet attached. NO
9. Previously unidentified sites with hazardous waste and/or material found: NONE EVIDENT
10. RAP displacements required: YES 5 residences and 3 businesses are impacted by this alternative on this project (Parcels 85, 88, 314, 315, 320, and 49). Please note: the improvements, along with garages and other out buildings will require demolition and clearance costs.
11. Material borrow and/or disposal sites required: YES NO
12. Potential relinquishments and/or vacations: YES NO
13. Existing and/or potential Airspace sites: YES NO
14. Environmental mitigation parcels required: YES According to MCCE form dated 7/11/08, 624 acres are required for mitigation purposes. Total costs for that acreage comes to \$5,000/ac including the enhance/endow fees (\$3,000/ac for the land and approx \$2,000/ac for enhance/endow costs). This is approximately 32 additional parcels to be acquired, 20 acres in size. See chart on page 2. Also, RW now captures the Archaeological Mitigation costs. This has been determined at \$1,000,000.00, per information provided by Project Manager.
15. All Right of Way work will be performed by Caltrans staff: YES NO

16. Data for evaluation provided by:

Estimator:


Lora Rischer Date: 7/15/08

Utility Relocation Coordinator:


Lora Rischer/Bob Pingel Date: 7/15/08

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

7/16/08
Date


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

RIGHT OF WAY UTILITY ESTIMATE WORKSHEET

EXHIBIT
13-EX-6 (Rev. 8/95)

Date: January 11, 2007 County: INYO Route: 395

EA: 09-21340k Alt 3 PM: 30.8/41.8

UTILITIES	
U4-1	
-2	
-3	
-4	
U5-7	2
-8	
-9	

Description of Project: "Olancha-Cartago 4-lane"

Estimate for: Preliminary Route Estimate R/W Data Sheet
 Preferred Alternate Alt 1. Alt. 2 Alt. 3

Evidence of Utilities:

Gas Electric Telephone Cable TV Water
 Sewer Fiber Optics Other (explain in remarks)

Anticipated Utility Relocations:

Gas Electric Telephone Cable TV Water
 Sewer Fiber Optics Other (explain in remarks)

Estimated Cost of Utility Relocations:

					INITIAL RELOCATE	MOVE BACK
15,840 lf	Fiber Optic Line	@ \$	60 /l ft	= \$	950,400.00 ^{o/c}	= \$
	m of UG Telephone Line	@ \$	/m	= \$		= \$
	Telephone Line	@ \$	/ft	= \$		= \$
	Wood Poles (Telephone)	@ \$	/Pole	= \$		= \$
12	Wood Poles (Electric)	@ \$	15,000 /Pole	= \$	180,000.00	= \$
	Steel Poles H-Poles	@ \$	/Pole	= \$		= \$
	Steel Towers	@ \$	/Twr.	= \$		= \$
	Water Line	@ \$	/m	= \$		= \$
	Fire Hydrants	@ \$	/F.H.	= \$		= \$
	Sewer Line	@ \$	/m	= \$		= \$
		@ \$	/ft.	= \$		= \$
	Other:	@ \$	/	= \$		= \$

TOTAL ESTIMATE (State's Share) = \$ 1,130,400.00^{o/c}

Remarks: (Known utility owner names, etc.): Verizon Fiber Optic and DWP or SCE Electric Poles.

Memorandum

To: Cedrik Zemitis
Project Manager – Bishop

Date: September 15, 2008
File Ref.: Inyo 395 – PM 29.7/41.8
EA: 09-213400
Alt No.: Alternative 4 revised

Attention: Brian Wesling, Design Manager – Bishop 872-0630
Lee Scotese, Project Engineer – Bishop 872-0759
Ron Chegwiddden, Project Engineer – Bishop 872-0764

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

Subject: Right of Way Data Sheet – for Revised Alternative 4

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated: 9/8/08 to update RW costs for recent revision to the alignment of Alternative 4. Alternative 4 is a newer and more westerly alternative on the "Olancho/Cartago 4-Lane" project. The following assumptions and limiting conditions were identified:

1. Contractor needs to be aware that USA Alert has to be contacted prior to any digging. This information should go in the specials.
2. The Monday, July 21, 2008 Bishop "Status of Projects", page 14, **has** outlined a target right of way certification date of: 2/1/2014. The anticipated year for rw cert is 2014.
3. The Project Engineer indicates that **new** right of way is required for this project.
4. Land costs have held themselves rather consistent over the last few years, so all rw costs within this report will be of the current or 2008 year.
5. The Environmental Branch has been contacted, they **do** have permit filing fees on this project. Information from Project Manager and the MCCE form dated 7/11/08 is being used.
6. Utility conflicts plus USFS, BLM and DWP land ownerships, all require a long lead-time.
7. Right of Way activities (regular or "reg." right of way work) can commence upon receipt of completed Certificate of Sufficiency. Anticipated Lead Times for this project will be –
 - ◆ Preparation of Right of Way Maps to Reg. R/W (beginning of regular right of way work). 9 Months
 - ◆ Reg. Right of Way (beginning of r/w work) to Right of Way Certification. 24 Months

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

ANTICIPATED Right of Way LEAD - TIME will require a minimum of 24 months after we receive certified Appraisal Maps, the necessary environmental clearances have been obtained, and freeway agreements have been approved.


NANCY ESCALLIER

Field Office Chief - Right of Way, Central Region - Bishop
(760) 872-0641 or 8-627-0641

RIGHT OF WAY DATA SHEET

REQUEST DATE: September 8, 2008

From: FRE STK SLO BIS

District: 09 County: INYO Route: 395
 PM 29.7/41.8
 EA 09-213400 Alt No.: 4 revised

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

	Current Value Year 2008	Escalation Rate	Escalated Value Year 2014
Acquisition (Excess Lands, Damages & Goodwill, plus Grantor Appraisal fees)	\$ 612,009.00	5%	\$ 820,150.00
Mitigation – biological	\$ 6,172,500.00	5%	\$ 8,271,740.00
Mitigation – archaeological	\$ 1,200,000.00	5%	\$ 1,608,115.00
Utility Relocation (States share)	\$ 1,592,750.00	10%	\$ 2,821,653.00
Relocation Assistance	\$ 74,348.00	5%	\$ 99,633.00
Clearance/Demolition	\$ 7,452.00	5%	\$ 9,986.00
Title and Escrow Fees	\$ 22,000.00		\$ 22,000.00
TOTAL CURRENT VALUE	\$9,681,100.00 (r)		\$13,653,300.00 (r)
R/W SUPPORT COSTS			
Environmental permit/filing fees	\$ 11,607.00		\$ 11,607.00
Construction Contract Work (construction costs to be included in projects PS&E)			

2. Current anticipated date of RIGHT OF WAY CERTIFICATION: 2/2014

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

TYPE	NUMBER	DUAL APPR.	UTILITIES		RR INVOLVEMENT	
X			U4-1		None	X
A	62 - mitigation		-2		C & M Agmt	
B	46		-3	3	Service Contract	
C			-4		Lic/RE/Clauses	
D					MISC R/W WORK	
TOTAL:	108		U5-7	3	RAP Displacement	Yes
			5-8		Clear/Demo	Yes
			5-9		Const Permits	
EXCESS:	Possibly 1 parcels				Cond	

Parcel Area: **Right of Way** – 467.33.30ac; and: 1,234.5ac mitigation = 62 parcels 20ac in size. **Excess** - possibly

4. Items of construction contract work: YES NO

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.): 22 private ownerships, BLM, USFS and LA-DWP owned parcels, most all are vacate high desert scrub land.

YES - RIGHT OF WAY REQUIRED NO – NONE REQUIRED

6. Effect on assessed valuation: YES NOT SIGNIFICANT NO
7. Utility facilities or rights of way affected: YES Utility Worksheet (exhibit 13-EX-6) attached. NO

Note: The following items may seriously impact lead time for utility relocation: a) Longitudinal policy conflict(s)
b) Environmental concerns impacting acquisition of potential easements c) Power lines operating in excess of 50KV and substations.

8. Railroad facilities or rights of way affected: YES Railroad Worksheet attached. NO
9. Previously unidentified sites with hazardous waste and/or material found: NONE EVIDENT
10. RAP displacements required: yes Parcel 320 (Owned by DWP, but leased out)
11. Material borrow and/or disposal sites required: YES NO Not Determined at this time
12. Potential relinquishments and/or vacations: YES NO
13. Existing and/or potential Airspace sites: YES NO
14. Environmental mitigation parcels required: YES According to the MCCE form dated 7/11/08, 1234.5 acres are required for mitigation purposes. Total costs for that acreage comes to \$5,000/ac including the enhance/endow fees (\$3,000/ac for the land and approx \$2,000/ac for enhance/endow costs). This is approximately 62 additional parcels to be acquired, 20 acres in size. See chart on page 2. Also, RW has been asked to capture the Archaeological Mitigation costs for this project. This has been determined at \$1,200,000.00, per information provided by Project Manager.
15. All Right of Way work will be performed by Caltrans staff: YES NO

16. Data for evaluation provided by:

Estimator:

Lora Rischer Date: 9/15/08
Lora Rischer

Utility Relocation Coordinator:

Lora Rischer Date: 9/15/08
Bob Pingel

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

9/15/08
Date

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

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

EXHIBIT
13-EX-6 (Rev. 8/95)

Date: 9-11-08

P.M.: 29.7/41.8

EA: 213400

UTILITIES	
U4-1	
-2	
-3	
-4	3
U5-7	3
-8	3
-9	

Description of Project: Olancha/Cartago 4-Lane Project

Estimate for: Alt 4] Preliminary Route Estimate

R/W Data Sheet (Preferred Alternate)

Evidence of Utilities:

Gas Electric Telephone Cable TV Water
 Sewer Fiber Optics Other (explain in remarks)

