

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

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REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - 2020

Mono County Local Transportation Commission

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

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

2020 RTIP PROJECT PRIORITIES

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

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

Section 2. General Information

Regional Agency Name

Mono County Local Transportation Commission

Agency website links for

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

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

- **Regional Transportation Plan (RTP)**

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

Regional Agency Website Link:

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

Regional Agency Contact Information

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

| | |
|-------|-------------------------|
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Co - Executive Director

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California Transportation Commission (CTC) Staff Contact

| | |
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Section 3. Background of Regional Transportation Improvement Program (RTIP)**A. What is the Regional Transportation Improvement Program?**

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

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

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

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

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

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

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

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

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

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

Insert project information for completed projects in table below.

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

Section 5. RTIP Outreach and Participation

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

A. RTIP Development and Approval Schedule

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

B. Public Participation / Project Selection Process

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

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

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

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

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

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

Caltrans District: 9.

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

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

B. 2020 STIP REGIONAL FUNDING REQUEST

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

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

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

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

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

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

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

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

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

There is no new funding requested in the 2020 ITIP.

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

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

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

C. RELATIONSHIP OF RTIP TO RTP AND BENEFITS OF RTIP

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

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

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

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

Resource-Efficient Transportation System/Greenhouse Gas Reduction

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

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

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

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

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

Performance Measures in 2019 Mono County RTP

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

1 Desired Outcome: COST EFFECTIVENESS

Performance Measure: Transit Farebox Recovery Ratio.

Objective: Maintain farebox recovery ratios at or above 10%.

Measurement Data: Monthly farebox recovery ratios for Eastern Sierra Transit Authority.

Performance Indicator: Monthly reports provided by Eastern Sierra Transit Authority.

2 Desired Outcome: CUSTOMER SATISFACTION/CONSENSUS

Performance Measure: Public Participation in Transportation Planning.

Objective: Maintain high levels of public participation in transportation planning process for state and local projects.

Measurement Data: Transportation planning/projects are reviewed by public prior to adoption.

Performance Indicator: Consensus occurs on majority of transportation planning/projects.

3 Desired Outcome: ENVIRONMENTAL QUALITY

Performance Measure: Air Quality/Air Emissions.

Objective: Reduce auto emissions in Mammoth Lakes in accordance with the Mammoth Lakes Air Quality Plan and Particulate Emissions Regulations.

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

Objective: Integrate livable community design standards into the transportation planning process and implement livable community design projects.

Measurement Data: Apply for funding to improve livability of communities through the Active Transportation Program and/or other funding sources.

Performance Indicator: Evaluation of number of livable community projects implemented by next update of the RTP.

10 Desired Outcome: **SUSTAINABILITY OF LOCAL TRANSPORTATION SYSTEM AND COMMUNITIES**

Performance Measure: Resource-efficient design standards/projects for transportation system projects.

Objective: Integrate resource-efficient design standards into the transportation planning process and implement resource-efficient projects.

Measurement Data: Greenhouse gas (ghg) emissions, including indicators such as fuel consumption and vehicle miles traveled.

Performance Indicator: Evaluation of reduction in ghg emissions and/or related indicators compared to the 2010 baseline.

11 Desired Outcome: **REDUCE COLLISIONS BETWEEN VEHICLES AND WILDLIFE**

Performance Measure: Reduce reported vehicle/wildlife collisions.

Objective: Continue to research methods for reducing Deer-Vehicle Collisions (DVC).

Measurement Data: Apply for funding to implement a demonstration project, and/or incorporate reduction methods into future transportation construction projects.

Performance Indicator: Evaluate number of potential projects during 2019 RTP update process.

12 Desired Outcome: **EXTEND MOUNTAIN PASS OPENING / OPERATING PERIODS**

Performance Measure: Increase the number of days mountain passes are open to the public for recreation and/or trans-sierra travel.

Objective: Continue to review and catalog the number of calendar days mountain passes and seasonal roads are open to the public and collaborate with the National Park Service and Caltrans on operating procedures.

Measurement Data: Number of days seasonal roads are open, snowfall data, number of temporary road closures due to winter storms.-

Performance Indicator: The number of days seasonal roads are open should show an inverse relationship to snowfall (e.g., with less snowfall, roads should be open longer). Temporary road closures and snowfall should track together (e.g. less snowfall should coincide with fewer temporary closures). Over time, performance improvements would be indicated by an increase in the number of days seasonal roads are open and/or fewer temporary closures for years with similar snowfall amount

Section 11. Regional and Statewide Benefits of RTIP

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

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

Chapter 4 Regional Policy Element of the RTP:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

D. PERFORMANCE AND EFFECTIVENESS OF RTIP

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

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

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

| Table B2(a) Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures | | | |
|---|--|--|---|
| Goal | Indicator/Measure | Current System Performance (Baseline) | Projected Performance (indicate timeframe) |
| Congestion Reduction | Change in VMT per capita, area, by facility ownership, and/or local vs tourist | | |
| | Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010) | | |
| | Change in Commute mode share (travel to work or school) | | |
| Transit | Change in Total operating cost per revenue mile | | |
| Infrastructure Condition | Change in Distressed lane-miles, total and percent, by jurisdiction | PM 2,4, & 8 | PMS sys is updated every 2 years |
| | Change in Pavement Condition Index (local streets and roads) | PM 2,4, & 8 | PMS sys is updated every 2 years |
| Safety | Change in Total accident cost per capita and VMT | | |
| Environmental Sustainability | Change in Land Use Efficiency (total developed land in acres per population) | | |

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

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

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

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

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

E. DETAILED PROJECT INFORMATION

Section 14. Overview of Projects Programmed with RIP Funding

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

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

F. APPENDICES

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

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

Section 18. Detailed Project Programming Summary Table

E. DETAILED PROJECT INFORMATION

Section 14. Overview of Projects Programmed with RIP Funding

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

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

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

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

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

APPROVED

Grady Dutton, Director of Public Works

1. Transportation Problem

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

2. Route – Location – (Post Mile):

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

*PCI - Pavement Condition Index

**ROW - Right of Way

***MUP – Multi-Use Path

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

3. Description of Project Limits

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

4. Description of Project Scope

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

5. Functional Classification/Federal-aid System

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

6. Environmental Status

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

Anticipated Completion Date: 11/2020

Environmental Issues:

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

7. Traffic Data (Estimated)

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

8. Roadway Geometric Information

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

9. Structure Information

No bridge rehabilitation is included in this project.

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

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

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

PROJECT STUDY REPORT

(For STIP Projects off the State Highway System)

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

11. Pavement Rehabilitation

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

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

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

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

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

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

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

12. Cost Estimate Breakdown

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

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

13. Scheduling

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

14. Other Agencies Involved: N/A

15. Other Considerations:

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

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

16. Proposed Funding

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

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

17. List of Attachments

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

18. Report Preparation

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

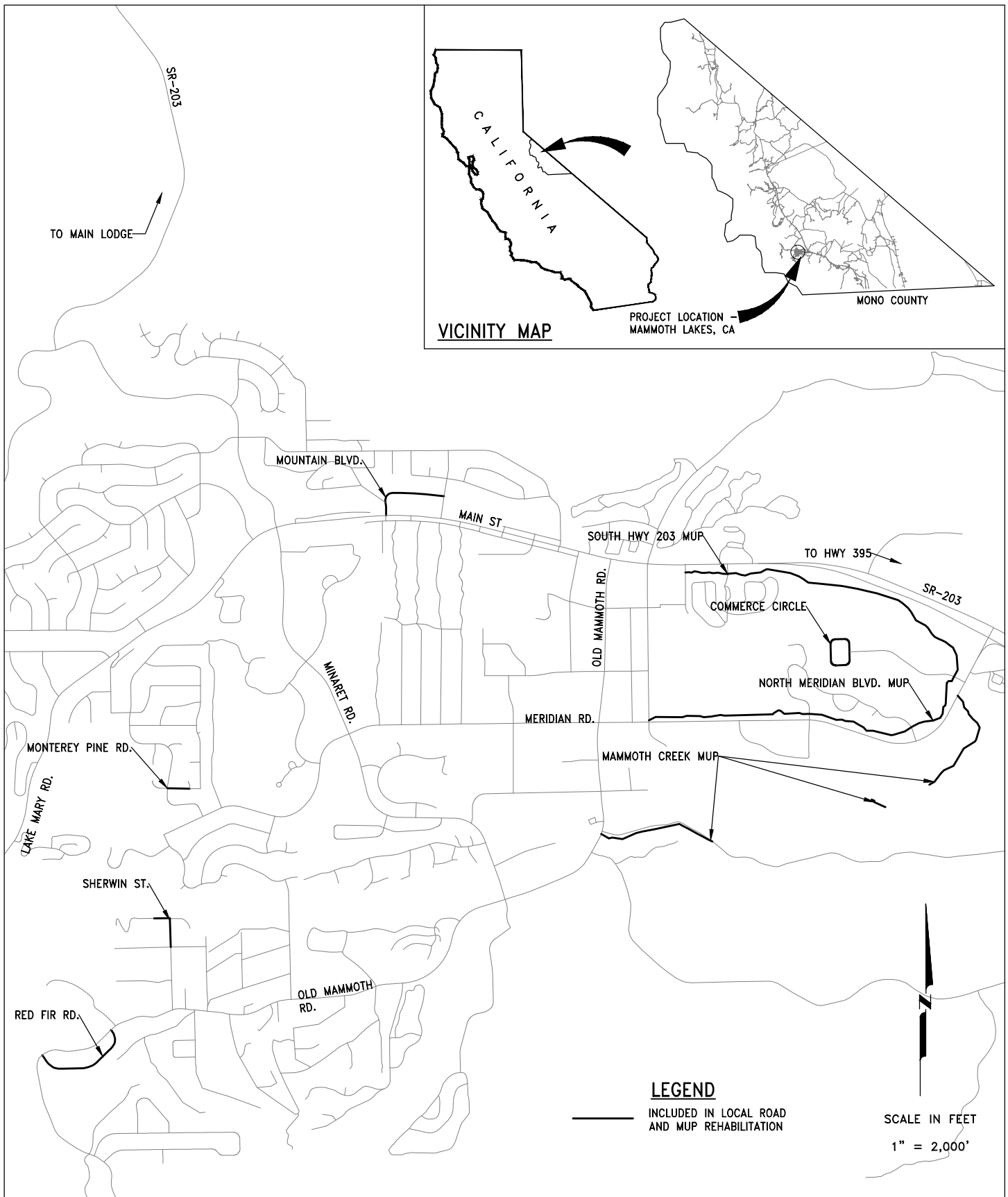


Michael Collins, P.E. 80742

11-7-19

DATE

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



TOWN OF MAMMOTH LAKES LOCAL ROAD AND MUP REHABILITATION LOCATION MAP

FIGURE
1

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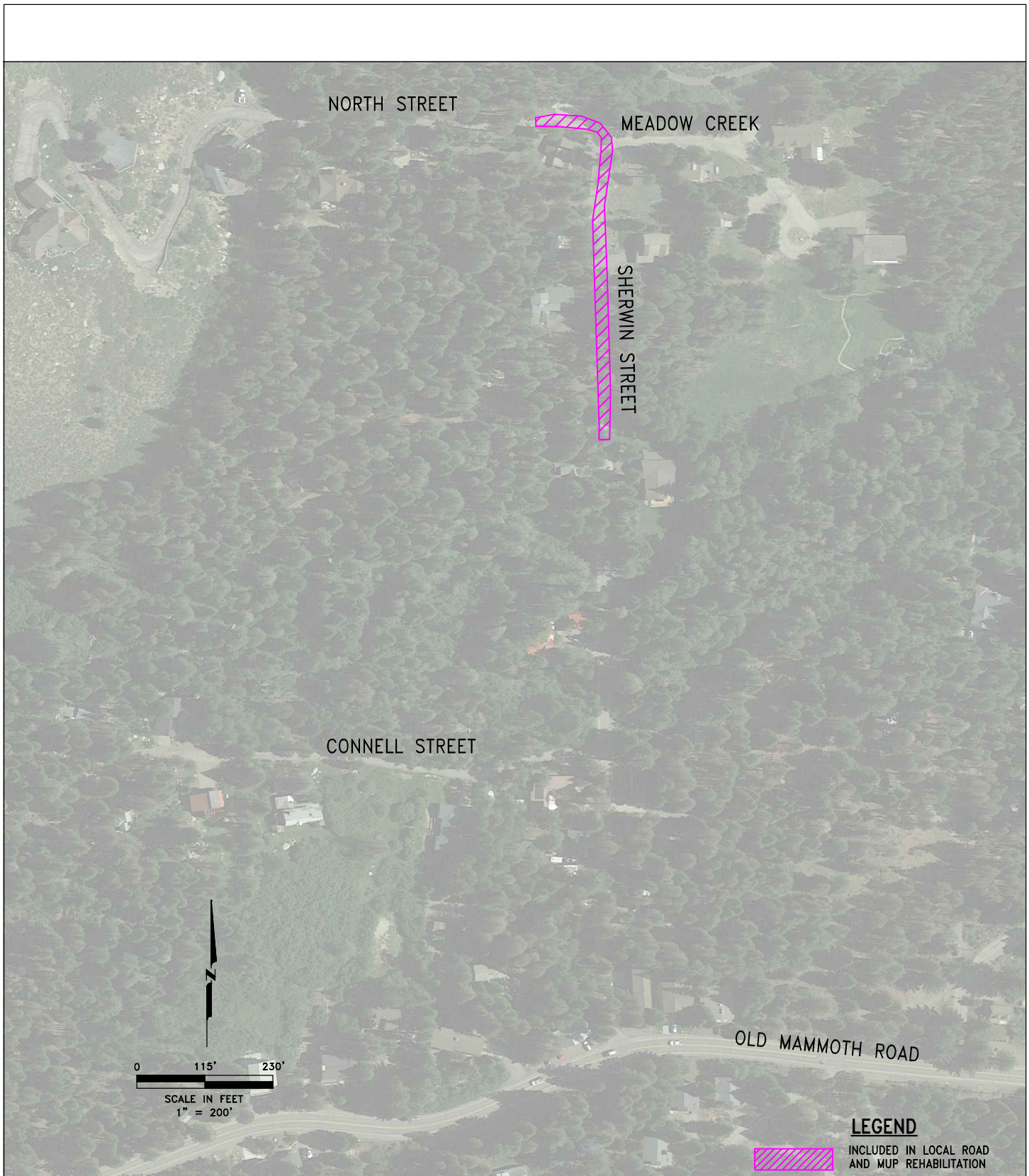
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DATE