Anticipated Utility Relocations:

Gas Electric Telephone Cable TV Water
 Sewer Fiber Optics Other (explain in remarks)

Estimated Cost of Utility Relocations:

					INITIAL RELOCATE	MOVE BACK
TV	@ \$	/ft	= \$		= \$	
1000' of UG telephone Line	@ \$	30.00 /ft	= \$	30,000	= \$	
Telephone Line	@ \$	/ft	= \$		= \$	
Wood Poles (Telephone)	@ \$	/Pole	= \$		= \$	
9 Wood Poles (Electric)	@ \$	15,000 /Pole	= \$	135,000	= \$	
4 Wood Poles H-Poles	@ \$	25,000 /Pole	= \$	100,000	= \$	
2 Steel Towers	@ \$	500,000 /Twr.	= \$	1,000,000	= \$	
Water Line	@ \$	/m	= \$		= \$	
Fire Hydrants	@ \$	/F.H.	= \$		= \$	
Sewer Line	@ \$	/m	= \$		= \$	
2000' of Fiber Optics Line	@ \$	60.00 /ft.	= \$	120,000	= \$	
Other (explain) Cable TV	@ \$	/	= \$		= \$	

TOTAL ESTIMATE (State's Share) = \$ 1,385,000

Remarks: Known utility owner names, Verizon, SCE, & DWP

Olancha/Cartago - Alternative 4 revised

Right of Way Estimate
9-Inyo 395 – PM 29.7/41.8
EA 09-21340k

September 15, 2008

	Current Cost 2008	Escalated 6 yrs. 2014
Acquisition land :	\$484,356.00	
Contingency (15%)	\$72,653.00	
Grantor (11) Appraisal Fees	\$ 55,000.00	
Total Acquisition Cost	\$612,009.00	\$ 820,150.00
Mitigation, Biology: Approx. 1,234.5 ac needed. (\$3000/ac land \$2000/ac enhance & endow fees = \$5000/ac total cost).	See July's data sheet for info.	
Contingency (15%)		
Total Mitigation Bio. Cost	\$ 6,172,500.00	\$8,271,740.00
Mitigation, Archaeology: approx. amount as requested by Project Manager.	See July's data sheet for info.	
Contingency (15%)		
Total Mitigation Arch. Cost	\$ 1,200,000.00	\$ 1,608,115.00
Utility Relocation:	\$1,385,000.00	
Contingency (15%)	\$ 207,750.00	
Total Utility Cost	\$1,592,750.00	\$2,821,653.00
RAP:	\$ 64,650.00	
Contingency (15%)	\$ 9,698.00	
Total RAP Cost	\$ 74,348.00	\$ 99,633.00
Clearance/Demolition:	\$ 6,480.00	
Contingency (15%)	\$ 972.00	
Total Clearance/Demo Cost	\$ 7,452.00	\$9,986.00
Title and Escrow Fees:	\$ 22,000.00	\$ 22,000.00
TOTAL COST:	\$9,681,059.00	\$13,653,277.00
	® \$9,681,100.00	® \$13,653,300.00
Construction Contract Work	\$0	\$0

This estimate was prepared by: Lora Rischer
Calculations & Content verified by: 

MEMORANDUM OF UNDERSTANDING

BETWEEN

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- **Widen U.S. 395 in Inyo County to four lane expressway from P.M. 30.8 to 41.6 – Olancho/Cartago project. Achieve Project Approval and Environmental Document.**
- **Widen State Route 14 in Kern County to four lane expressway from P.M. 16.2 to 26.3 – North Mojave project. Achieve Project Approval and Environmental Document.**
- **This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECTS(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or the MOU shall be automatically terminated.**

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle

if the MOU is terminated.

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State ITIP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

Kern County, Council of Governments

Cathy Prout
Chairperson

Kirk Perkins
Deputy County Counsel

Ron Brummett
Executive Director

Inyo County Local Transportation Commission

Robert Kimball
Chairman

Paul Bruce
County Counsel

Jeff Jewett
Executive Director

Mono County Local Transportation Commission

Joann Ronci
Chairperson

Marshall Rudolph
County Counsel

Scott Burns
Executive Director

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

Thomas P. Hallenbeck, District Director
Caltrans, District 9

Bart Bohn, District Director
Caltrans, District 6

EA: 09-21340K
 Co-Rte-PM: INY-395-PM 30.8/41.8
 Date: 11/28/2006
 Project Mngr:

Project Name: Olancha/Cartago Four-Lane
 Telephone Number:

PROJECT RISK MANAGEMENT PLAN

Priority	PROJECT RISK MANAGEMENT PLAN																	
	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days) (14)=(12)x(13)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	
	Active		11/28/2006 PID	Environmental	Environmental contract is not in place for Phase II archeological studies (current on-call contract expires 12/31/2007)	Time line to get Task Order in place to begin Phase II studies is not being met.	Schedule				0%			Avoidance	This risk must be avoided. In order to avoid this risk, planning must occur to ensure that a contract is in place prior to being needed. Plans are extend current On-Call contract, have an On-Call contract ready to go when current expires (no lapse), or have project specific contract. All three should be pursued.	Tom Mills	11/28/2006	
	Active		11/28/2006 PID	Environmental	Environmental Document challenged.	Final Environmental document is challenged. This would occur after the Notice of Determination for the FED.	Schedule Cost				0%			Avoidance	Public outreach during environmental studies (Public Hearing, etc.) should allow for public input into the likely hood of this occurring. Providing the public accurate and complete information is essential.	Juergen Vespermann	11/28/2006	
	Active		11/28/2006 PID		Work not covered by study area	Project work extends beyond study area.	Schedule Cost				0%			Avoidance	First action would be avoidance, second if team agrees that acceptance is necessary, then this would require schedule/cost updates.	Juergen Vespermann	11/28/2006	
	Active		11/28/2006 PID		Public controversy.	There is public controversy over the project alternative(s).	Schedule				0%			Avoidance	Public outreach during environmental studies (Public Hearing, etc.) would allow for public input for consideration in avoiding this risk. Providing the public accurate and complete information is essential.	Juergen Vespermann	11/28/2006	
	Active		11/28/2006 PID		LADWP issues regarding bridge, wells, right of way.	- Complications with bridge replacement are identified. - Wells requiring relocation are encountered. - Condemnation is required for Right of Way.	Schedule Cost				0%			Avoidance Mitigation	- For schedule, avoidance should be the action taken. This would be accomplished through close coordination with LADWP. - Mitigation costs are added to avoid schedule delays by implementing additional requirements if necessary.	Brian Wesling / Nancy Escallier	11/28/2006	
	Active		11/28/2006 PID		1918 Influenza Cemetery within footprint of Preferred Alternative.	Preferred alternative impacts identified site.	Schedule Cost				0%			Avoidance	Primary impact would be to schedule. Make minor modifications to alignment to avoid site.	Tom Mills	11/28/2006	

PROJECT RISK MANAGEMENT PLAN

Priority	PROJECT RISK MANAGEMENT PLAN																	
	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14) = (12)x(13)	(15)	(16)	(17)	(18)	
	Active		11/28/2006 PID		Archeological burial sites within footprint of Preferred Alternative.	Preferred alternative impacts identified burial site.	Schedule Cost				0%			Mitigation	First response would be avoidance, however these sites are usually located when avoidance is not an option. Through close coordination with the local Tribe, mitigation measures should be taken such as re-burial, protection, etc.	Tom Mills	11/28/2006	
	Active		11/28/2006 PID		Archeological and historical sites will expand during Phase 3.	Preferred alternative impacts identified site.	Schedule Cost				0%			Mitigation	First response would be avoidance, however these sites are usually located when avoidance is not an option. Mitigation would be the response through including contingencies in the event this occurs.	Tom Mills	11/28/2006	
	Active		11/28/2006 PID		DWP wells need to be relocated.	Preferred alternative impacts well that will need to be relocated.	Schedule Cost				0%		Avoidance Mitigation	Production Well - avoidance is the preferred response, as relocation of a production well requires extensive environmental impact determination. Monitoring Well - if a monitoring well is impacted, avoidance is preferred, however, it is likely that mitigation will be required through relocation and correlation of the new with the existing	Brian Wesling	11/28/2006		
	Active		11/28/2006 PID		Concurrence on Phase II evaluations by SHPO delayed.	SHPO concurrence on Phase II studies does not occur within expected time frame.	Schedule				0%			Avoidance	Avoidance through accurate and complete communication with SHPO. Elimination of re-work or re-evaluation by agency. Timely response to SHPO inquiries.	Tom Mills / Juergen Vespermann	11/28/2006	
	Active		11/28/2006 PID		MOA and Effects concurrence by SHPO delayed.	SHPO concurrence on MOA and Effects does not occur within expected time frame.	Schedule				0%			Avoidance	Avoidance through accurate and complete communication with SHPO. Elimination of re-work or re-review by agency. Timely response to SHPO inquiries.	Tom Mills / Juergen Vespermann	11/28/2006	
	Active		11/28/2006 PID		External agency reviews delayed.	External Agency reviews do not occur within expected time frame.	Schedule				0%			Avoidance	Avoidance through accurate and complete communication with external agencies. Elimination of re-work or re-review by the agency. Timely response to inquiries.	Juergen Vespermann / Environmental	11/28/2006	
											0%							

Appendix L

Planning Scoping Checklist

PROJECT INFORMATION

District	County	Route	Kilometer Post/Post Miles	EA
09	Inyo	395	30.8/41.8 PM	09-21340

Project Description: construct 4-lane expressway

Title	Name	Phone Number
Project Manager	Tom Meyers	872-0681
Project Engineer	Brian Wesling	872-0630
Contact Planner*		
Regional Planner	Ryan Dermody	872-0659
Air Quality/Env. Planner	Mark Heckman	872-0734
Systems Planner	Brandon Fitt	
IGR Planner	Gayle Rosander	872-0785
Community Planner	Forest Becket	
Goods Movement Planner	Dave Bloom	
Transit Planner	Rick Franz	
Non-Motorized Modes Planner	Dave Bloom	
ITS Planner	Dave Bloom	
Native American Liasion	Forest Becket	
Other		

*The Contact Planner coordinates with the other planners to provide complete project-related information. The Contact Planner identifies other planning contacts here.