TOWN OF MAMMOTH LAKES
LOCAL ROAD AND MUP REHABILITATION
SHERWIN STREET

FIGURE
2

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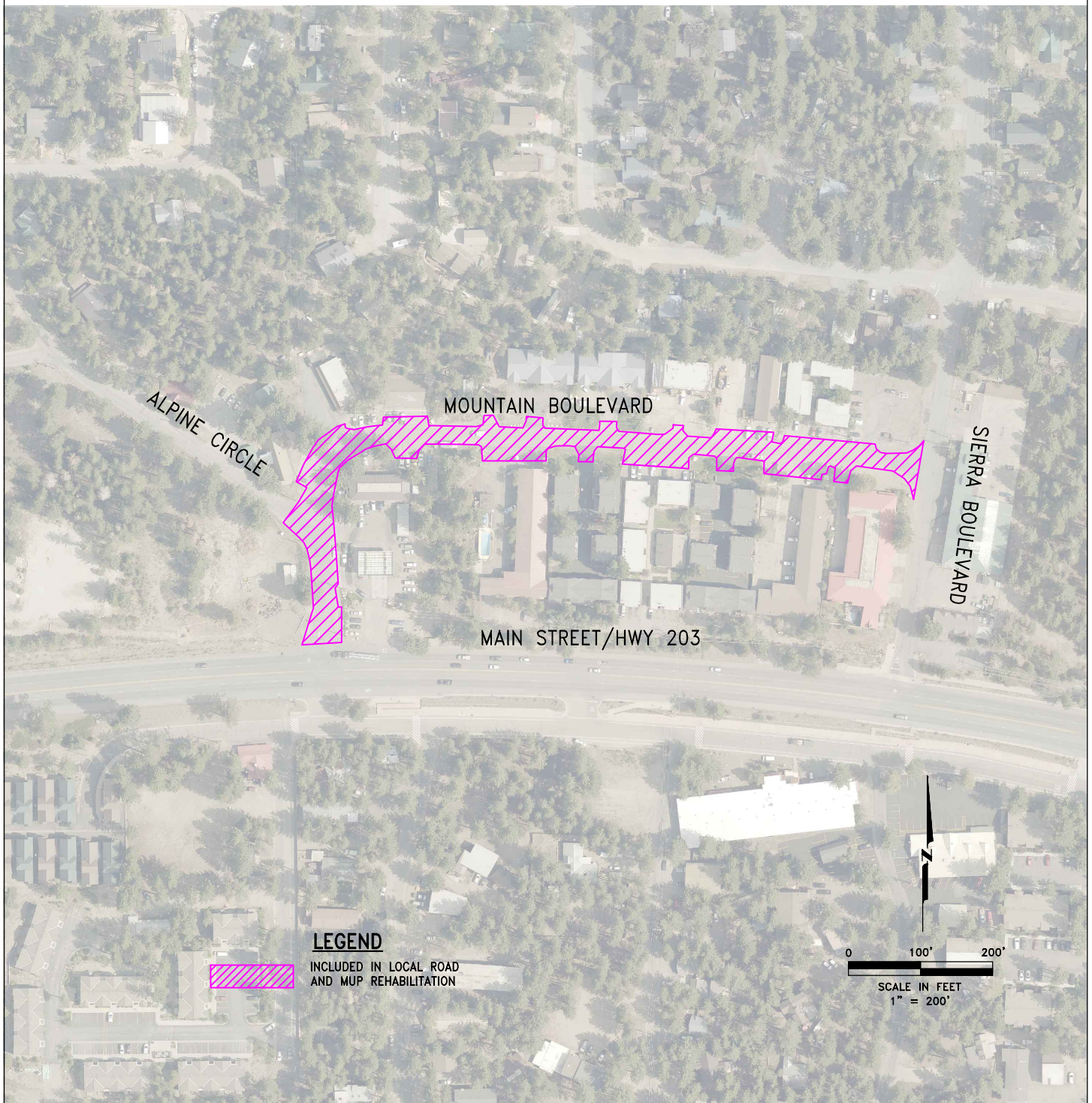
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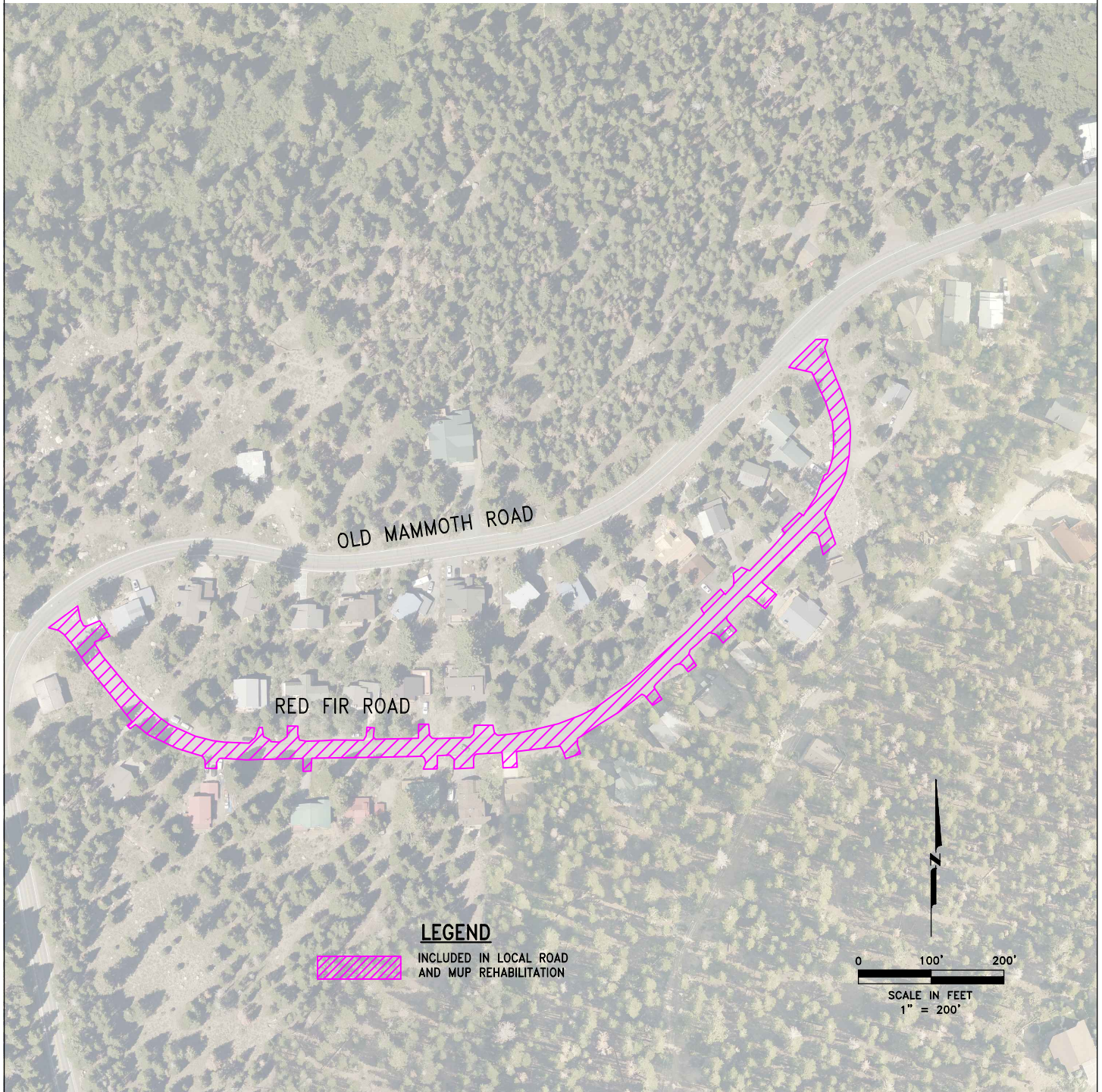
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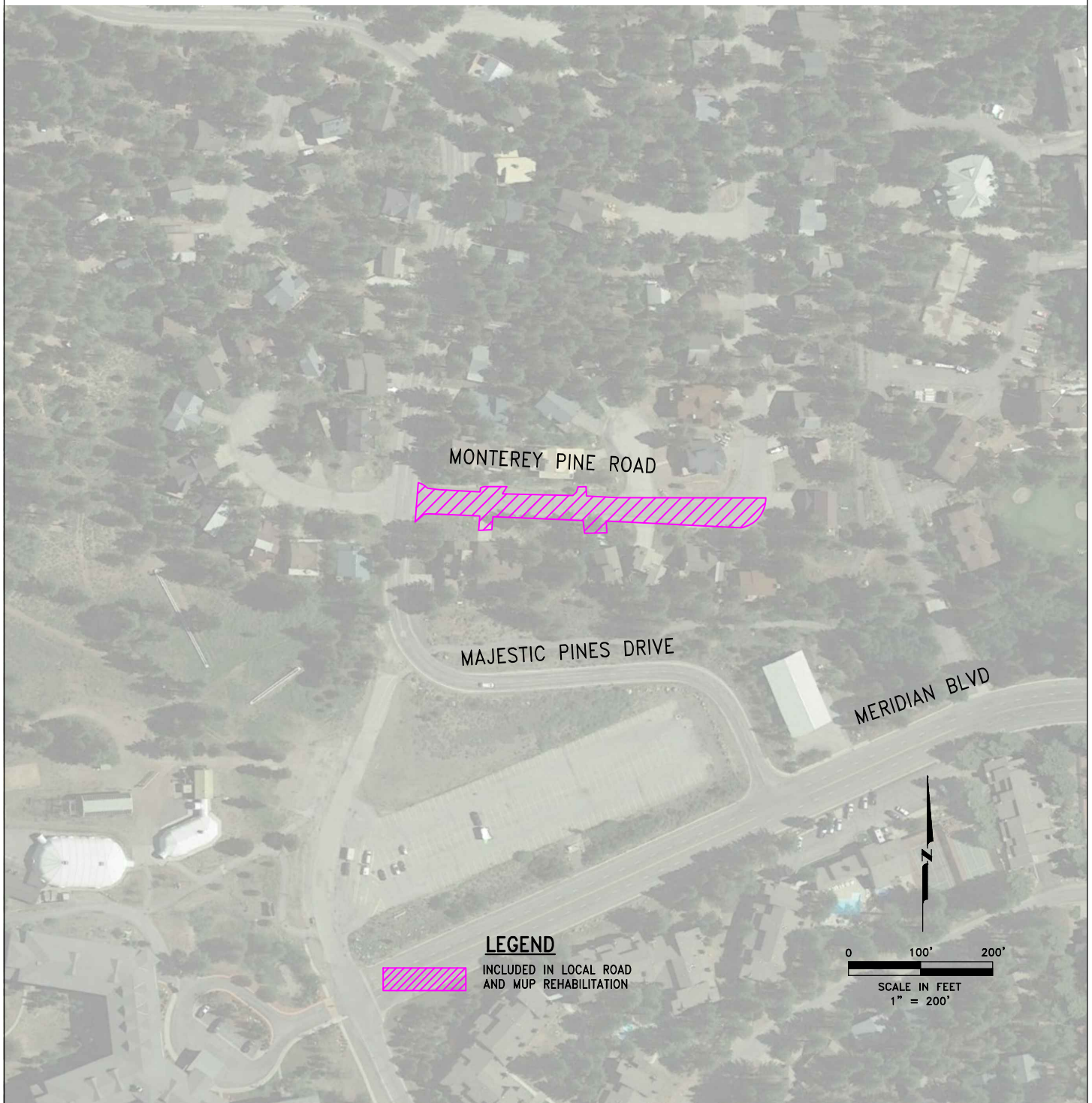
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FIGURE

5



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

DRAWN
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JOB NUMBER
19348

APPROVED

DATE
9-17-19

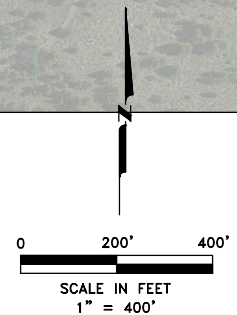
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LEGEND

 INCLUDED IN LOCAL ROAD AND MUP REHABILITATION



TOWN OF MAMMOTH LAKES
LOCAL ROAD AND MUP REHABILITATION
COMMERCE CIRCLE

FIGURE
6

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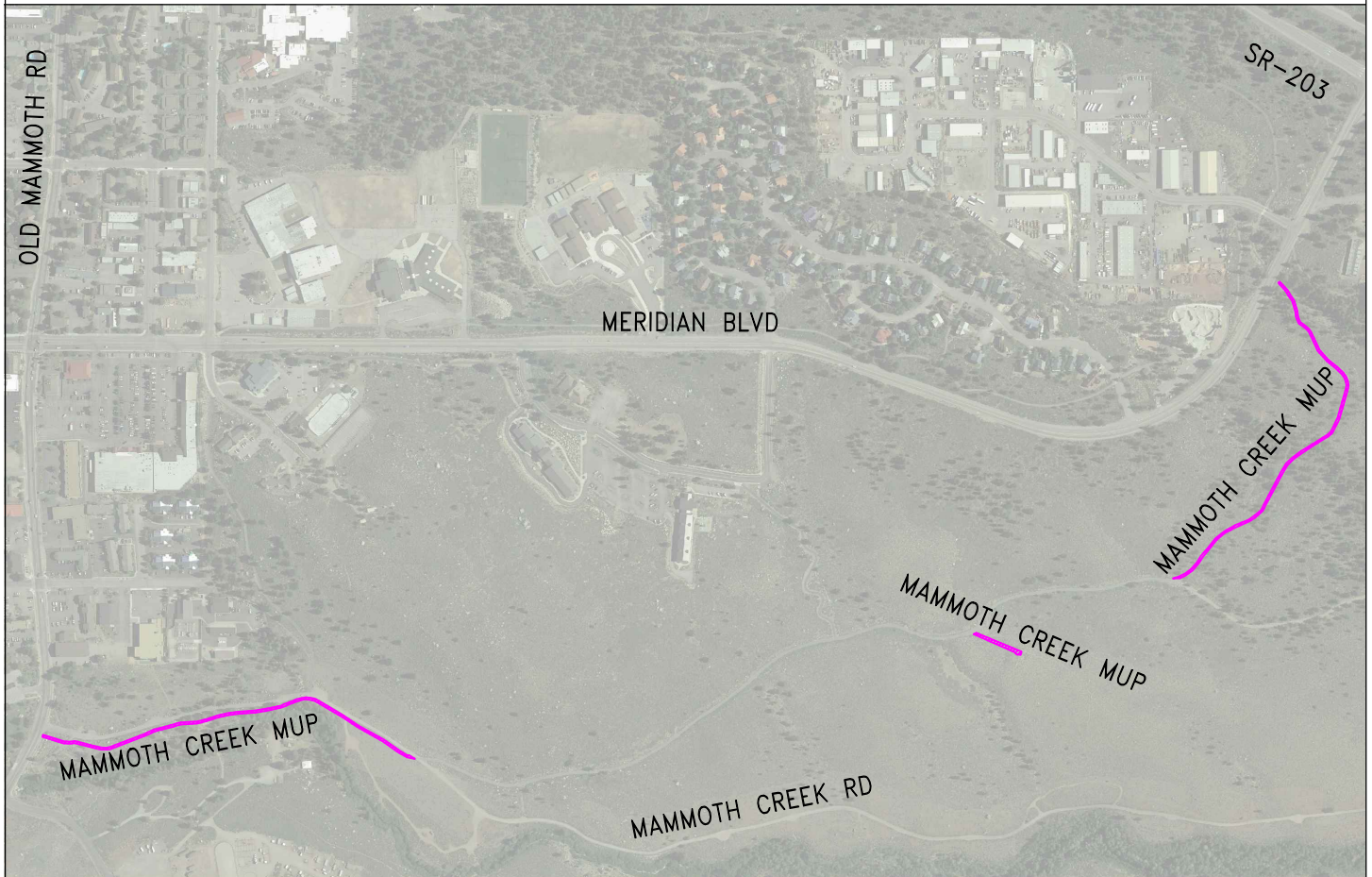
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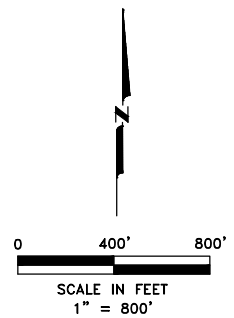
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LEGEND

INCLUDED IN LOCAL ROAD
AND MUP REHABILITATION



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

FIGURE

7

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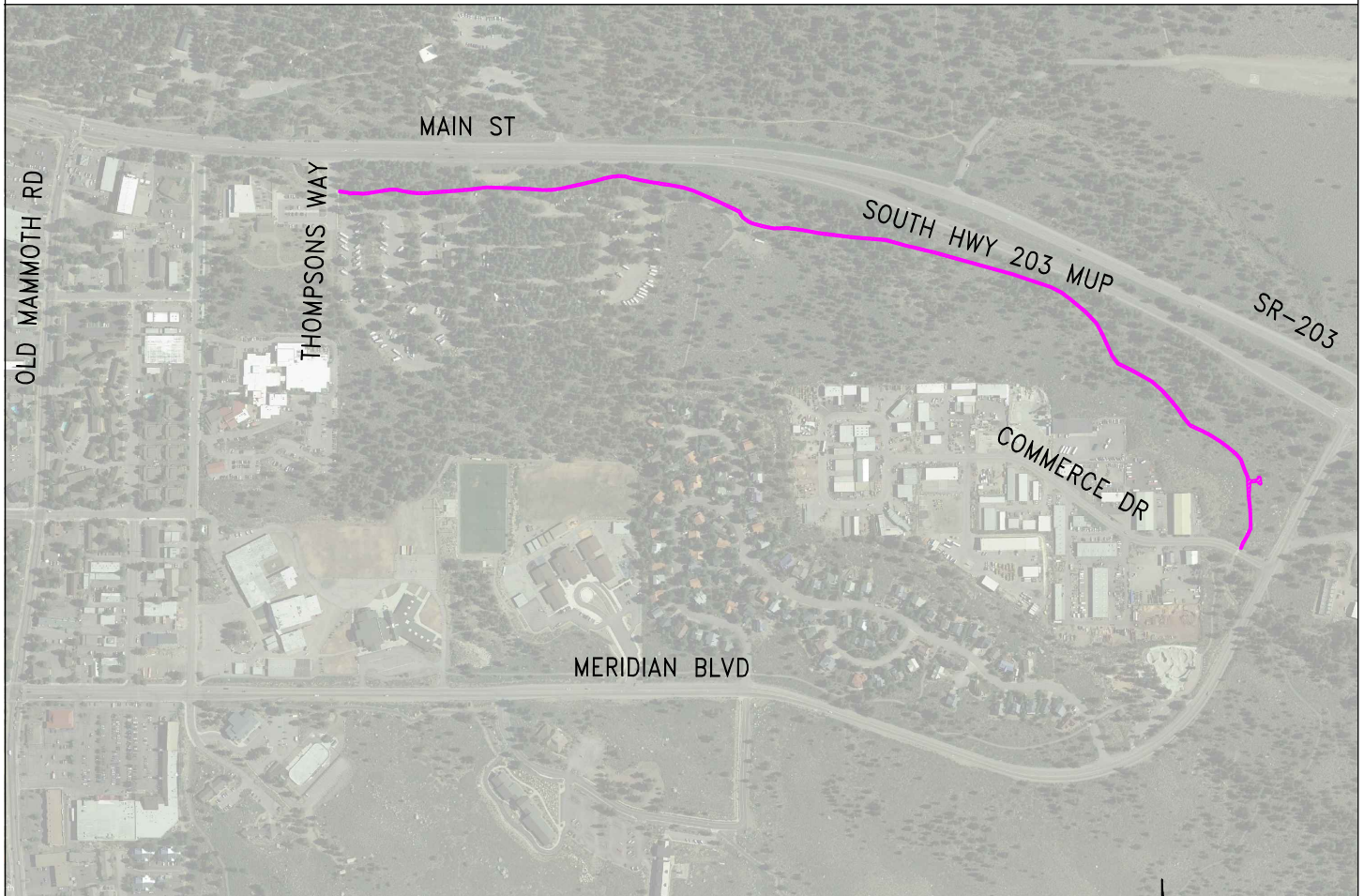
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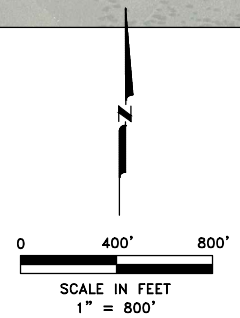
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INCLUDED IN LOCAL ROAD
AND MUP REHABILITATION



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

FIGURE

8

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JOB NUMBER
19348

APPROVED

DATE
9-17-19

REVISED

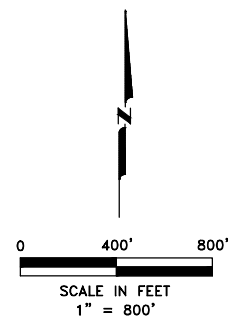
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INCLUDED IN LOCAL ROAD
AND MUP REHABILITATION



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

FIGURE

9

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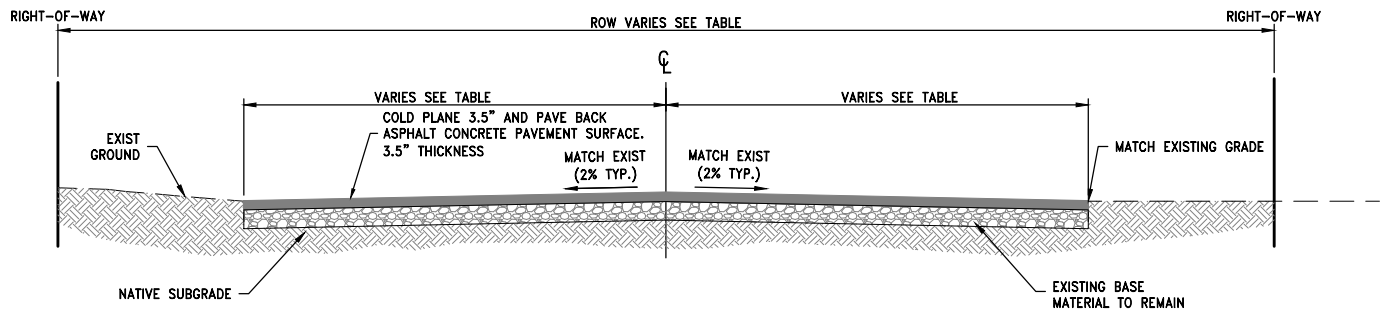
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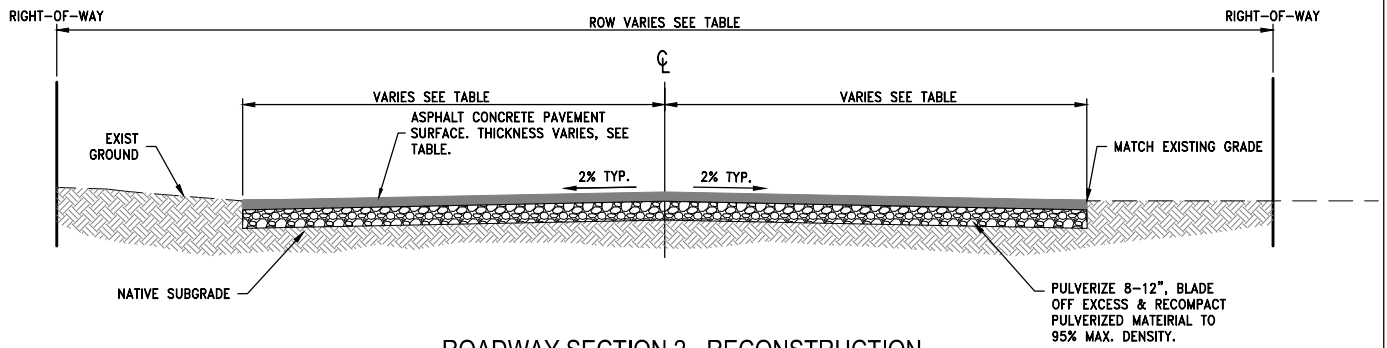
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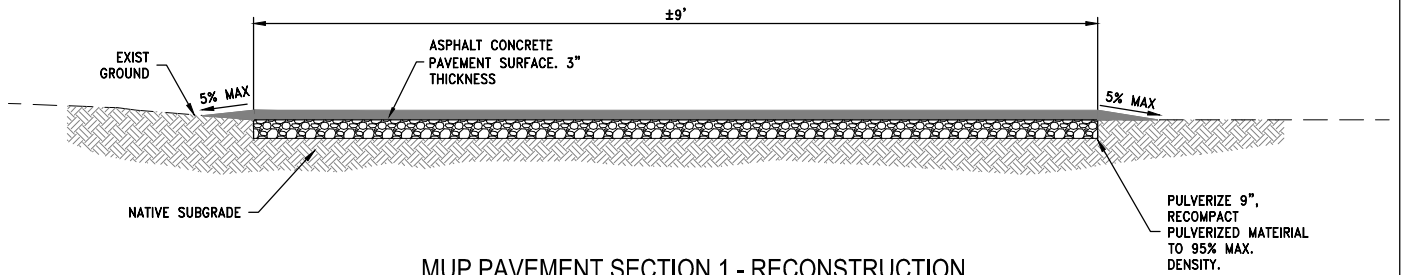
ROADWAY SECTION 1 - COLD PLANE AND PAVE BACK