Project Funding

Type of funding: STIP/SHOPP/Special	STIP
Is this a measure project? If yes, what is the measure?	
Is this project split-funded? If yes, what is the measure?	
Other	MOU project, with funding from Inyo, Mono, and Kern Counties, along with IIP.

Regional Planning

Name of MPO/RTPA/LTC	Inyo County Local Transportation Commission
Date of RTP, page no.	Inyo County Regional Transportation Plan - April 2006, Page 5-3
Air Quality District (Name)	Great Basin Unified Air Pollution Control District
Project Description as Noted in the Regional Transportation Plan: Olancha & Cartago Four-Lane Project	
Does Air Quality District have attainment or non-attainment status? Non-Attainment	
If yes for non-attainment status, please give details? The project is within a non-attainment area due to blowing dust from the Owens Dry Lake. The area is currently under the Owens Valley PM 10 (State Implementation Plan) to address the non-attainment status. The State Implementation Plan indicates that transportation is not a significant contributor.	

Native American Planning

1. Is the project within an Indian Reservation or Rancheria?	No.
A. Is the Project near an Indian Reservation or Rancheria?	Nearest Reservation: Lone Pine Paiute-Shoshone Reservation is 14 miles north.
B. If so, has the Tribal Government been contacted and consulted?	No direct impact consultation required.
C. Will the project have any impacts to the Native American community, and if so, has mitigation been identified and accounted for in the estimated costs, i.e., Native American monitoring? (Example of impacts below) <ul style="list-style-type: none"> i. Transportation ii. Land Use iii. Employment iv. Economic Development v. Housing vi. Community Development vii. Environmental (i.e., Section 106 Consultation) 	Section 106 consultation will likely take place with the greater Eastside tribal community. Significant Archeology sites exist in the project area. These components will be administered by the District Native American Coordinator (Tom Mills). Native American Monitors will likely be used for certain phases of the project.
D. Does the Department have the right-of-way? If the project requires an expansion onto trust or allotted lands, has the Tribe and the Bureau of Indian Affairs been notified? If yes, state response; if no will we have to go on Native American land?	Right of Way not acquired yet. No tribal held lands involved.

E. Are there any applicable Tribal laws, i.e., Tribal Employment Rights Ordinances (TERO), environmental, etc., that need to be included into the contract language which will require coordination with the Tribe for compliance?	No
F. If the project is <i>not</i> on or near an Indian Reservation, but is within the ancestral area of a Tribe, are there any prehistoric, archeological, cultural, spiritual and ceremonial sites located within or adjacent to the planned project? Are there any other social factors that will have impact to the project planned? If yes, please give details.	Yes. Some significant archeological sites exist near the project area.
a. If so, has the Tribe, Native American Heritage Commission, descendants or other applicable person, Tribe, or public entity been contacted?	Yes, information has been shared with the "Obsidian Trail" video.
b. Will the project require a Native American monitor? i. If so has the cost been included into the project estimates?	This and other related questions will have to be answered by the Native American Coordinator.
G. In the event of project redesign, will the changes impact a Native American community as describe above in #1 or #2? Will different alternatives of project redesign have an impact?	No

System Planning

TCR Date	
Was this project identified in the TCR?	
What was the deficiency in the TCR? Is the project recommendation still valid to correct it? If yes, please give details.	
Rural, Urbanizing, or Urban?	
Functional Classification:	
Describe the Forecasted 10 and 20 year VMT, AADT, and 5 Axle Truck data in the TCR. Source of Forecast: Traffic and Project Analysis Tools: Name the Micro, Macro tool(s) used.	
Project Setting:	

IGR Planning: list recent IGR projects (within the last five years) that may affect this segment of the state highway, and may affect the proposed transportation improvements.

Local Agency	Date	Type of project/Mitigation/Who is paying for Mitigation?
Inyo County Planning Pm 31.5 west	2005	Crystal Geyser II – MUST contact County for current status and work w/ them and CG. Time extension had been approved. CG is to do bldg set back for 4-Lane R/W needs and provide US 395 improvements including accel and decel lanes on US 395. CG would also have to modify its access to the 4-Lane facility.
Inyo County Planning Pm 32.3 east	2003	Smith Olancha RV Park – pretty sure this died. Gave them info of possible 4-lane alignment that could go through it.
Indian Wells Valley Water District Pm 33.2 west Pm 33.1 east Pm 35.1 west	2001 2003 2003	Grant Aquifer Testing Stine Aquifer Testing Borlase Aquifer Testing
Inyo County Planning/Public Works Pm 34.1 west	2005	Olancha Mobil Mart Expansion – access upgrades, ended up being a Permits issue
LADWP Pm 34.7 east	2004	Haiwee Power Line Extension (Over SR 190)
Inyo County Planning Pm 36.3 east	2002+	Crystal Geyser Roxanne Expansion/Modifications
Inyo County Planning Pm 39.7 east	2003	Borax Owens Lake Mining Expansion – Project proponent just ended up doing signs, tried to get some R/W for sight improvements but not pushed for by County

Community Planning:

Are there any active/proposed Environmental Justice or Community-Based Planning Grants in the project area?	No.
If so, describe the project and how/where it will interact with the project:	N/A
Will the transportation improvements impact the community?	Not a very defined community, but yes, any alternative will have an impact.
If so, describe community participation plans for this PSR:	None developed so far. If significant movement in PA & ED starts to occur to move things forward, one could be developed.
Describe how Context Sensitive Solutions improve the transportation project?	Avoidance of environmentally sensitive areas, contouring of alignment, and other geometric design elements can make a big difference in assuring view-shed preservation.
Has Community Planning worked with	Avoidance of environmentally

neighborhood/community groups in the area of the proposed improvements?	sensitive areas, contouring of alignment, and other geometric design elements can make a big difference in assuring view-shed preservation.
Describe the issues, concerns, and recommendations of the neighborhood/community groups?	They want to ensure Ranch House Café does not go out of business, but they also want to keep their mature cottonwood trees along the current highway alignment.
How can the neighborhood/community group suggestions be incorporated into the project?	These factors will play a role in determining the preferred alternative.
Describe any other community planning issues	If this segment becomes the only non-4-laned segment of US 395 in Inyo County, community issues will likely fade with the growing importance the complete 4-laning.

Goods Movement Planning:

Is the project located on a Global Gateways Development Program route?	No
Is the project on a current and/or projected high truck volume route (e.g., AADTT of 5 axle trucks is greater than 3000). How does the project take this demand into consideration?	No
Is the project located near a land or seaport? If so describe the port and discuss circulation needs:	No
List the airport located within ten miles of the project. Is the airport access on the same State highway as the project? Describe how this project improves the airport circulation?	None

Describe how this project will enhance the movement of goods, both locally and throughout the State:	Four lanes will decrease the time involved for interregional movement of goods.
Describe the special features being considered for the project to accommodate truck traffic, and at-grade railroad crossings?	None
How does the project integrate with other modes, e.g., rail, maritime, air?	N/A
Other Goods Movement issues?	None

Multimodal and Non-Motorized Considerations:

Name the local transit authority that operates within the corridor near the project.	Inyo Mono Transit
Describe the transit authority's improvement plans that impact the corridor	Though the Olancha/Cartago/Keeler route is currently not in operation, it will be back in service when the Joint Powers Agreement is finalized. (July 1 st 2007) Construction could affect the route timing and cause delays. The CREST bus also operates MWF with service from Mammoth to Ridgecrest and back. If the option to go around Olancha/Cartago is chosen, something will have to be done to accommodate these riders. Currently bus stops are planned at the Ranch House Café and Post Office. These plans will have to change if the decision is made to detour around the town.
Is the project near a transit center? Describe project improvements that accommodate transit facilities:	Though there are no real transit centers in the area, there are bus stops where customers for the CREST bus are picked up in Olancha. (and later, the Olancha/Cartago/Keeler route) These stops will have to be changed depending on which option is chosen.
Does this corridor accommodate bicycle lanes? Describe plans for bicycles.	Shoulders will accommodate bicycle throughput.
Does this corridor serve as a main street? If so, describe how this project will benefit parking/pedestrian crossing facilities/bicycle lanes.	This route serves as a main street for the towns located along 395. Should the decision be made to go through Olancha, certain options such as a crosswalk near the bus stops and maybe even a sidewalk to enhance accessibility should be discussed.
Are there sidewalks, or are pedestrians forced to walk in the roadway?	No sidewalks are planned.
If this project is not located on a freeway, does this	Whatever option is chosen, ADA

<p>corridor have ADA improvements to accommodate disabled pedestrians? Are ADA improvements part of the project? Describe the current availability of disabled access</p>	<p>improvements will need to be considered. Highway 395 is a major thoroughfare and as such, any bus stops would need to be accessible and safe for the elderly and disabled riders. Also, there should be a safe, accessible path of travel leading to any bus stop if it is located on the highway. This should be taken into consideration when deciding which project option to choose. For the option that detours around town, a bus shelter may need to be built along with parking to accommodate residents using public transportation. Some form of communication might need to be provided to allow the riders (especially elderly and disabled) to see if the bus has been delayed due to weather or other circumstances since cell phone services are spotty along the 395 corridor. Either a digital message board or payphone could be used.</p>
<p>Describe the traffic calming features that are being suggested for this project: Describe any other transit/non-motorized improvement options are being considered among the proposed alternatives?</p>	<p>No</p>
<p>Does this corridor accommodate equestrian traffic? Describe the project features that are being considered to improve safety for riders/vehicular traffic.</p>	<p>Equestrian crossings should be part of alternative 3 variants.</p>
<p>Describe any other unique features of this project.</p>	

Intelligent Transportation Systems:

Identify/Describe the ITS components planned for this project.	Consider replacement and possible addition of count stations. Add CMS per District CMS plan.
The ITS components have to be part of the Regional or Statewide Architecture. Identify which applies to this project.	Approved regional architecture
Document how the systems engineering analysis requirements are being met for the ITS components of this project. Source: Systems Engineering Guidebook for ITS/Local Assistance Guide for ITS.	
Document the compatibility of the ITS improvements with the Traffic Operations Master Plan.	The Traffic Operations Master Plan has not been completed.