SCALE: N.T.S.



ROADWAY SECTION 2 - RECONSTRUCTION

SCALE: N.T.S.



MUP PAVEMENT SECTION 1 - RECONSTRUCTION

SCALE: N.T.S.

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

*Lane widths vary



TOWN OF MAMMOTH LAKES LOCAL ROAD AND MUP REHABILITATION SECTION

FIGURE

10

DRAWN
DVS

JOB NUMBER
19348

APPROVED
MRC

DATE
11-7-19

REVISED

DATE

Table 2, Town of Mammoth Lakes - Sherwin St.

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

Eastern Sierra Engineering

11/1/2019

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

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

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

Table 3, Town of Mammoth Lakes - Mountain Blvd.

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

Eastern Sierra Engineering

11/1/2019

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

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

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

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

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

Eastern Sierra Engineering

11/1/2019

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

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

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

Table 5, Town of Mammoth Lakes - Monterey Pine Road

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

Eastern Sierra Engineering

11/1/2019

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

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

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

Table 6, Town of Mammoth Lakes - Commerce Cir.

Description: Rehabilitate 1,250' of 35' wide AC pavement. Includes AC parking inside Town Right of Way

Eastern Sierra Engineering

11/1/2019

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

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

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

Table 7, Town of Mammoth Lakes - Mammoth Creek MUP

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

Eastern Sierra Engineering

11/1/2019

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

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

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

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

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

Eastern Sierra Engineering

11/1/2019

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

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

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

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

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

Eastern Sierra Engineering

11/1/2019

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

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

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

PROJECT PROGRAMMING REQUEST

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

General Instructions

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

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PROJECT PROGRAMMING REQUEST

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

Date: 12/11/19

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

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

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

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

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

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

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

APPROVED



Garrett Higerd, Mono County Engineer

1. Transportation Problem

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

2. Route – Location – (Post Mile):

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

3. Description of Project Limits

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

4. Description of Project Scope

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

5. Functional Classification/Federal-aid System

Federal-aid Highways

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

Highways ineligible for Federal-aid

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

Federal-aid System

On the National Highway System? Yes___ No X

6. Environmental Status

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

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

7. Traffic Data (Estimated)

Current ADT: Varies <100

% Trucks: 10%

Current Design Hourly Volume: 100

8. Roadway Geometric Information

Will this project change existing geometrics? Yes _____ No X

If no, skip this section.

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

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

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

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

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

9. Structure Information

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

If no, skip this section.

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

Funding source of bridge rehabilitation (if not STIP) _____

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

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

11. Pavement Rehabilitation

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

If no, skip this section.

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

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

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

PMS Strategy and local procedures.

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

What are the consequences of not doing this project?

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

12. Cost Estimate Breakdown

Cost

ENVIRONMENTAL STUDIES AND PERMITS **\$0**

PLANS, SPECIFICATIONS, AND ESTIMATE **\$0**

RIGHT OF WAY

Right of Way Acquisition

Right of Way Support

Utility Relocation (exclude if included in construction)

TOTAL RIGHT OF WAY COMPONENT COST **\$0**

CONSTRUCTION

Pavement Structural Section Work

Lane-Miles

AC Overlay 11.8 \$2,192,000

Other AC

Remove & replace localized failed areas

Base materials

Shoulder backing

\$80,000

Other structural section work (Identify)

11.8

\$598,000

(Grind-Pulverize, Mill existing AC)

Hardware Upgrades

Guardrail

Signals and lighting

Other (describe) – Upgrade Signs

\$9,000

Bridge Upgrades

Grading

Drainage Rehabilitation

Utility Relocation

Traffic Control

\$147,000

Traffic stripes, pavement markers and markings

\$56,000

Other (Mobilization Cost, Erosion Control)

\$235,000

SUBTOTAL

\$3,317,000

10% Contingency

\$331,700

TOTAL CONSTRUCTION COST

\$3,648,700

Construction Engineering

\$99,300

TOTAL CONSTRUCTION COMPONENT COST

\$3,748,000

13. Scheduling

Project Component

Start Date

Estimated Completion

Environmental Studies and Permits

07/2021

04/2022

Plans, Specifications, and Estimate

05/2022

04/2023

Right of Way

04/2022

06/2022

Construction

07/2023

08/2024

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

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

Caltrans, Lahontan Regional Water Quality Control Board

15. Other Considerations

Utility and/or Railroad Involvement:

None

Consistency with other planning:

Consistent with Mono County General Plan

16. Proposed Funding

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

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

N/A

17. List of Attachments

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

18. Report Preparation

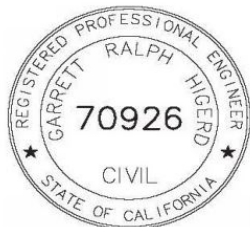
Prepared by

Garrett Higerd, P.E.