M e m o r a n d u m

*Flex your power!
Be energy efficient!*

To: **LEE SCOTESE**
Design J

Date: May 30, 2008

File: 09-21340K
INY-395-PM 29.2/41.80
Olanca Cartago 4 Lane



From: **DONNA HOLLAND**
Traffic Operations

Subject: Traffic Index (TI) Calculations and Design Designation

Attached you will find the Traffic Index (TI) Calculations and Design Designation for the Olanca Cartago 4 Lane project on US 395 between PM's 29.20 and 41.80. This report updates any previous report you have received. Please include the DHV below as your Design Designation on your plan sheets.

Data Year.....	2006 AADT = 6400
Construction Year AADT.....	2014 AADT = 6930
5 Year AADT.....	2019 AADT = 7280
10 Year AADT.....	2024 AADT = 7660
20 Year AADT.....	2034 AADT = 8460
5 Year TI.....	2019 TI = 10.0
10 Year TI.....	2024 TI = 11.0
20 Year TI.....	2034 TI = 12.0
Construction Year DHV.....	2014 DHV = 1140
5 Year DHV.....	2019 DHV = 1200
10 Year DHV.....	2024 DHV = 1260
20 Year DHV.....	2034 DHV = 1390
2006 Directional Split = 76.77 %	
2006 Trucks = 21.5 %	

If you have any questions, please do not hesitate to call me. I may be reached at (760) 872-0711 or CALNET 8-627-0711.

Attachment

c: File

ATTACHMENT I

TRAFFIC INDEX and DESIGN DESIGNATION CALCULATION SHEET

CO-RTE-PM INY-395-PM 29.2/41.80
EA 09-21340K
JOB NAME Olancha Cartago 4 Lane

Requested by: Lee Scotese
Unit: Design J
Date: 05/30/08

Census Year 2006
Construction Year 2014
Complete Construction Year 2015
2 Way AADT 6,400
Lane Distribution Factor 1.0 (Table 602.3B, Highway Design Manual)

	AM Peak	PM Peak
Peak Hour Percent, K	14.92	16.48
Directional Split, D	65.22	76.77
Product of K and D, KD	9.73	12.65
DHV = AADT x K /100	955	1055

PERCENT TRUCKS (%) 21.5
1 WAY TRUCK VOLUME 1056
GROWTH FACTOR, %/Year 1.0

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

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

FIVE YEAR TRAFFIC INDEX

Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	5 Year Constant	Lane Factor	ESALs
2 axle	30.65	324.0	1.1212	363.0	345	1	125,235
3 axle	9.44	100.0	1.1212	112.0	920	1	103,040
4 axle	7.77	82.0	1.1212	92.0	1470	1	135,240
5 axle	52.14	551.0	1.1212	618.0	3445	1	2,129,010
TOTALS	100	1057.0		1185.0			2,492,525

Five Year TI **10.0**

TEN YEAR TRAFFIC INDEX

Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	10 Year Constant	Lane Factor	ESALs
2 axle	30.65	324.0	1.1495	372.0	690	1	256,680
3 axle	9.44	100.0	1.1495	115.0	1840	1	211,600
4 axle	7.77	82.0	1.1495	94.0	2940	1	276,360
5 axle	52.14	551.0	1.1495	633.0	6890	1	4,361,370
TOTALS	100	1057.0		1214.0			5,106,010

Ten Year TI **11.0**

TWENTY YEAR TRAFFIC INDEX

Vehicle Type	Trucks (%)	Present ADT One Way	Expansion Factor	Expanded ADT One Way	20 Year Constant	Lane Factor	ESALs
2 axle	30.65	324.0	1.2081	391.0	1380	1	539,580
3 axle	9.44	100.0	1.2081	121.0	3680	1	445,280
4 axle	7.77	82.0	1.2081	99.0	5880	1	582,120
5 axle	52.14	551.0	1.2081	666.0	13780	1	9,177,480
TOTALS	100	1057.0		1277.0			10,744,460

Twenty Yr TI **12.0**

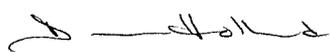
SHOULDER TIs

Design Life	2% ESALs	TI
5 Year	49,851	6.5
10 Year	102,120	7.0
20 Year	214,889	7.5

-----DESIGN DESIGNATION-----

Design Designation is based on year of construction per HDM 103.1

Construction Year AADT.....	AADT (2014) = 6930
Five Year AADT.....	AADT (2019) = 7280
Ten Year AADT.....	AADT (2024) = 7660
Twenty Year AADT.....	AADT (2034) = 8460
Construction Year DHV.....	DHV (2014) = 1140
Five Year DHV.....	DHV (2019) = 1200
Ten Year DHV.....	DHV (2024) = 1260
Twenty Year DHV.....	DHV (2034) = 1390
D = 76.77 %	
T = 21.5 %	



TRAFFIC OPERATIONS

May 30, 2008

DATE

TRAFFIC DATA

Project: Olancha/Cartago 4 Lane, Inyo 395, 09-21340, PM 29.2-41.8

The traffic information was compiled using the following sources:

Speed Zone Survey: The segment encompasses three speed zones.

Description	Post Mile	Direction	Pace MPH	85% MPH
65 MPH Zone	28.0	N/B	63-72	75
		S/B	62-71	74
55 MPH Zone	35.0	N/B	53-62	62
		S/B	48-57	57
65 MPH Zone	37.0	N/B	57-66	73
		S/B	54-63	66

Accident Data:

3 year Table B – 09/01/2004 to 08/31/2007

Accident Rates expressed in Million Vehicle Miles (MVM).

Accident Rates (Per MVM)*		
Types	Actual Avg.	Statewide Avg.
Fatal	0.035	0.028
F + I*	0.25	0.41
Total	0.53	0.84
* Accidents per Million Vehicle Miles		
* Fatal plus Injury		

Summary: 46 collisions were recorded during the three-year period of this study. There were 3 fatal collisions resulting in 4 fatalities and 9 injuries. 19 of the collisions were injury accidents with a total of 33 injuries. 24 collisions were PDO.

Accident Statistics:

- 76.1% (35) occurred when the weather was clear.
- 65.2% (30) occurred during hours of daylight.
- 91.3% (42) occurred when the pavement was dry.

TRAFFIC DATA (Continued)

Accident Statistics (cont.):

60.9% (28) were single vehicle collisions.
28.3% (13) were two vehicle collisions.
10.9% (5) were three or more vehicle collisions.

6.5% (3) Fatal collisions.
41.3% (19) Injury collisions
52.2% (24) Property Damage Only Collisions

58.7% (27) were traveling northbound.

Type of Collision:

34.8% (16) Overturn.
28.3% (13) Hit Object
15.2% (7) Sideswipe.
10.9% (5) Rear End.
4.3% (2) Head On.
4.3% (2) Other
2.2% (1) Broadside.

Primary Collision Factor:

30.4% (14) Improper Turn.
23.9% (11) Unsafe Speed.
21.7% (10) Other Than Driver.
15.2% (7) Other Violation.
6.5% (3) Influence of Alcohol.
2.2% (1) Failure to Yield.

Vehicle Type:

47.1% (33) Passenger vehicle
21.4% (15) Semi truck
17.1% (12) Pickup truck
5.7% (4) Passenger car and trailer
4.3% (3) Other motor vehicle
4.3% (3) Pickup truck and trailer

6.5% (3) Spilled Loads
10.9% (5) Animal - Livestock

TRAFFIC DATA (Continued)

Recommendations:

A Safety Project consisting of shoulder widening to 8 ft and installation of rumble strips and centerline rumble strip in No Passing sections was completed through these same post miles in October 2006. The accident data in this report was collected prior to, during and after the installation of these recently made improvements.

Consideration should be given to the following:

- Monitor Interactive Speed Sign effectiveness.
- Improve clear zone recovery.
 - Remove/relocate/protect fixed objects.
 - Upgrade guardrail end treatments.
- Preserve/enhance safe sight distance at intersections.
- Limit access to permitted approaches.

Memorandum

To: BRIAN WESLING
Design Engineer

Date: May 16, 2007

Attn: KURT WEIERMANN

File: Inyo-395-30.8/41.8
Roadway Rehabilitation
09-21340K

From: **DEPARTMENT OF TRANSPORTATION**
District 10 – Materials Branch

Subject: Flexible Pavement Deflection Study Report

In accordance with your request, we have developed pavement rehabilitation alternatives for the above referenced project. Design recommendations are based on a deflection study conducted on April 3, 2007 by personnel of the Office of Pavement Rehabilitation, OPR. The deflection tests were done in 20 sections. To determine the existing asphalt concrete (AC) thickness and the type of base materials, one core in each test section was taken during field testing.

A condition survey was made at the time of the deflection study to assess the severity of pavement distresses. The survey indicated that the surface of pavement is Rubberized Asphalt Concrete (RAC). The pavement reveals no apparent distress conditions. The project is located in a rural area with few left or right turning lanes.

The collected data were analyzed for structural adequacy, reflective crack retardation and ride quality. The following recommendations can be used for this project. A final Deflection Study will not be necessary for this project.

The district reports that the 5 year Traffic Index (TI₁₀) is 10.5 for this project.

Table 1: Generalized Data used in developing rehabilitation strategies.

Direction	TI ₁₀	Location PM/PM	Lane	Base Type	Avg. AC Thickness	Avg. 80 th Percentile	Tolerable Deflection
NB	10.5	31.0/32.0	1	OTB	0.90 ft	0.010"	0.011"
NB	10.5	32.0/33.0	1	OTB	0.88 ft	0.010"	0.011"
NB	10.5	33.0/34.0	1	OTB	0.90 ft	0.009"	0.011"
SB	10.5	34.0/33.0	1	OTB	0.80 ft	0.010"	0.011"
SB	10.5	33.0/32.0	1	OTB	1.10 ft	0.011"	0.011"
SB	10.5	32.0/31.0	1	OTB	0.75 ft	0.011"	0.011"

Direction	TI10	Location PM/PM	Lane	Base Type	Avg. AC Thickness	Avg. 80 th Percentile	Tolerable Deflection
NB	10.5	34.0/35.0	1	OTB	1.10 ft	0.010"	0.011"
SB	10.5	35.0/34.0	1	OTB	1.10 ft	0.011"	0.011"
NB	10.5	35.0/36.0	1	OTB	1.05 ft	0.009"	0.011"
NB	10.5	36.0/37.0	1	OTB	0.70 ft	0.009"	0.011"
NB	10.5	37.0/38.0	1	OTB	1.00 ft	0.011"	0.011"
SB	10.5	38.0/37.0	1	OTB	0.55 ft	0.011"	0.011"
SB	10.5	37.0/36.0	1	OTB	1.00 ft	0.008"	0.011"
SB	10.5	36.0/35.0	1	OTB	1.10 ft	0.009"	0.011"
NB	10.5	38.0/39.0	1	OTB	1.10 ft	0.008"	0.011"
NB	10.5	39.0/40.0	1	OTB	0.45 ft	0.013"	0.011"
NB	10.5	40.0/41.0	1	OTB	0.70 ft	0.011"	0.011"
SB	10.5	41.0/40.0	1	OTB	0.90 ft	0.008"	0.011"
SB	10.5	40.0/39.0	1	OTB	0.50 ft	0.012"	0.011"
SB	10.5	39.0/38.0	1	OTB	0.60 ft	0.009"	0.011"

Ten-Year Rehabilitation Recommendations

As the recorded deflection are less than the Tolerable Deflections, the roadway has structural adequacy. Further, as the existing surface was overlaid last construction season and the Deflectometer Operator noted no pavement distress in the form of cracking, there is no need to overlay for reflective cracking. Therefore it is recommended that no overlay be placed for this project.

If you have any questions or comments, please contact me at (209) 948-7951.



Dave Whaling, P.E.
District Materials engineer

TRAFFIC MANAGEMENT PLAN CHECKLIST

District / EA: 09 / 21340
Date Prepared: April 16, 2007
Prepared By: Brian Wesling

Co.-Rte-PM: Iny-395-30.8/41.8
Description: Olancha/Cartago 4-Lane

Included in Project	Under Dvlpmt	Not required	Not Applicable	COMMENTS
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1.0 Public Information

- 1.1 Brochures and Mailers
- 1.2 Media Releases (& minority media sources)
- 1.3 Paid Advertising
- 1.4 Public Information Center
- 1.5 Public Meetings/Speakers Bureau
- 1.6 Telephone Hotline
- 1.7 Visual Information (videos, slide, shows, etc.)
- 1.8 Total Facility Closure
- 1.9 Local cable TV and News
- 1.10 Traveler Information Systems (Internet)
- 1.11 Internet

Included in Project	Under Dvlpmt	Not required	Not Applicable	COMMENTS
		X		Incop at time of const by PIO
		X		
		X		
		X		
		X		
		X		
		X		
		X		
		X		
		X		
		X		Incop at time of const by PIO

2.0 Motorist Information Strategies

- 2.1 Electronic Message Signs
- 2.2 Changeable Message Signs
- 2.3 Extinguishable Signs
- 2.4 Ground Mounted Signs
- 2.5 Commercial Traffic Signs
- 2.6 Highway Advisory Radio (fixed and mobile)
- 2.7 Planned Lane Closure Web Site
- 2.8 Caltrans Highway Information Network (CHIN)
- 2.9 Radar Speed Message Sign

Included in Project	Under Dvlpmt	Not required	Not Applicable	COMMENTS
		X		
X				Included in Project Plans
		X		
X				Included in Project Plans
		X		
		X		
		X		
		X		

3.0 Incident Management

- 3.1 Call Boxes
- 3.2 Construction or Maintenance Zone Enhance Enforcement Program - COZEEP or MAZEEP
- 3.3 Freeway Service Patrol
- 3.4 Traffic Surveillance Stations (loop detectors and CCTV)
- 3.5 911 Cellular Calls
- 3.6 Transportation Management Center
- 3.7 Traffic Control Officers
- 3.8 CHP Officer in TMC during construction
- 3.9 Traffic Management Teams
- 3.10 On-site Traffic Advisor
- 3.11 CHP Helicopter
- 3.12 Upgraded Equipment

Included in Project	Under Dvlpmt	Not required	Not Applicable	COMMENTS
		X		
	X			
		X		
		X		
		X		RE & inspectors have cell phones
		X		
		X		
		X		
		X		
		X		

ATTACHMENT K

Included in Project	Under Dvlpmt	Not required	Not Applicable	COMMENTS
---------------------	--------------	--------------	----------------	----------

4.0 Construction Strategies

- 4.1 Incentive/Disincentive Clauses
- 4.2 Ramp Metering
- 4.3 Lane Rental
- 4.4 Off peak/Night/Weekend Work
- 4.5 Planned Lane/Ramp Closures
- 4.6 Project Phasing
- 4.7 Temporary Traffic Screens
- 4.8 Total Facility Closure
- 4.9 Truck Traffic Restrictions
- 4.10 Variables Lanes
- 4.11 Extended Weekend Closures
- 4.12 Reduced Speed Zones
- 4.13 Coordination with adjacent construction
- 4.14 Traffic Control Improvements
- 4.15 Contingency Plans
 - 4.15.1 Material Plant on standby
 - 4.15.2 Extra Critical Equipment on site
 - 4.15.3 Material Testing Plan
 - 4.15.4 Alternate Material on site
(In case of failure or major delays)
 - 4.15.5 Emergency Detour Plan
 - 4.15.6 Emergency Notification Plan
 - 4.15.7 Weather Conditions Plan
 - 4.15.8 Emergency Funding Plan
 - 4.15.9 Delay Timing and Documentation Plan
 - 4.15.10 Late Closure Reopening Notification
(Policy & Plan)
 - 4.15.11 Traffic Inspector on site

X				
		X		
		X		
		X		
X				
X				
	X			
		X		
		X		
		X		
		X		
X				DTM, PE & RE involved by SSP's
		X		
X		X		Proj includes contingency SSP's
		X		
X				Per SSP
X				
	X			
		X		
	X			RE to be informed of contacts
	X			Specifications addresses this
		X		
		X		
		X		
X				Const inspectors will be on site

5.0 Demand Management

- 5.1 HOV Lanes/Ramps
- 5.2 Park-and-Ride Lots
- 5.3 Parking Management/Pricing
- 5.4 Rideshare Incentives
- 5.5 Rideshare Marketing
- 5.6 Transit, Train, or Light-Rail Incentives
- 5.7 Transit Service Improvements
- 5.8 Variable Work Hours
- 5.9 Telecommute
- 5.10 Ramp Metering

		X		
		X		
		X		
		X		
		X		
		X		
		X		
		X		
		X		
		X		

6.0 Alternate Route Strategies

- 6.1 Ramp Closures
- 6.2 Street Improvements
- 6.3 Reversible Lanes
- 6.4 Temporary Lanes or Shoulders Use
- 6.5 Freeway to freeway connector closures

		X		
		X		
		X		
		X		
		X		

Included in Project	Under Developmt	Not required	Not Applicable	COMMENTS

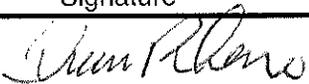
7.0 Other Strategies

- 7.1 Application of new technology
- 7.2 Innovative products
- 7.3 Improved specifications
- 7.4 Staff Training/Development
- 7.5 Upgraded Equipment

	X		Possible candidate for Cold Foam
		X	Recycling
	X		
		X	
		X	

Peer Review Committee:

This TMP has been reviewed by the following PEER Committee Members:

	Name	Tele/Fax	Representing	Signature
1-	Truman Denio	(760) 872-0733 8-627-0733	Design Branch Manager	
2-	Rob Sanchez	(760) 872-0656 8-627-0656	Construction	
3-	Raafat Shehata	(559) 488-4284	Construction Traffic Manager	
4-	Donna Holland	(760) 872-0711 8-627-0711	Traffic Engineer	
5-				
6-				
7-				

Approved by:



 DONNA HOLLAND
 PEER COMMITTEE CHAIR

Sign-in Sheet

Date: 5-11-2007

Time: 9:00-10:15 am

EA: 21340 & 33500

Co/Rte: Iny Mno

Meeting Called By: Brian Wesling

Purpose of Meeting: PID (PSR) stage Constructability and Safety reviews.