Date

December 5, 2019

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



Garrett Higerd

December 5, 2019

DATE

PROJECT PROGRAMMING REQUEST

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

General Instructions

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

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PROJECT PROGRAMMING REQUEST

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

Date: 12/12/19

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

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

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

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

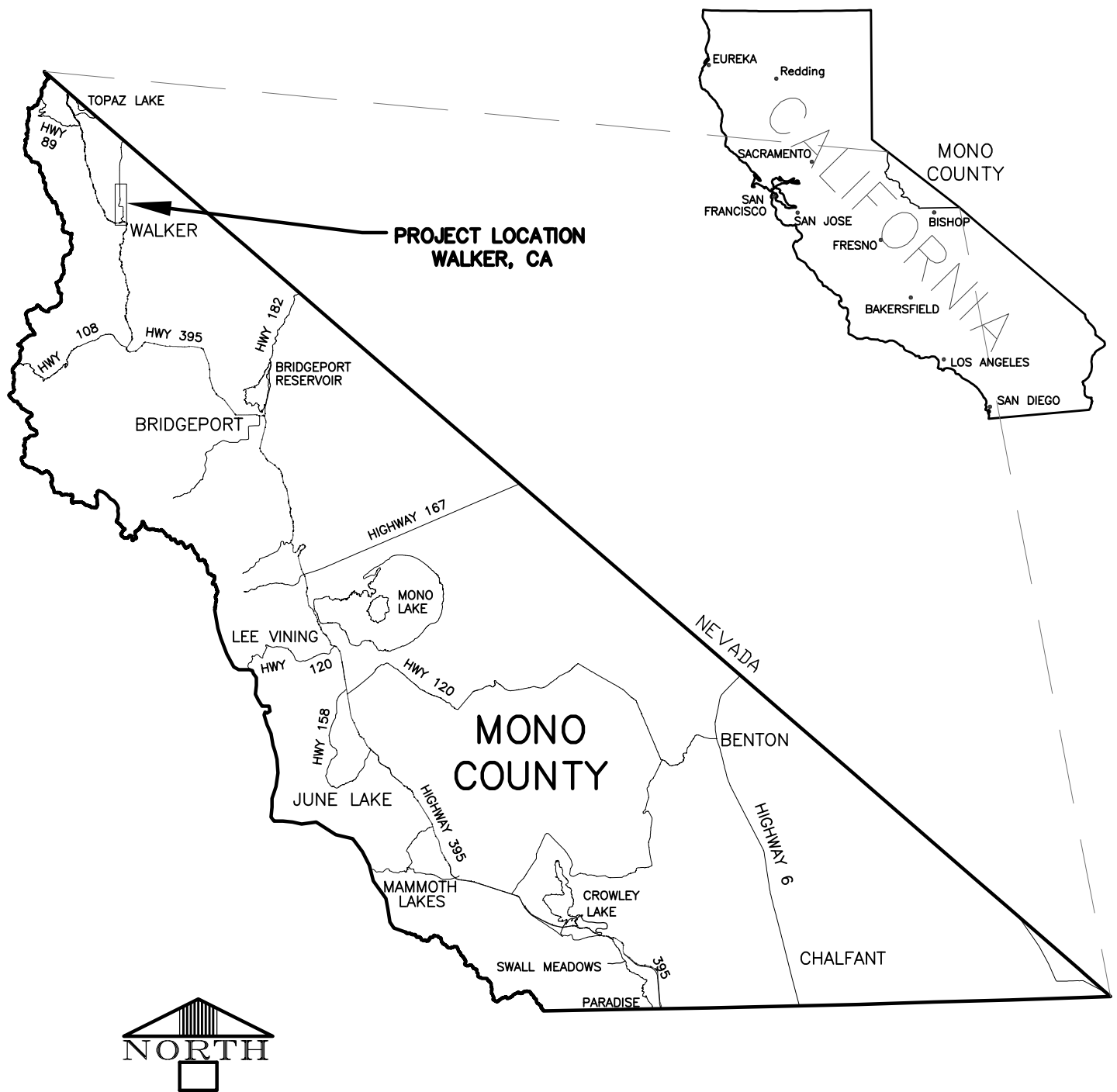


EXHIBIT 1
EASTSIDE LANE REHABILITATION PROJECT – PHASE 2

VICINITY MAP

Sheet
1 OF 1

DATE: 11/22/19

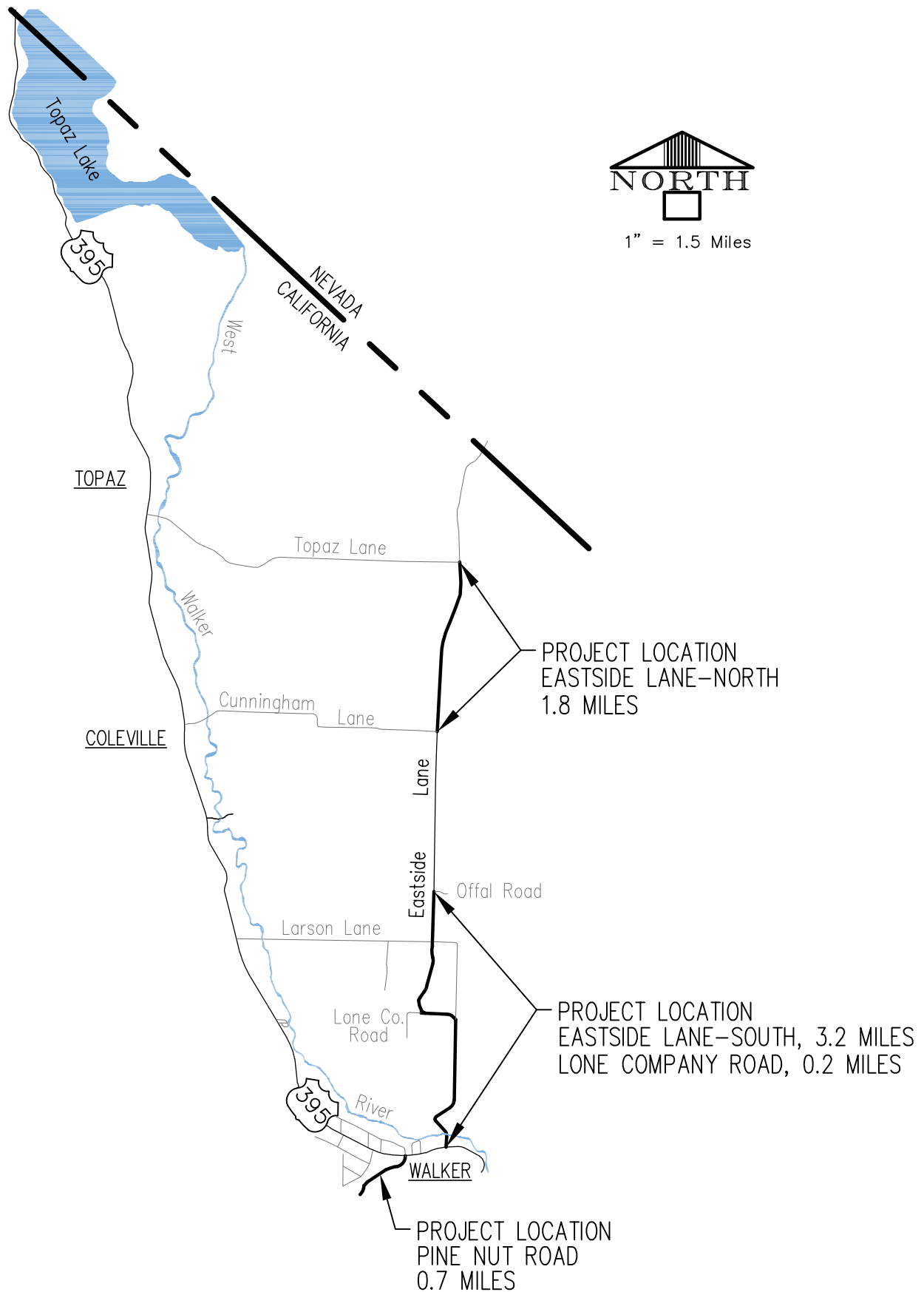
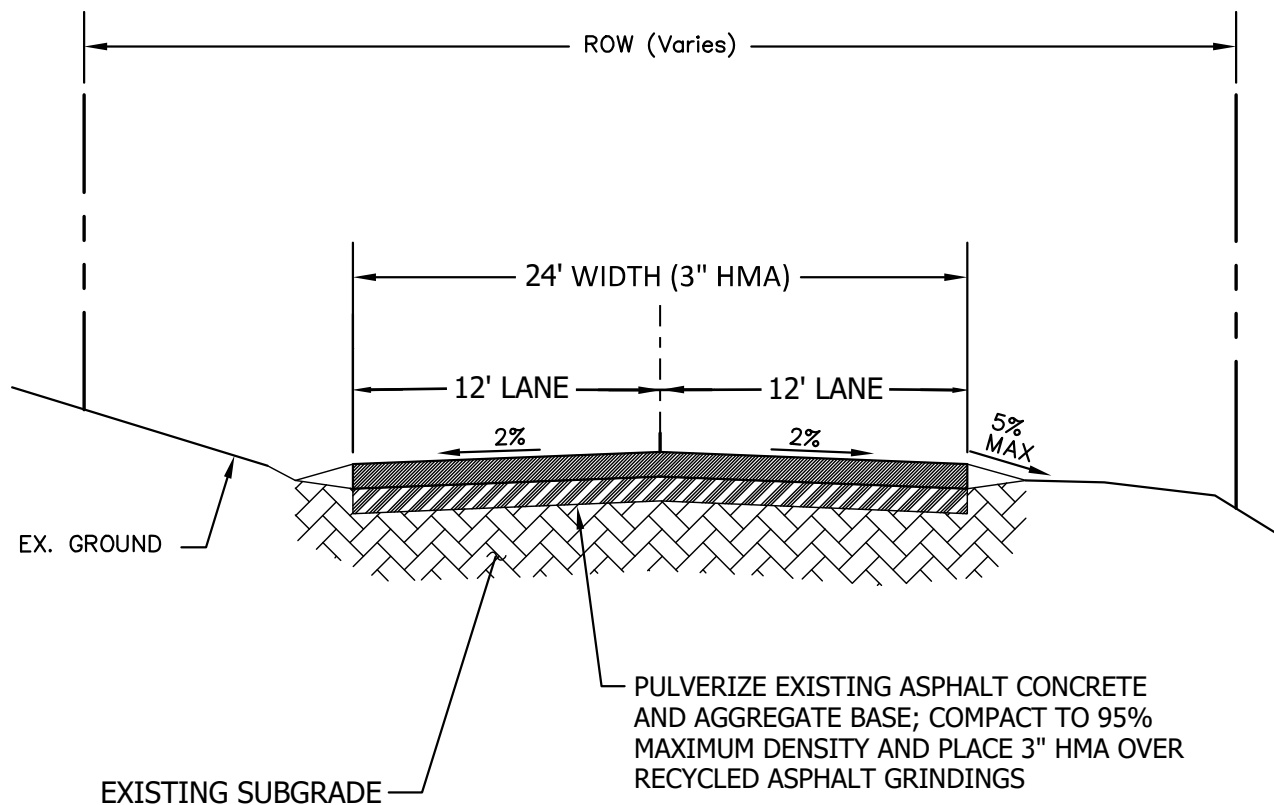


EXHIBIT 2
EASTSIDE LANE REHABILITATION PROJECT – PHASE 2
PROJECT LOCATION MAP

Sheet
 1 OF 1

DATE: 11/22/19



ROADWAY SECTION

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

A
N.T.S.

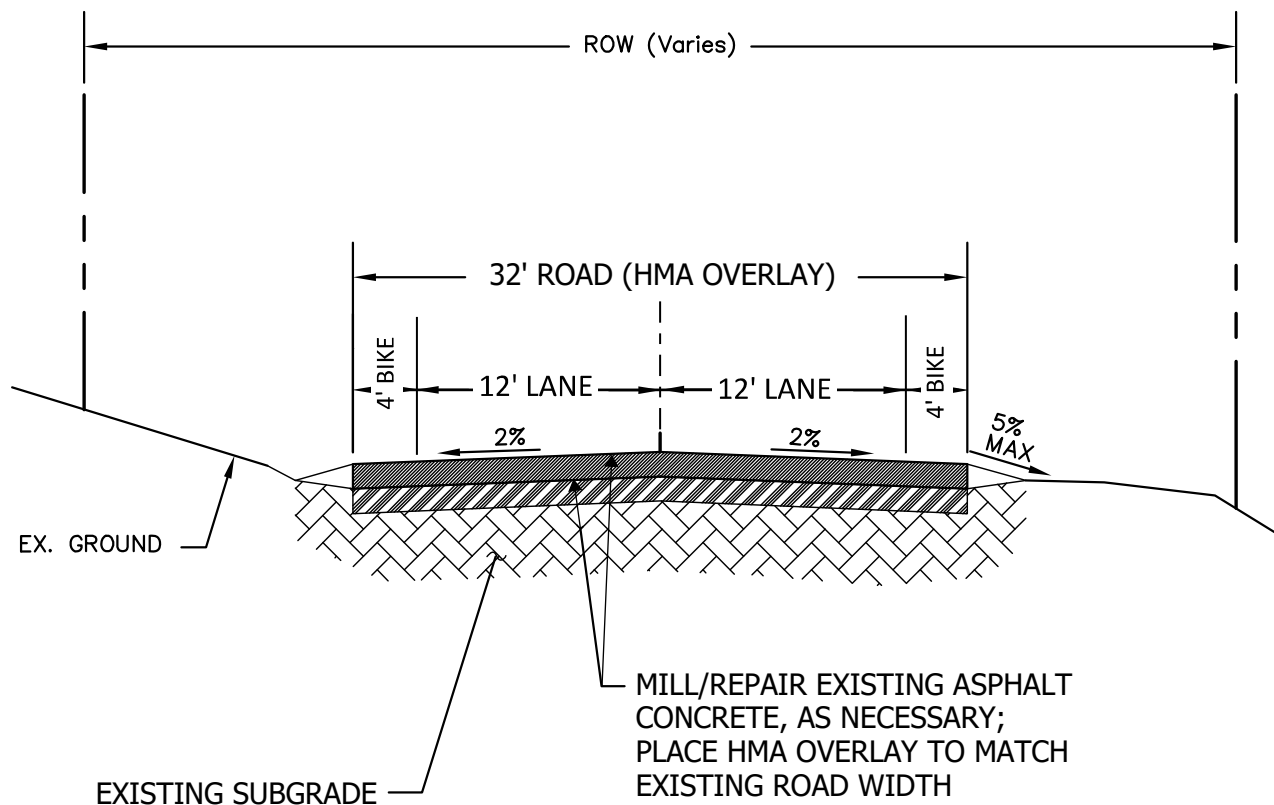
Mono County
Department of Public Works

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

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

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





ROADWAY SECTION

EASTSIDE LANE - SOUTH (OFFAL ROAD TO HWY 395)

B
N.T.S.

Mono County
Department of Public Works

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

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

EXHIBIT 4

EASTSIDE LANE REHABILITATION
PROJECT- PHASE 2

TYPICAL ROAD SECTION



F. APPENDICES

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

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

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

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

APPROVED



Garrett Higerd, Mono County Engineer

1. Transportation Problem

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

2. Route – Location – (Post Mile):

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

3. Description of Project Limits

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

4. Description of Project Scope

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

5. Functional Classification/Federal-aid System

Federal-aid Highways

☐ Urban Principal Arterial
☐ Urban Minor Arterial
☐ Urban Collector

☐ Rural Principal Arterial
☐ Rural Minor Arterial
☒ Rural Major Collector*

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

Highways ineligible for Federal-aid

☐ Urban Local

☐ Rural Minor Collector
☐ Rural Local

Federal-aid System

On the National Highway System? Yes___ No X

6. Environmental Status

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

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

Environmental Issues:

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

7. Traffic Data (Estimated)

Current ADT Varies (<1000)

% Trucks 5%

Current Design Hourly Volume 100

8. Roadway Geometric Information

Will this project change existing geometrics? Yes X No

If no, skip this section.

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

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

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

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

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

9. Structure Information

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

If no, skip this section.

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

Funding source of bridge rehabilitation (if not STIP) _____

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

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

11. Pavement Rehabilitation

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

If no, skip this section.

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

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

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

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

What are the consequences of not doing this project?

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

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

13. Scheduling

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

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

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

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

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

15. Other Considerations

Utility and/or Railroad Involvement:

None

Consistency with other planning:

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

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

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

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

N/A

17. List of Attachments

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

18. Report Preparation

Prepared by: Garrett Higerd, P.E.

Date: December 5, 2020

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



Garrett Higerd

December 5, 2020
DATE

PROJECT PROGRAMMING REQUEST

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

General Instructions

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

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

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

Date: 11/04/19

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

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

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

PROJECT PROGRAMMING REQUEST

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

Complete this page for amendments only

Date: 11/04/19

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

SECTION 1 - All Projects**Project Background**

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

Programming Change Requested

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

Reason for Proposed Change

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

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

No delay is proposed.