Caltrans

	Last name	First	Division/Agency	Phone Number
1	Wesling	B	Design	632
2	Holland	Donna	Traffic	711
3	Waters	Tom	Design	872-0763
4	Brommer	JOE	DESIGN/CONST	0789
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				

ATTACHMENT L

Long Form - Storm Water Data Report

Dist-County-Route: 09-INY-395

Post Mile Limits: 30.8-41.8

Project Type: STIP - Convert to 4 Lane Ex/Conv

EA: 09-21340

RU: 09-229

Program Identification: 075.600 IIP,RIP,STIP,CMIA

Dist- 09-INY-395 09-INY-395

County- Dist-County-

Route: Route:

Regional Water Quality Control Board(s): Lahontan RWQB

Is the project required to consider incorporating Treatment BMPs? Yes No

If yes, can Treatment BMPs be incorporated into the project? Yes No

If No, a Technical Data Report must be submitted to the RWQCB

at least 30 days prior to Advertisement. List submittal date: _____

Total Disturbed Soil Area: 10,338,000 ft2 = 1,149,000 yd2 = 237 acres

Estimated Construction Start Date: 04/2013 Construction Completion Date: 04/2015

Notification of Construction (NOC) Date to be submitted: 03/2013 30 Days prior to construction

Notification of ADL reuse (if Yes, provide date) Yes Date: _____ No

Separate Dewatering Permit (if Yes, permit number) Maybe Permit #: _____ No

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Brian Wesling Registered Project Engineer Date 5-9-07

I have reviewed the storm water quality design issues and find this report to be complete, current, and accurate:

Cedrik Zemitis Date 5/10/07

Charley Davis Designated Maintenance Representative Date 5/10/07

R. Steve Miller Date 5-10-07

R. Steve Miller Designated Landscape Architect Representative Date

STAMP [Required for PS&E only] Dan Holland District/Regional SW Coordinator or Designee Date 5/9/07

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		Federal Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.08 ppm (157 µg/m ³)		
Respirable Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	15 µg/m ³		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—		
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	—	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m ³)		—		
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (80 µg/m ³)	—	Spectrophotometry (Pararosaniline Method)
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (365 µg/m ³)	—	
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	1 Hour	0.25 ppm (655 µg/m ³)		—	—	
Lead ⁸	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	—
	Calendar Quarter	—		1.5 µg/m ³	Same as Primary Standard	High Volume Sampler and Atomic Absorption
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ⁸	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (11/10/06)

ATTACHMENT N

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.
8. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Memorandum

*Flex your power!
Be energy efficient!*

To: BRIAN WESLING
Design Engineer
Design Office I – Branch J
Central Region - Project Development Division
District 9

Date: August 18, 2008

File: 09-Iny-395-PM 29.2/41.8
Olancha to Cartago Four Lane -
Los Angeles Aqueduct
09-213400

Attn: LEE SCOTESE

From: MICHAEL DOWNS 
Technical Liaison Engineer
Office of Bridge Design Services
Structure Design
Division of Engineering Services MS 9-1/5C

Subject: Advance Planning Study - Revision

This Advanced Planning Study transmittal replaces the previous transmittal dated August 15, 2008. A revision was necessary due to an incorrect summary of structure costs per alternative listed in the pervious transmittal.

The estimated construction cost, including 10% time related overhead, 10% mobilization and 25% contingencies, are as follows:

Alternative 1, 2 & 3:

Bridge Name	Br. No.	Estimated Cost
Los Angeles Aqueduct Bridge	48-0010L	\$1,069,000

Alternative 4 (All West):

Bridge Name	Br. No.	Estimated Cost
Los Angeles Aqueduct Bridge (Rte 395)	48-TBD R/L	\$2,138,000
Los Angeles Aqueduct Bridge (Rte 190 Extension)	48-TBD	\$1,019,000
Total Cost =		\$3,157,000

The following table summarizes the projected structure cost to midpoint of construction based on a 5.5% escalation rate:

Years Beyond Midpoint	Alt. 1, 2 & 3 Escalated Cost	Alt. 4 Escalated Cost
1	\$1,128,000	\$3,331,000
2	\$1,190,000	\$3,514,000
3	\$1,255,000	\$3,707,000
4	\$1,324,000	\$3,911,000
5	\$1,397,000	\$4,126,000

The escalated structure cost is provided for informational purposes only and does not replace annual cost updates as required by Department policy.

This Advance Planning Study and associated cost estimate is based on the following assumptions:

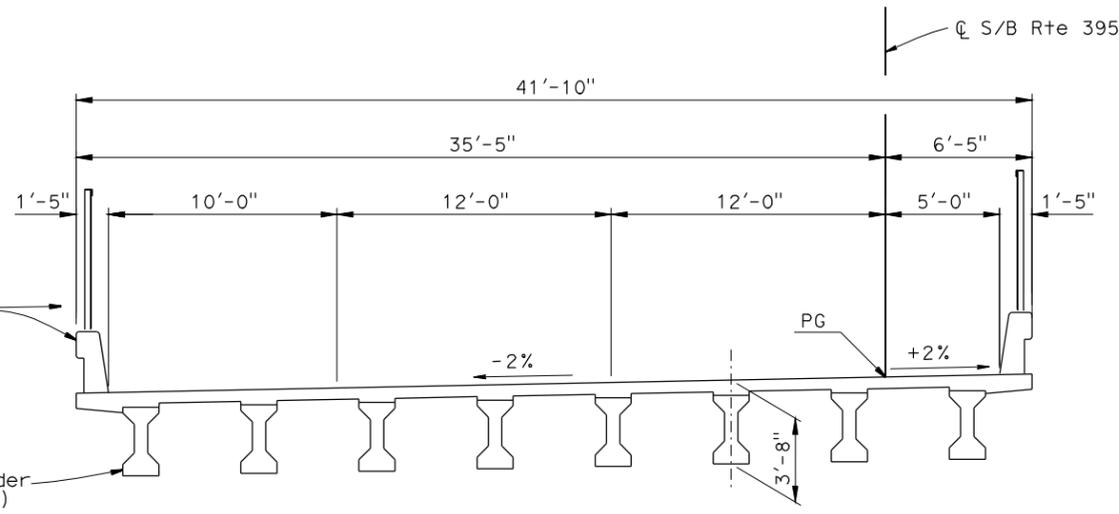
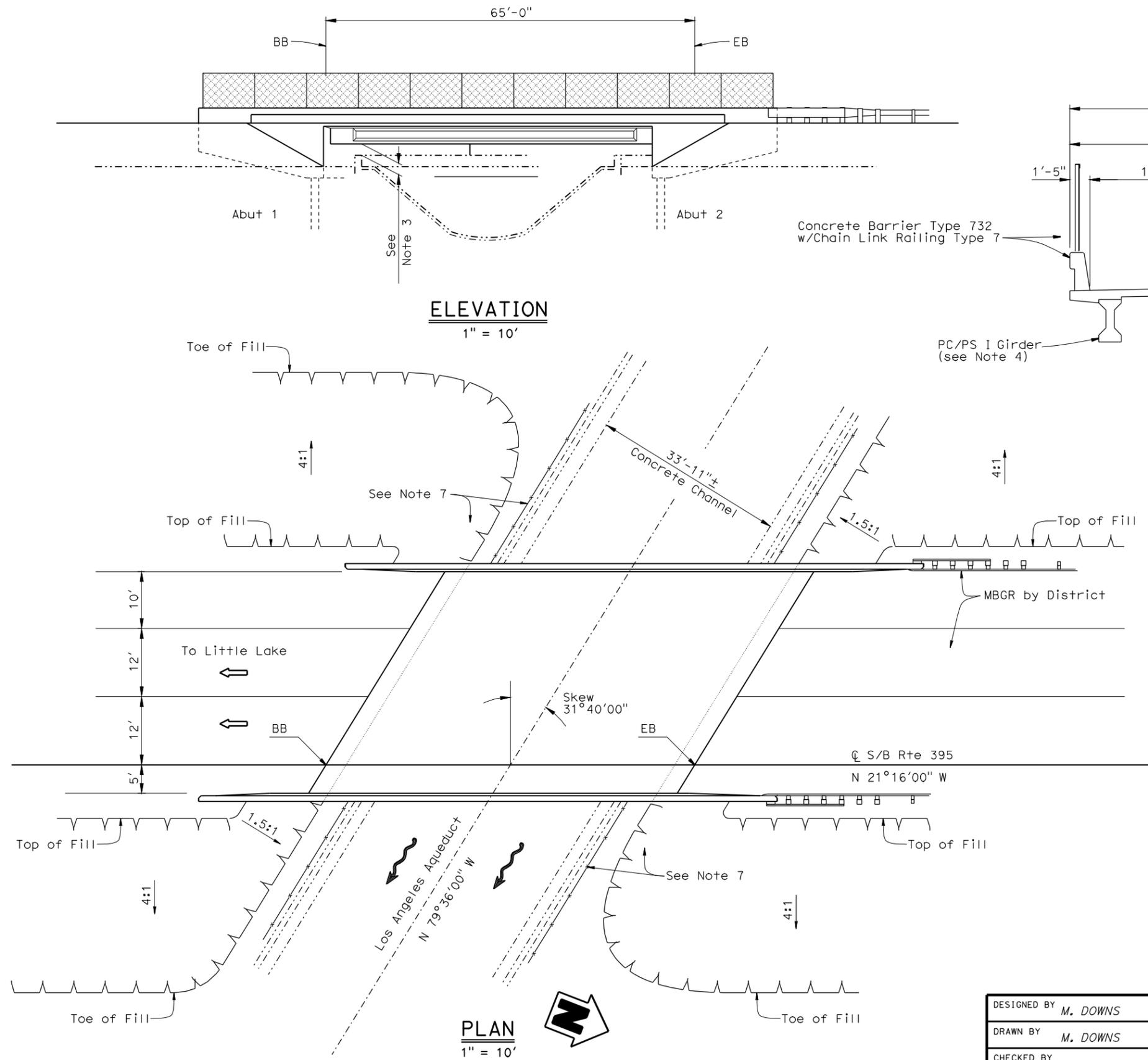
1. Traffic will be maintained on existing alignment during construction. Traffic control costs to be determined by District.
2. Route 395 stations not available. Tangent alignments and aqueduct skews assumed.
3. The required minimum vertical clearance is assumed to be at least 2'-0" above existing concrete channel wall and 3'-0" above original ground.
4. Due to limited access during construction, permanent steel deck forms are expected between precast/prestress concrete girders.
5. Cast-in-drilled-hole (16" diameter) pile foundations assumed at each structure.
6. No work assumed required for the existing Los Angeles Aqueduct Bridge (Br. No. 48-0010).
7. Removal and reconstruction cost of at-grade chain link railing along each side of the aqueduct to be determined by District.

If you have any questions or if you need additional information regarding this cost estimate, please contact me at (916) 227-9365.

c: Andrew T S Tan, Project Coordination Engineer MS 9-5/12F
Cedrik Zemitis, Project Manager – District 9

DIST	COUNTY	ROUTE	POST MILE
09	Iny	395	29.2/41.8

To get to the Caltrans web site,
go to: <http://www.dot.ca.gov>



TYPICAL SECTION
1/4" = 1'

- Note:
- Traffic will be maintained on existing alignment during construction.
 - Route 395 stations not available.
 - The required minimum vertical clearance is assumed to be at least 2'-0" above existing concrete channel wall and 3'-0" above OG.
 - Due to limited access for deck form removal, permanent steel deck forms are expected between girders.
 - CIDH pile foundations assumed.
 - No work assumed required for existing Los Angeles Aqueduct Bridge (Br. No. 48-0010).
 - At-grade chain link fence removal and reconstruction by District.

DATE OF ESTIMATE	8-11-08
BRIDGE REMOVAL	= N/A
STRUCTURE DEPTH	= 3'-8"
LENGTH	= 65'-0"
WIDTH	= 41'-10"
AREA	= 2,719.2 sq.ft.
COST/□ft INCLUDING 10% TRO, 10% MOB & 25% CONTINGENCY	= \$393.13
TOTAL COST	= \$1,069,000

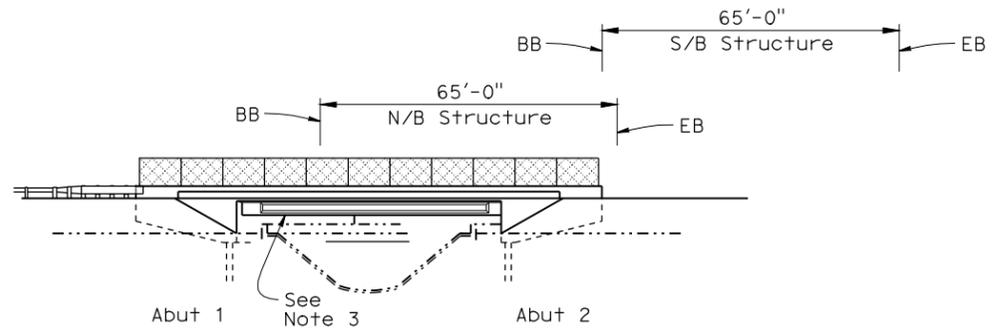
ALTERNATIVE 1, 2 & 3

DESIGNED BY	M. DOWNS	DATE	6/2008
DRAWN BY	M. DOWNS	DATE	6/2008
CHECKED BY	X	DATE	X
APPROVED	X	DATE	X

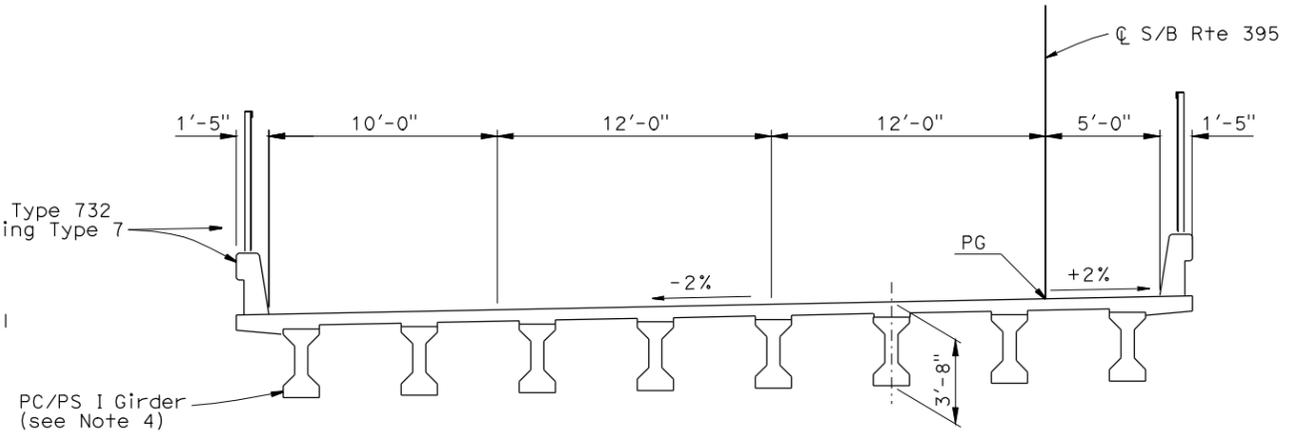
STRUCTURE DESIGN	PLANNING STUDY	
	LOS ANGELES AQUEDUCT	
BRIDGE NO. 48-0010L	CU	09
SCALE: As Noted	EA	213400

DIST	COUNTY	ROUTE	POST MILE
09	Iny	395	29.2/41.8

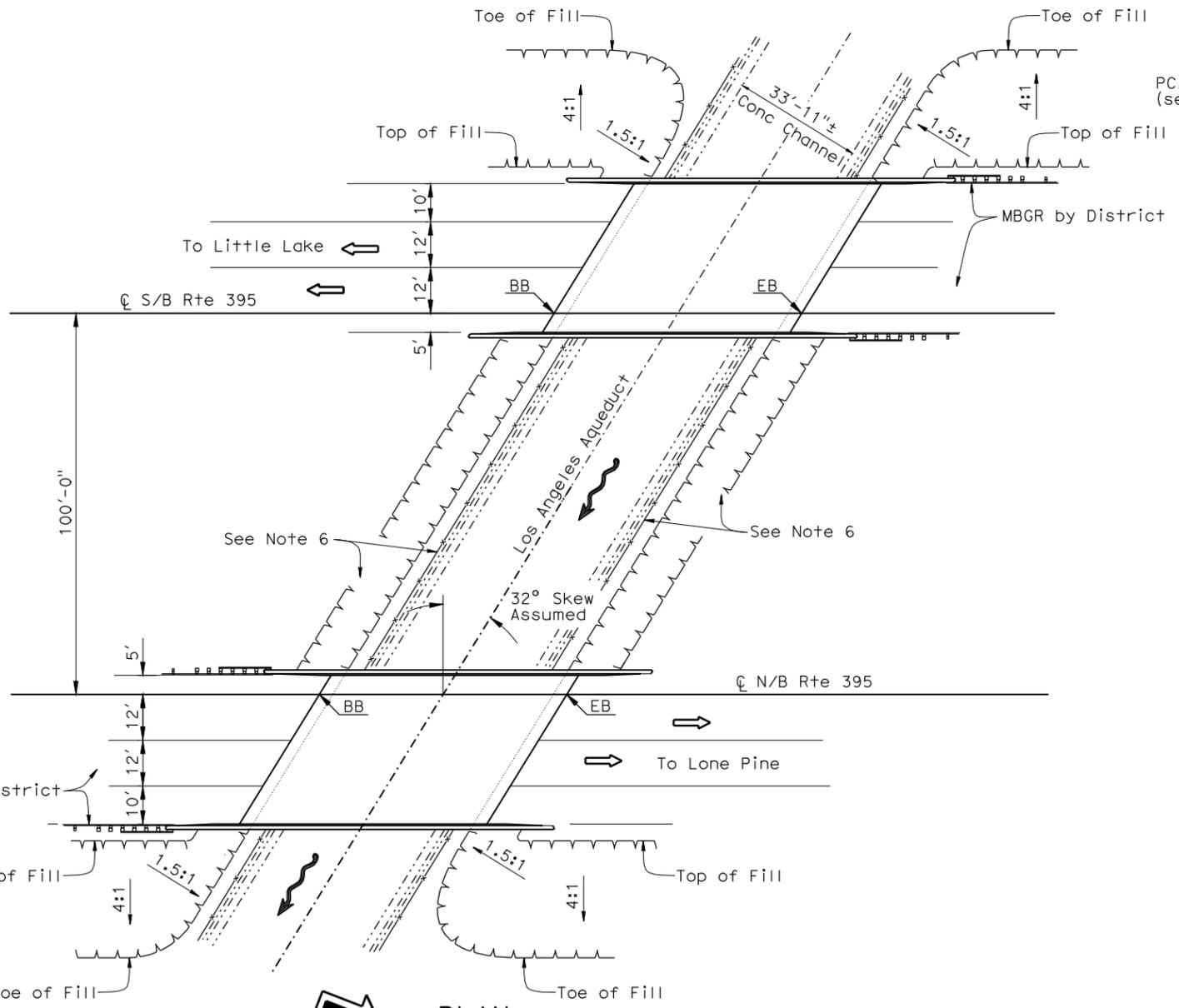
To get to the Caltrans web site,
go to: <http://www.dot.ca.gov>



ELEVATION
1" = 20'



TYPICAL SECTION
1/4" = 1'



PLAN
1" = 20'

Note:

1. New alignment. Traffic will be maintained on existing alignment during construction.
2. Route 395 stations not available. Tangent alignment and aqueduct skew assumed.
3. The required minimum vertical clearance is assumed to be at least 2'-0" above existing concrete channel wall and 3'-0" above OG.
4. Due to limited access for deck form removal, permanent steel deck forms are expected between girders.
5. CIDH pile foundations assumed.
6. At-grade chain link fence removal and reconstruction by District.