Other Significant Information


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

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects**Approvals**

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

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

Attachments

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



MONO COUNTY

DEPARTMENT OF PUBLIC WORKS

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

EXHIBIT 23-K

LOCAL ROAD REHABILITATION PROJECT CERTIFICATION

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

Date: 12/05/2019

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

AIRPORT ROAD REHABILITATION PROJECT

Description:

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

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

The project listed above meets the following standards:

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



MONO COUNTY

DEPARTMENT OF PUBLIC WORKS

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

City/County Signature:  Title: Mono County Engineer

Regional Transportation Planning Agency/County Transportation Commission Certification:

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

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

Date: _____

AIRPORT ROAD REHABILITATION PROJECT

Hot Creek Fish Hatchery

Hot Creek Hatchery Road
(0.3 miles)

Airport Road (1.3 miles)

US HWY 395

Sierra Business Park

Mammoth-Yosemite Airport

Convict Lake Road

Exhibit 1A

October 28, 2013

— Project Extents

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

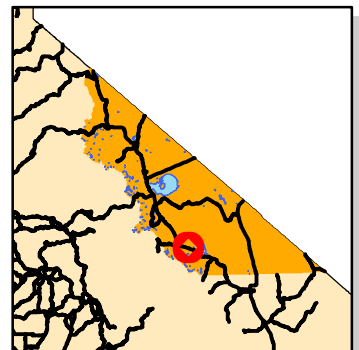
The information contained on this map is for reference purposes only and is in no way intended to serve as a legal description of property or other boundaries. The information on this map is subject to change without notice. This map is not to be reproduced or re-used without the prior permission of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

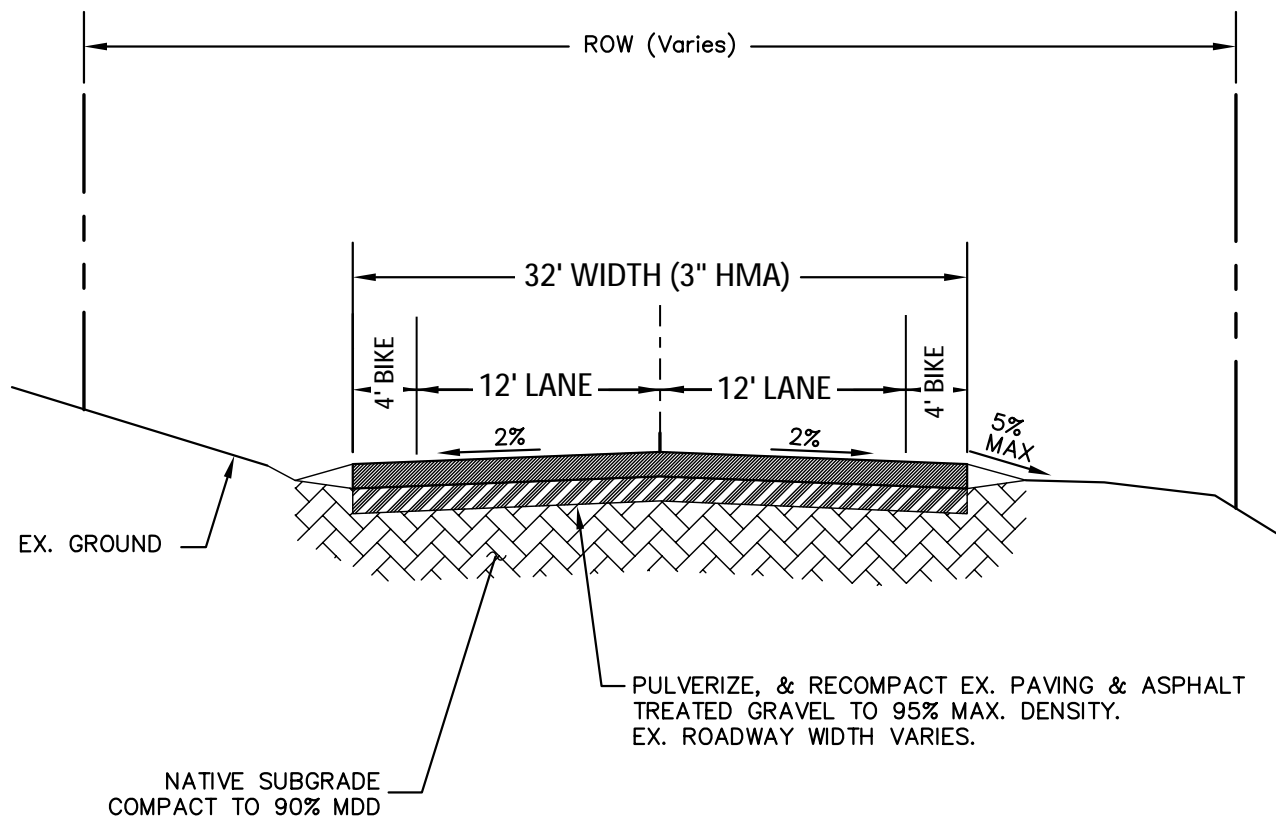
Map created by: ghigerd on 10/28/2013

X:\COMMON\@WORK\ROAD PROJECTS\STIP\STIP PROJECTS\Airport Road STIP\Airport Road - EXHIBIT1.mxd



0 335 670 1,340 2,010 2,680
Feet





ROADWAY SECTION — RECONSTRUCTION

A
N.T.S.

Mono County
Department of Public Works

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

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

TYPICAL SECTION
(RECONSTRUCTION)

Figure

3

DATE: 2/8/08

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

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

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

APPROVED



Garrett Higerd, County Engineer

1. Transportation Problem

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

2. Route – Location – (Post Mile):

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

3. Description of Project Limits

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

4. Description of Project Scope

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

5. Functional Classification/Federal-aid System

Federal-aid Highways

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

Highways ineligible for Federal-aid

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

Federal-aid System

On the National Highway System? Yes ___ No X

6. Environmental Status

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

Anticipated Completion Date April 2020

Environmental Issues:

- None expected.

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

7. Traffic Data (Estimated)

Current ADT: Varies <100

% Trucks: 5%

Current Design Hourly Volume: 100

8. Roadway Geometric Information

Will this project change existing geometrics? Yes _____ No **X**

If no, skip this section.

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

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

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

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

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

9. Structure Information

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

If no, skip this section.

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

Funding source of bridge rehabilitation (if not STIP) _____

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

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

11. Pavement Rehabilitation

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

If no, skip this section.

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

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

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

PMS Strategy and local procedures

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

What are the consequences of not doing this project?

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

12. Cost Estimate Breakdown

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

13. Scheduling

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

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

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

Caltrans, Lahontan Regional Water Quality Control Board

15. Other Considerations

Utility and/or Railroad Involvement:

None

Consistency with other planning:

Consistent with Mono County General Plan

16. Proposed Funding

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

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

N/A

17. List of Attachments

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

18. Report Preparation

Prepared by

Garrett Higerd, P.E.

Date

December 5, 2019

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



Garrett Higerd

December 5, 2019

DATE

PROJECT PROGRAMMING REQUEST

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

General Instructions

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

ADA Notice

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PROJECT PROGRAMMING REQUEST

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

Date: 11/04/19

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

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

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

PROJECT PROGRAMMING REQUEST

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

Date: 11/04/19

Complete this page for amendments only

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

SECTION 1 - All Projects**Project Background**

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

Programming Change Requested

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

Reason for Proposed Change

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

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

No delay or cost increase is anticipated.

Other Significant Information

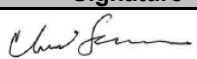
Mono County intends on letting PA&ED programmed funding (\$100k) and PS&E programmed funding (\$200k) lapse. The lapsed \$300k will be used in construction (CON) for the project as noted in the RTIP.

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects**Approvals**

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

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

Attachments

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



MONO COUNTY

DEPARTMENT OF PUBLIC WORKS

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EXHIBIT 23-K LOCAL ROAD REHABILITATION PROJECT CERTIFICATION

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

Date: 11/25/2019

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

LONG VALLEY STREETS PROJECT

Description:

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

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



MONO COUNTY

DEPARTMENT OF PUBLIC WORKS

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

The project listed above meets the following standards:

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

City/County Signature:  Title: Mono County Engineer

Regional Transportation Planning Agency/County Transportation Commission Certification:

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

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

Date: _____

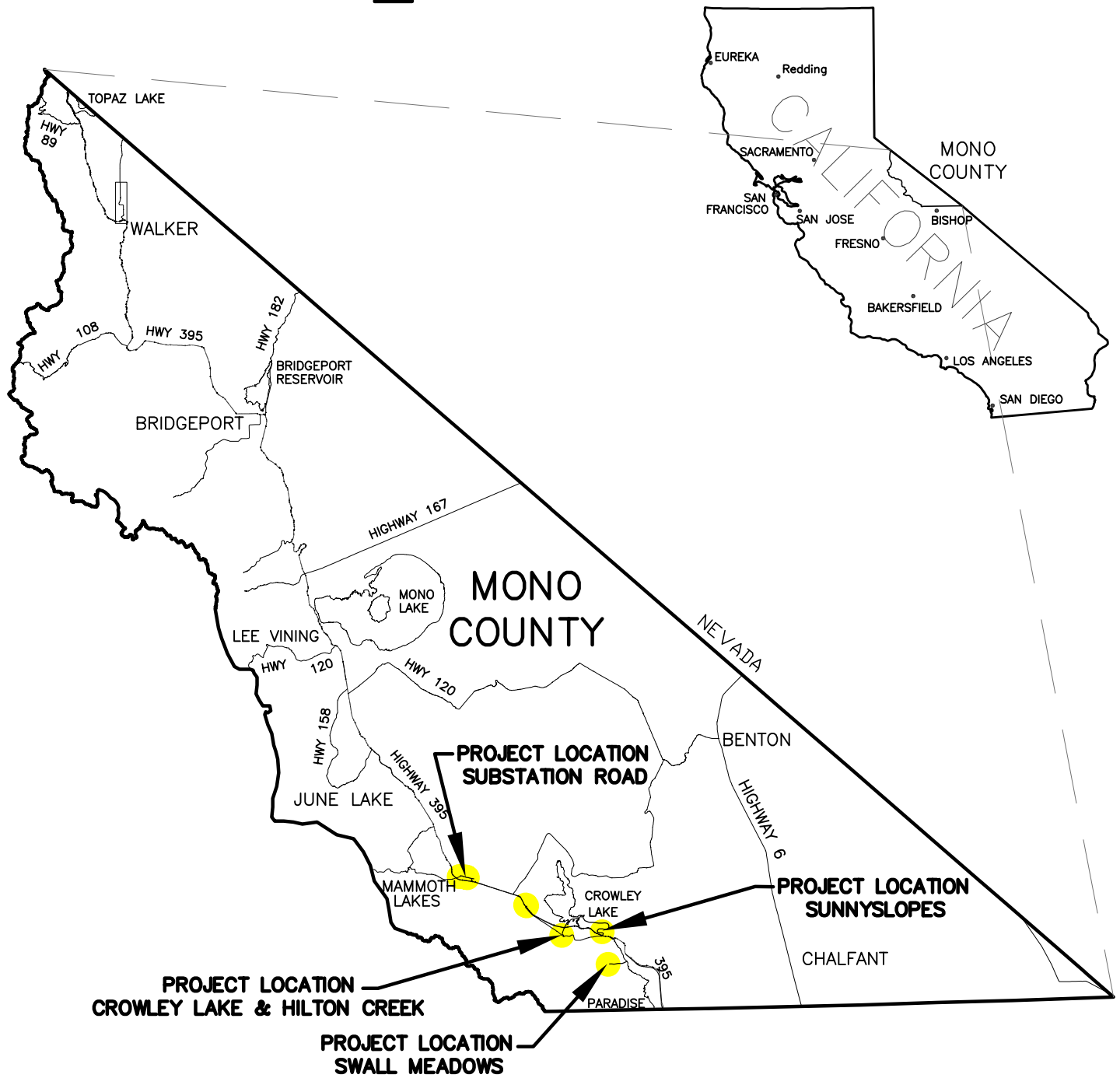


EXHIBIT 1
LONG VALLEY STREETS PROJECT
PROJECT LOCATION MAP

Sheet
1 OF 5

NO SCALE

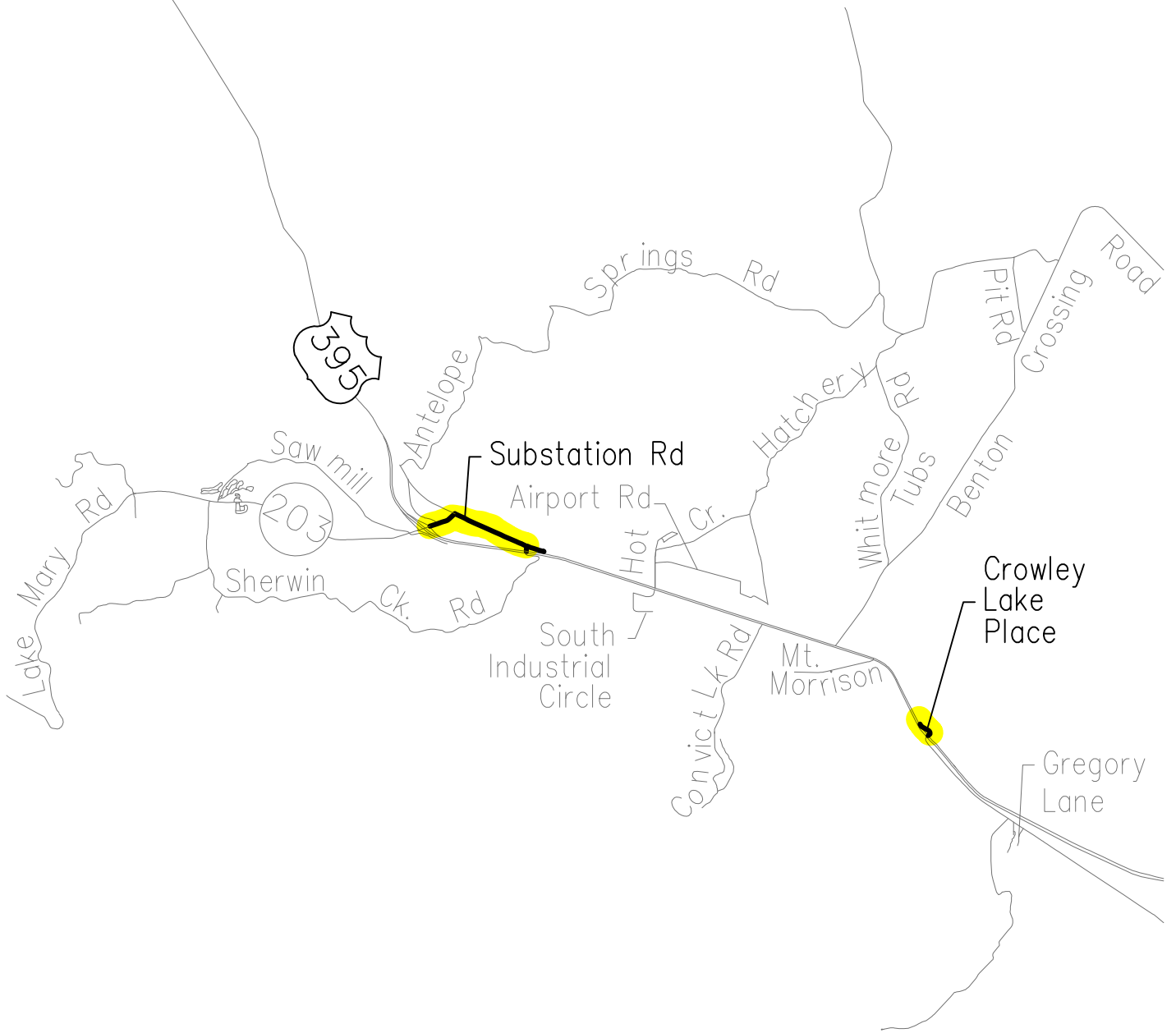


EXHIBIT 1
LONG VALLEY STREETS PROJECT
LOCATION MAP
SUBSTATION ROAD & CROWLEY LAKE PLACE

Sheet
2 OF 5

NO SCALE

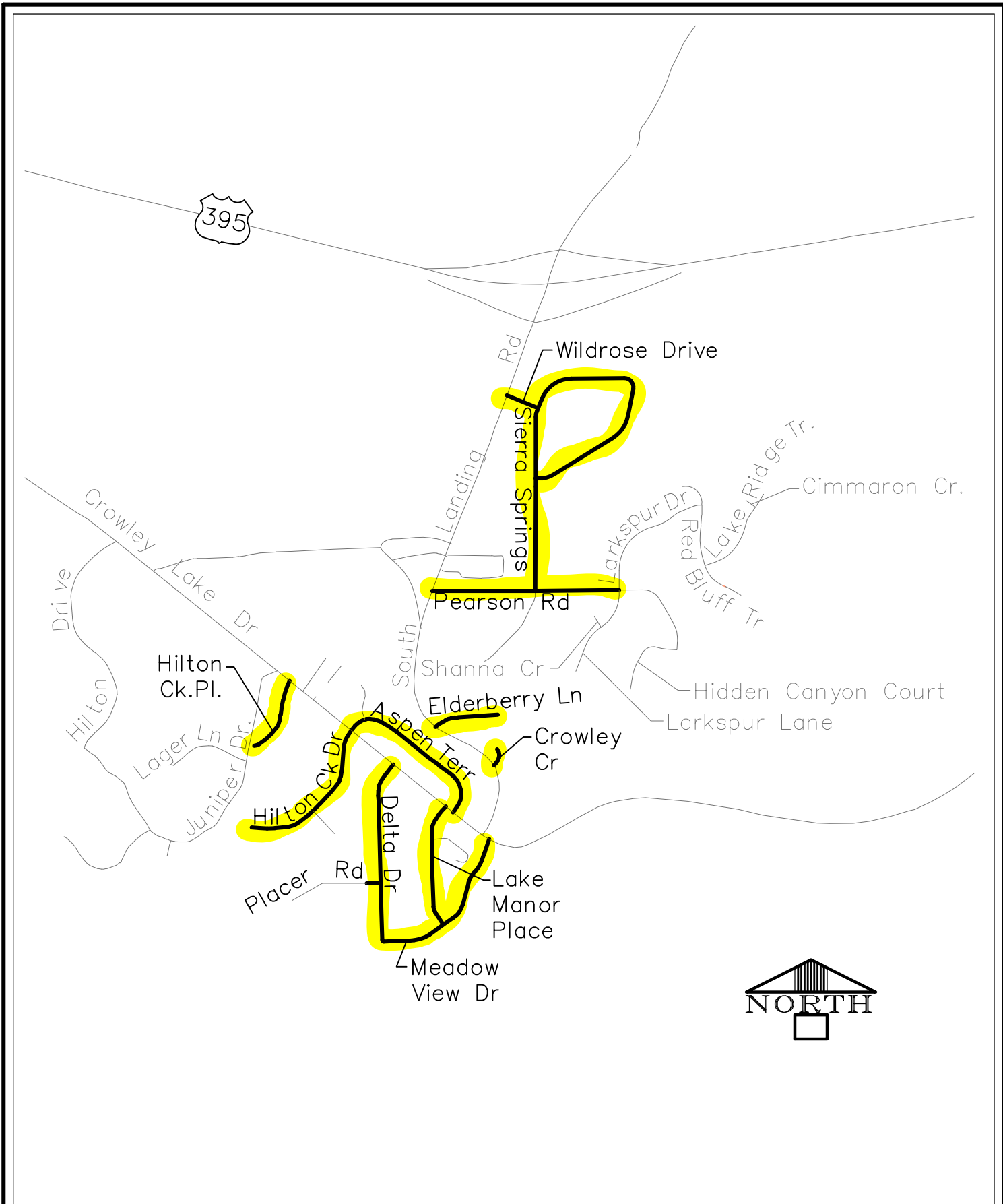


EXHIBIT 1
LONG VALLEY STREETS PROJECT
LOCATION MAP
HILTON CREEK AND CROWLEY LAKE STREETS

Sheet
 3 OF 5

NO SCALE

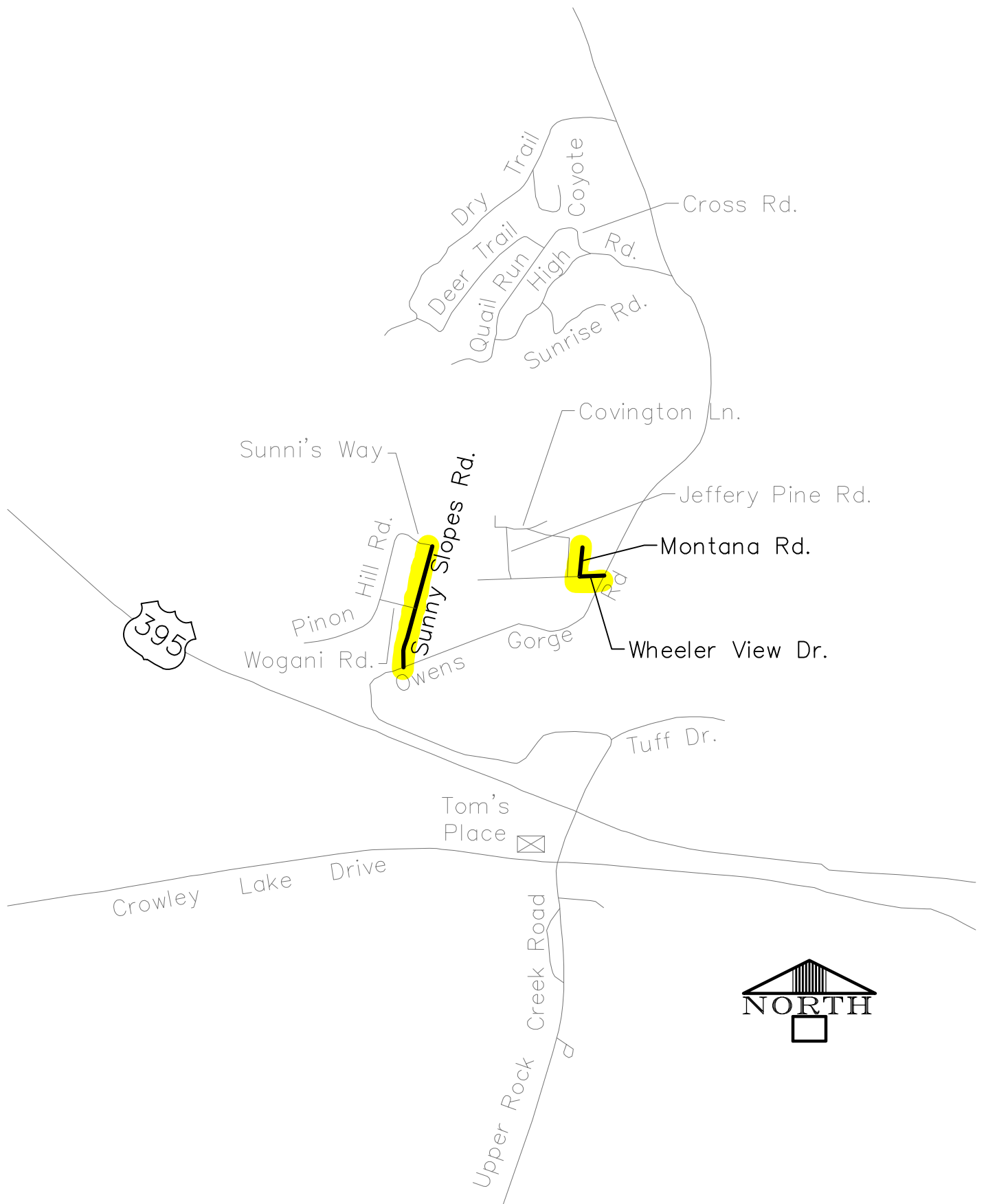


EXHIBIT 1
LONG VALLEY STREETS REHABILITATION PROJECT
LOCATION MAP
SUNNYSLOPES STREETS

Sheet
 4 OF 5

NO SCALE

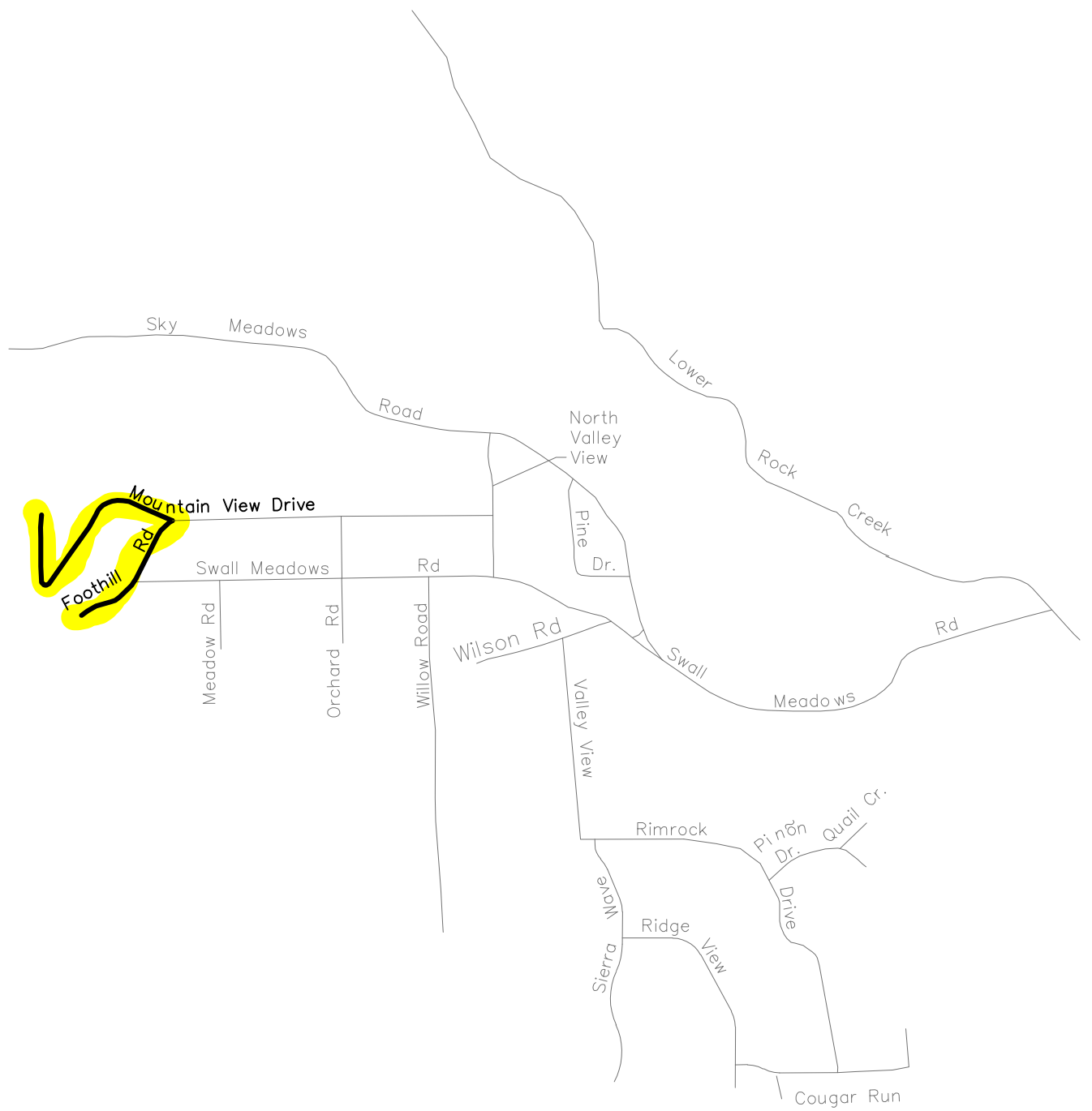
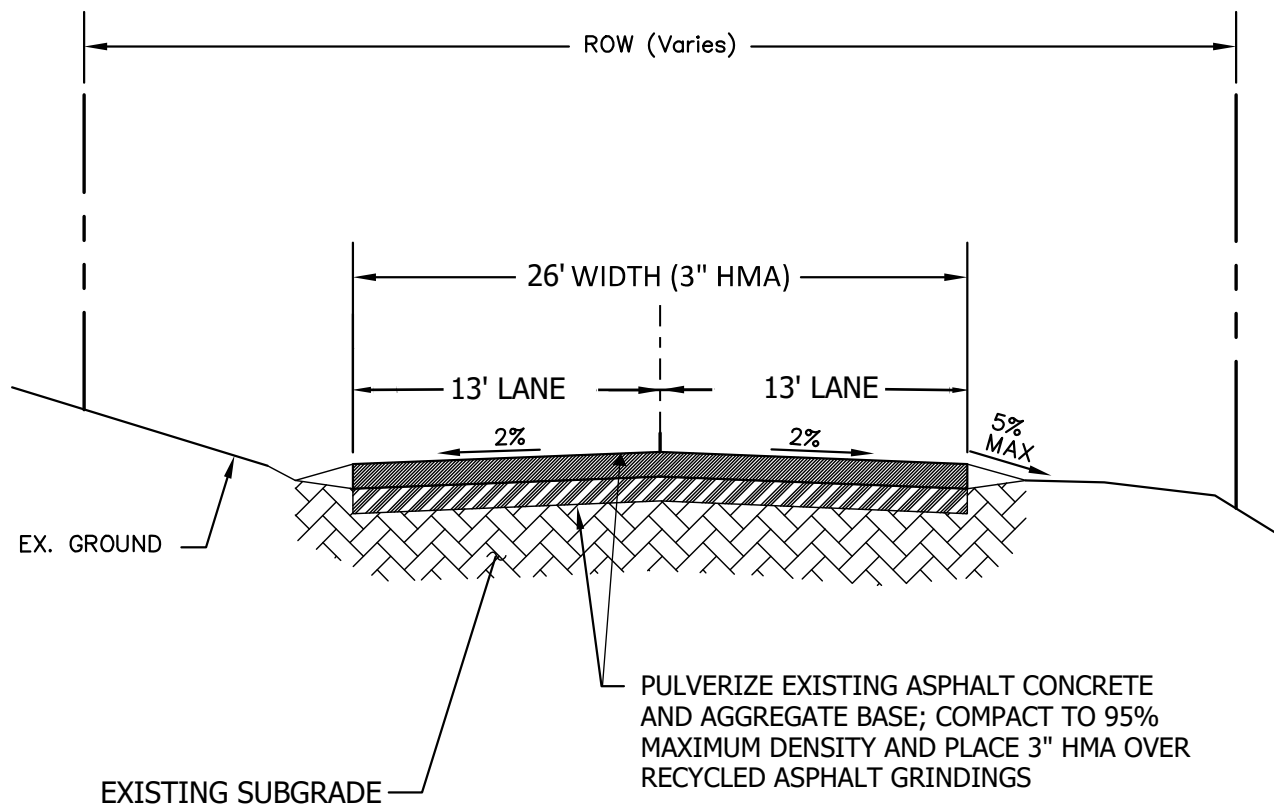


EXHIBIT 1
LONG VALLEY STREETS PROJECT
LOCATION MAP
SWALL MEADOWS STREETS

Sheet
5 OF 5

NO SCALE



ROADWAY SECTION

SIERRA SPRINGS ROAD AND WILDROSE DRIVE



Mono County
Department of Public Works

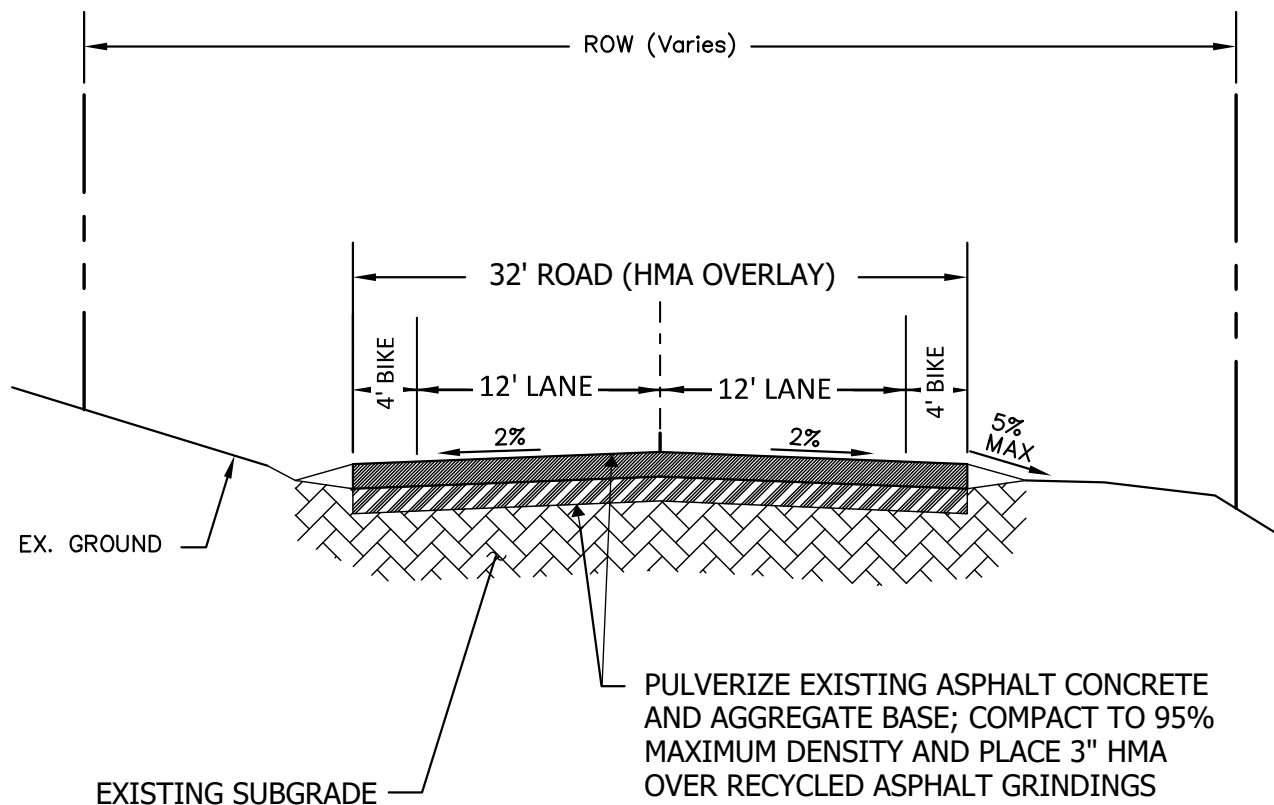
74 North School St.
Post Office Box 457
Bridgeport, CA 93517

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

EXHIBIT 2

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





ROADWAY SECTION

PEARSON ROAD

B
N.T.S.

Mono County
Department of Public Works

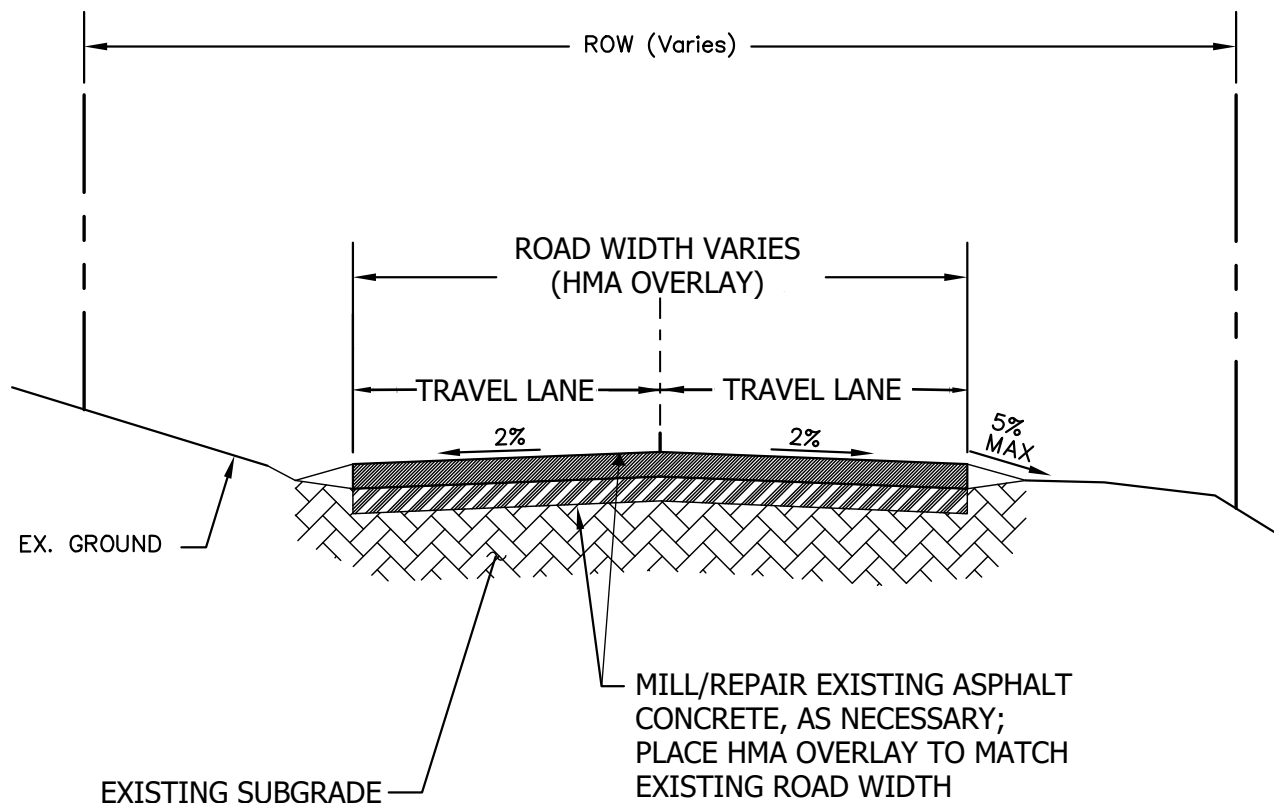
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monopw@mono.ca.gov

EXHIBIT 3

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





ROADWAY SECTION

C
N.T.S.

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

Mono County
Department of Public Works

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monopw@mono.ca.gov

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



PROJECT PROGRAMMING REQUEST

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

General Instructions

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

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

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

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

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

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

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

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

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

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

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

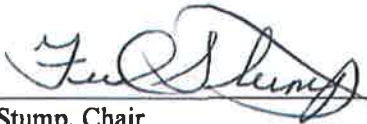
PASSED AND ADOPTED this 9th day of December 2019, by the following vote:

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

Noes:

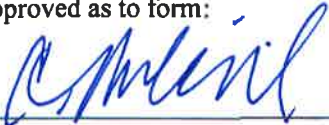
Abstains:

Absent:



Fred Stump, Chair
Mono County Local Transportation Commission

Approved as to form:



Christian Milovich, Assistant County Counsel

ATTEST:



CD Ritter, Secretary

Section 18. Detailed Project Programming Summary Table