DATE OF ESTIMATE	8-11-08
BRIDGE REMOVAL	= N/A
STRUCTURE DEPTH	= 3'-8"
LENGTH	= 65'-0"
WIDTH	= 83'-8"
AREA	= 5,438.3 sq.ft.
COST/□ft INCLUDING 10% TRO, 10% MOB & 25% CONTINGENCY	= \$393.14
TOTAL COST	= \$2,138,000

ALTERNATIVE 4 (All West)

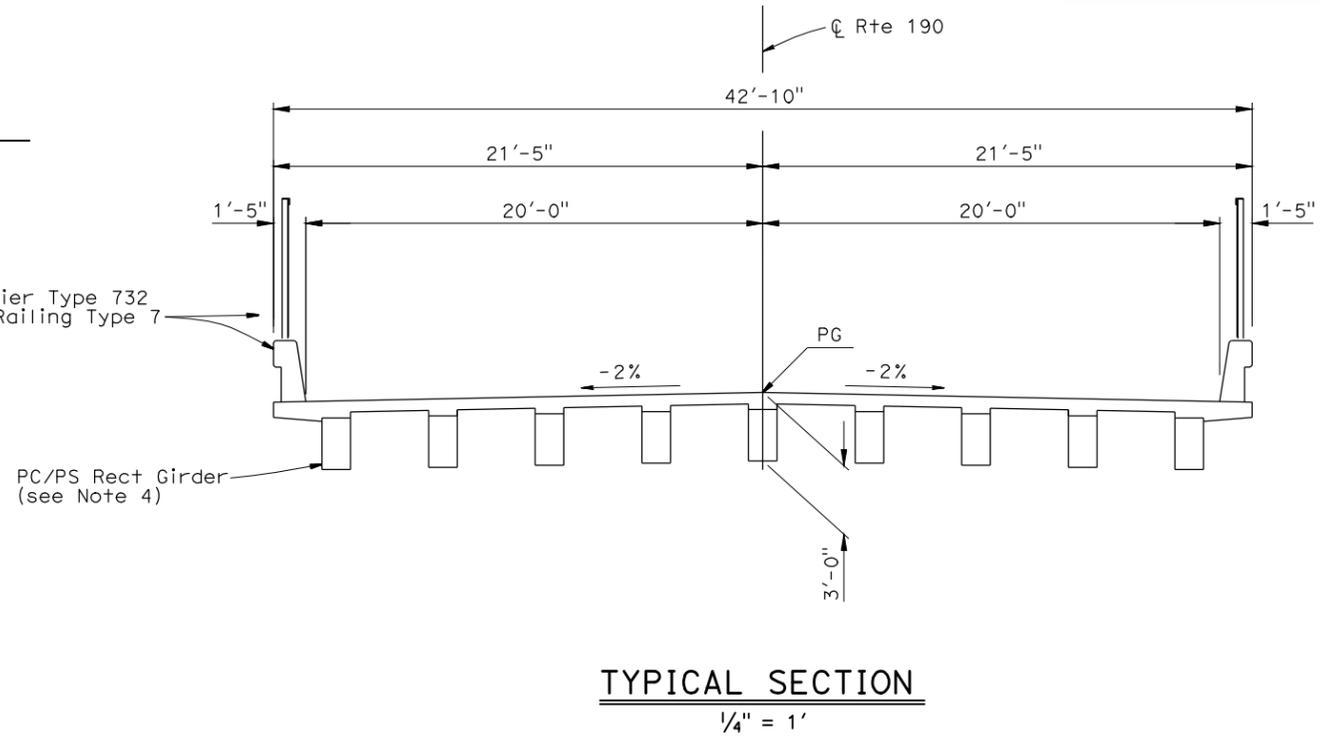
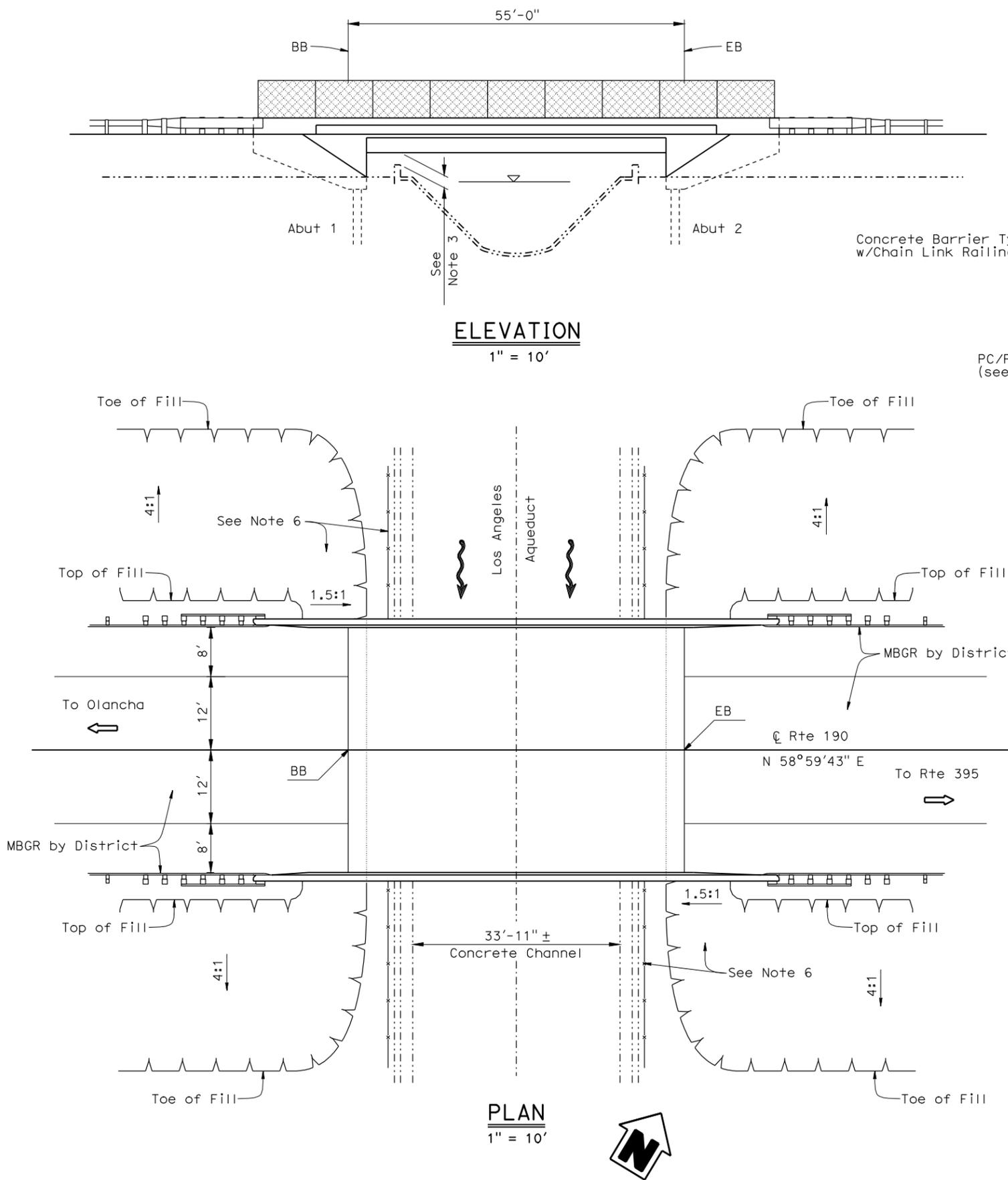
DESIGNED BY	M. DOWNS	DATE	6/2008
DRAWN BY	M. DOWNS	DATE	6/2008
CHECKED BY	X	DATE	X
APPROVED	X	DATE	X

STRUCTURE DESIGN

PLANNING STUDY	
LOS ANGELES AQUEDUCT	
BRIDGE NO. 48-TBD	CU 09
SCALE: As Noted	EA 213400

DIST	COUNTY	ROUTE	POST MILE
09	Iny	395	29.2/41.8

To get to the Caltrans web site,
go to: <http://www.dot.ca.gov>



- Note:
1. New alignment. No traffic through construction site.
 2. Route 190 stations not available.
 3. The required minimum vertical clearance is assumed to be at least 2'-0" above existing concrete channel wall and 3'-0" above OG.
 4. Due to limited access for deck form removal, permanent steel deck forms are expected between girders.
 5. CIDH pile foundations assumed.
 6. At-grade chain link fence removal and reconstruction by District.

DATE OF ESTIMATE	8-11-08
BRIDGE REMOVAL	= N/A
STRUCTURE DEPTH	= 3'-0"
LENGTH	= 55'-0"
WIDTH	= 42'-10"
AREA	= 2,355.8 sq.ft.
COST/□ft INCLUDING 10% TRO, 10% MOB & 25% CONTINGENCY	= \$432.55
TOTAL COST	= \$1,019,000

ALTERNATIVE 4 (Hwy 190 Ext)

DESIGNED BY	M. DOWNS	DATE	6/2008
DRAWN BY	M. DOWNS	DATE	6/2008
CHECKED BY	X	DATE	X
APPROVED	X	DATE	X

STRUCTURE DESIGN

PLANNING STUDY	
LOS ANGELES AQUEDUCT	
BRIDGE NO. 48-TBD	CU 09
SCALE: As Noted	EA 213400